City of Salinas

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

Meeting Agenda - Final

Tuesday, October 4, 2022

4:00 PM

SALINAS ROTUNDA

City Council

Mayor Kimbley Craig
Councilmembers:
Carla Viviana González, District 1 - Tony Barrera, District 2
Steve McShane, District 3 - Orlando Osornio, District 4
Christie Cromeenes, District 5 - Anthony Rocha, District 6

Steven S. Carrigan, City Manager
Christopher A. Callihan, City Attorney
City Clerk's Office: (831) 758-7381

PUBLIC NOTICE

This meeting is being conducted consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic. The public may view the meeting on television and/or online and may participate in-person in the Council Chamber.

PLEDGE OF ALLEGIANCE

ROLL CALL

PROCLAMATION

Salinas Police Department 150th Anniversary
Code Enforcement Officer Appreciation Week
Fire Prevention Week

PUBLIC COMMENT PROCEDURES

If you wish to make a general public comment or comment on a specific agenda item, you are encouraged to attended the City Council meeting in person. Public comment may also be submitted via email at PublicComment@ci.salinas.ca.us and will be entered into the record.

PUBLIC COMMENT TIME RESTRICTIONS

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

GENERAL PUBLIC COMMENTS

Receive public communications on items that are not on the agenda and that are in the City of Salinas' subject matter jurisdiction. Comments on Consent, Consideration, and Closed session items should be held until the items are reached. The public may request that the legislative body consider adding an item for consideration on a future agenda. The public may comment on scheduled agenda items, including closed session items, as they are considered.

PRESENTATION

Councilmember comments on presentations are generally limited to three minutes.

California Welcome Center

PUBLIC HEARINGS

ID#22-536 **Home Investment Partnership American Rescue Plan Allocation Plan**

Recommendation: Approve a Resolution approving the proposed HOME Investment Partnership Program - American Rescue Plan Allocation Plan and authorize its submittal to the United States Department of Housing and Urban Development for final approval.

CONSIDERATION

ID#22-529 **Developer Selection for 855 E. Laurel Drive Request for Qualifications for the Design and Development of a Proposed 100% Affordable Multifamily Rental Housing Project**

Recommendation: Approve a Resolution jointly selecting, with the County of Monterey, Eden Housing Inc. as the developer for the 855 E. Laurel Drive Request for Qualifications for the design and development of a proposed 100% Affordable Multifamily Rental Housing Project.

ADMINISTRATIVE REPORTS

ID#22-526 **Alisal Street Complete Streets Before and After Study**

Recommendation: No action. This report presents information to the City Council regarding the Alisal Street Complete Streets before and after study.

CONSENT AGENDA

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

ID#22-549 **Minutes**

Recommendation: Approve minutes of September 6, 2022, September 13, 2022, and September 20, 2022.

ID#22-518 **Monterey-Salinas Transit (MST) Bus Stops Red Zones**

Recommendation: Approve a Resolution establishing a total of approximately 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street.

ID#22-519 **No Parking Bike Lanes on Sconberg Parkway and Freedom Parkway**

Recommendation: Approve a Resolution approving the No Parking Bike Lanes Plan on Sconberg Parkway and Freedom Parkway.

ID#22-520 **S. Filice Street Job Order Contract (JOC) Sidewalk Repairs; COS-2022-9720-01 Job Order Completed Under the On-Call JOC for Sidewalk Improvements; CIP 9720**

Recommendation: Approve a Resolution to accept the S. Filice Street JOC Sidewalk Repairs; COS-2022-9720-01 under CIP 9720, On-Call Job Order Contract for Sidewalk Improvements, for maintenance and responsibility.

ID#22-527 **Advanced Planning and Current Planning Services On-Call List**

Recommendation: Approve a Resolution establishing the Advanced Planning and Current Planning Services On-Call List for a three-year period.

ID#22-528 **FEMA FY 2021 Assistance to Firefighters Grant (AFG) Award Acceptance**

Recommendation: Approve a Resolution authorizing the City Manager or designee to accept the FY 2021 Federal Emergency Management Agency (FEMA) Assistance to Firefighters Grant (AFG) in the amount of $29,225.37, for the procurement of 5 QRAE3 gas exposure monitors, and to appropriate $2,922.54 (10%) of required matching funds and execute all required agreements and related documents necessary to receive the funds.

ID#22-532 **Amended Professional Service Agreement with Wallace Group for Sanitary Sewer Master Plan Update**

Recommendation: Approve a Resolution authorizing the City Manager to make amendments to and restatement of a professional service agreement with Wallace Group for the Sanitary Sewer Master Plan Update.

ID#22-535 **ARPA/PRK Motel Program Master Lease with Marina Hotels Ci, LLC and Agreement for Services with Benitez Security Services, Inc.**

Recommendation: Approve a Resolution authorizing the Mayor to execute a Master Lease Agreement with Marina Hotels Ci, LLC and execute an Agreement for Services with Benitez Security Services, Inc related to the City's Project Roomkey Program.

ID#22-537 **Ratify and Amend Emergency Agreements with Environmental Systems, Inc.**

Recommendation: Approve a Resolution ratifying (3) and amending (2) Emergency Agreements with Environmental Systems Inc. (ESI) for the replacement and repair of 2 Heating, Ventilation and Air Conditioning (HVAC) Systems and 1 Heating System.

ID#22-538 **Side Letter Agreement with SEIU LOCAL 521 Blue Collar Unit**

Recommendation: Approve a Resolution authorizing the City manager to execute and implement a Side Letter Agreement with Service Employees International Union (SEIU) Local 521 Blue Collar.

COUNCILMEMBERS' REPORTS, APPOINTMENTS AND FUTURE AGENDA ITEMS

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

CLOSED SESSION

Receive public communications from the audience on Closed session items.
The City Council will recess to closed session pursuant to:

ID#22-550

a. **Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, Santa Rita Union High School District, et al. v. City of Salinas et al., Monterey County Superior Court Case No. 20CV000242.
b. **Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, Alisal Union School District, et al. v. City of Salinas, et al., Monterey County Superior Court Case No. 20CV00340.
c. **Real Property Negotiations** - California Government Code Section 54956.8, conference with real property negotiators City Manager Steven S. Carrigan, City Attorney Christopher A. Callihan, Community Development Director Megan Hunter, and Assistant Community Development Director Lisa Brinton, to discuss the terms and sale of real properties located at 219 Salinas Street (APN

002242029000, Parking Lot 1); 210 Salinas Street (APN TNPAPN 000142, Parking Lot 8); 122 Lincoln Avenue (APN 002245008000, Parking Lot 12), 128 Lincoln Avenue (APN 002245007000, Parking Lot 12), 118 Lincoln Avenue (APN 002245005000, Parking Lot 12), 120 Lincoln Avenue (APN 0022458006000, Parking Lot 12), 112 Lincoln Avenue (APN 002245004000, Parking Lot 12).

d. **Performance Evaluation and Labor** - California Government Code §54957 and §54957.6, public employee performance evaluation and labor relations with unrepresented employee (City Manager).

e. **Performance Evaluation and Labor** - California Government Code §54957 and §54957.6, public employee performance evaluation and labor relations with unrepresented employee (City Attorney).

ADJOURNMENT

Patricia M. Barajas, City Clerk

AGENDA MATERIAL / ADDENDUM

Any addendums will be posted within 72 hours of regular meetings or 24 hours of special meetings and in accordance with Californian Government Code Section 54954.2, unless otherwise allowed under the Brown Act. City Council agenda item reports may be viewed at the Salinas City Clerk's Office, 200 Lincoln Avenue, Salinas, and are posted on the City's website at www.cityofsalinas.org via the hyperlinks provided on the agenda. The City Council may take action that is different than the proposed action reflected on the agenda.

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

PUBLIC NOTIFICATION

This agenda was posted on Thursday, September 29, 2022 at the City Clerk's Office, in the Council Rotunda, and the City's website.

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

File #: ID#22-536, **Version:** 1

Home Investment Partnership American Rescue Plan Allocation Plan

Approve a Resolution approving the proposed HOME Investment Partnership Program - American Rescue Plan Allocation Plan and authorize its submittal to the United States Department of Housing and Urban Development for final approval.

CITY OF SALINAS
STAFF REPORT

DATE: **OCTOBER 4, 2022**

FROM: **MEGAN HUNTER, DIRECTOR**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

THROUGH **ROD POWELL, PLANNING MANAGER**

PREPARED BY: **HILDA PERALTA, COMMUNITY DEVELOPMENT ANALYST**

TITLE: **HOME INVESTMENT PARTNERSHIP AMERICAN RESCUE PLAN ALLOCATION PLAN**

RECOMMENDED MOTION:

A motion to approve a Resolution to approve the proposed HOME Investment Partnership Program – American Rescue Plan Allocation Plan and authorize its submittal to the United States Department of Housing and Urban Development for final approval.

RECOMMENDATION:

The Community Development Department recommends that City Council conduct a public hearing to consider and approve a Resolution to approve the proposed HOME Investment Partnership Program – American Rescue Plan Allocation Plan and authorize its submittal to the United States Department of Housing and Urban Development for final approval.

EXECUTIVE SUMMARY:

In Fiscal Year 2021, the City of Salinas (City), as a HUD entitlement jurisdiction, was allocated $2,918,774 of one-time HOME American Recovery Plan (HOME-ARP) funding from the U.S. Department of Housing and Urban Development (HUD). As part of the American Rescue Plan Act of 2021, this funding is specifically earmarked to perform four key activities: production and preservation of affordable housing, tenant-based rental assistance, provision of supportive services such as homeless prevention and housing counseling; and acquisition and development of non-congregate shelter.

As described in HUD Notice CPD-21-10: *Requirements of the Use of Funds in the HOME-American Rescue Plan Program*, HOME ARP funds are designated to assist four defined qualifying populations including those who are homeless, those currently housed and at risk of homelessness, those fleeing or attempting to flee domestic violence, sexual assault, stalking or human trafficking populations, and those at greatest risk of housing instability and where providing support services or assistance would prevent homelessness.

BACKGROUND:

In order to receive a HOME-ARP allocation, jurisdictions are required to develop an Allocation Plan (AP) derived from solicited community engagement with and input from community service providers, stakeholders, and the general public. In accordance with HOME-ARP requirements, development of the AP must include a consultation process, a needs assessment, and gap analysis, each of which serves to provide a qualified summary of the City's planned use of funds and an estimate of housing units produced or created.

DISCUSSION:

Consultation, Assessment, and Gap Analysis

As part of its lengthy, required AP consultation process, City staff diligently connected, engaged, and consulted with the local CA-506 Continuum of Care (CoC); homeless, social services, and domestic violence service providers; veterans' groups; public housing agencies; individuals defined as members of each qualifying population; agencies that address fair housing, civil rights, and the needs of persons with disabilities; other community stakeholders; and members of the general public. To achieve the robust response necessary to formulate a compliant and considerate AP, staff utilized various methods to gather information and targeted engagement opportunities to inform the community and request input. This included targeted participation in community and regional partnership meetings, email blasts, social media announcements, online surveys, and website postings. The consultation revealed strong support for permanent supportive housing and supportive service activities like case management, housing counseling, substance abuse treatment, and financial assistance for housing related costs.

Opportunities for public participation to comment on the planning, development, and review of the proposed allocation plan were publicized and disseminated in accordance with the City's Citizen Participation Plan (CPP). Public participation during the development of the allocation plan included a 30-day public comment period, community meetings, an electronic survey, newspaper ads, social media announcements, and one public hearing. Permanent supportive housing through the rehabilitation of motels or hotels was scored as the highest priority based on the survey results. Supportive service activities with the highest score were mental health and substance abuse treatment, transportation, and financial assistance for housing related costs. A detailed breakdown of the comments and recommendations received through the public participation process were included as part of the allocation plan.

The City's AP needs assessment and gap analysis also evaluated the size and demographic composition of each HOME-ARP qualifying population to determine their unmet needs. Data from the 2022 Monterey County Homeless Point-In-Time Count, 2020 American Community Survey, 2021 Continuum of Care Housing Inventory Count, and the 2014-2018 Comprehensive Housing Affordability report were used to determine the unmet needs of qualifying populations. This included a determination that the City currently has 14 projects with bed inventory (8 emergency shelter, 2 rapid rehousing, 3 transitional housing, and 1 permanent supportive housing) resulting in a total capacity of 501 beds. Based on the available data, the City has a significant gap in beds needed for adult households without children.

Determination of Community Need

Locally, the CoC is coordinated by the Coalition of Homeless Services Providers (CHSP) in partnership with the City of Salinas. In 2009, the CoC developed an initial Lead Me Home Plan (LMHP), to serve as a framework to guide local jurisdictions (Counties and cities), service

providers, and other key stakeholders in maximizing available resources in an effort to strategically impact and reduce homelessness. The most recent update to the LMHP includes a data-focused, milestone-based action plan which establishes measurable goals and targets focused on reducing local homelessness by 50% over the next five years (July 2021 through June 2026). This plan sets out to align available funding to support the activities identified in each year of the action plan and includes an essential year-one activity of continued investment in acquisition and conversion of motels to affordable, supportive Homekey housing units available through the State of California. Additional LMHP goals include the need for increased investment in housing navigation services and housing focused case management. These collaborative efforts are highlighted in the City's AP as it serves an important regional framework with specific target goals.

Additionally, input obtained from local service providers during the City's AP consultation process revealed a strong need and preference to support outreach, mental health services, case management, housing and financial counseling, and financial assistance. Each of which is addressed within the permanent supportive nature of the Homekey model.

The City of Salinas, in partnership with Shangri La Industries and Step Up on Second Street, Inc., has acquired three Homekey sites to provide a total of 202 new permanent supportive housing units. Each site will offer its residents permanent, affordable housing coupled with supportive services including case management, employment assistance, referrals to mental health services, peer support training, and transportation services. Annual costs to provide this necessary supportive housing environment is just under $6,000 per unit per year.

Recommended Plan Allocation
HOME-ARP funding must be spent by 2030. In consideration of the information and data gathered and assessed during the AP development process staff are recommending that 15% of the City's HOME-ARP allocation ($437,816.10) be used for allowable program administration and planning activities and that the allocation's remaining 85% ($2,480,957.90), be directed toward much needed supportive service funding associated with the City's three Homekey permanent supportive housing sites and other "bed" generating projects. It is estimated that up to ninety-nine (99) Salinas Homekey units for qualifying populations could be supported with the recommended HOME-ARP allocation.

This recommendation is strongly supported by the robust input provided by local service providers during Based on the need and gap analysis and the desire to serve all qualifying populations and subpopulations, the City will not exercise the allowable identification and use of a service preference for funded program activities.

CEQA CONSIDERATION:

The City of Salinas has determined that authorizing the submittal of the HOME-ARP Allocation Plan to HUD is not a project as defined by the California Environmental Quality Act (CEQA) Guidelines section 15378 as this matter does not cause a direct or indirect physical change on the environment. Subsequent discretionary projects resulting from this action will be assessed for CEQA applicability. Activities utilizing federal funds are also subject to the National Environmental Policy Act (NEPA) and will be evaluated prior to expending any funds.

STRATEGIC PLAN INITIATIVE:

The HOME-ARP Program is intended to assist qualifying populations with permanent housing options and supportive services. Acceptance of the AP supports City of Salinas 2022-2025 Strategic Plan Strategies and Goals of Housing/Affordable Housing and Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

The HOME-ARP Allocation Plan is solely administered by the City's Housing & Community Development Division. Staff will coordinate with the City's Finance and Legal Departments to ensure regulatory compliance and full disbursement of funds.

FISCAL AND SUSTAINABILITY IMPACT:

It is estimated that the City is eligible to receive a total allocation of $2,918,774 in HOME-ARP funds from HUD once the Allocation Plan is approved. Approval and submission of the HOME-ARP AP has no impact to the City's General Fund.

ATTACHMENTS:

1. Resolution
2. HOME-ARP Allocation Plan – Draft

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

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING ITS HOME INVESTMENT PARTNERSHIP PROGRAM-AMERICAN RESCUE PLAN ALLOCATION PLAN AND AUTHORIZING SUBMITTAL TO THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

WHEREAS, the United States Department of Housing and Urban Development's (HUD) HOME Investment Partnerships Program (HOME), provides the City of Salinas (City) with a federal entitlement of HOME funds to finance the preservation and production of affordable housing; and

WHEREAS, the American Rescue Plan (ARP) Act of 2021, awarded the City an allocation of $2,918,774 in HOME American Rescue Plan (HOME-ARP) grant funds to address the need of qualifying populations for housing and supportive services; and

WHEREAS, as a requirement of receiving HOME-ARP funds, the City is required to develop a HOME-ARP Allocation Plan comprised of a summary of the consultation and public participation process, a needs assessment and gap analysis, a summary of the planned use of the funds, and an estimate of the number of housing units the City will produce or preserve with the funds; and

WHEREAS, the City, through targeted, robust community engagement and the solicitation of input and data, has prepared a HOME-ARP Allocation Plan; and

WHEREAS, the HOME-ARP Allocation Plan proposes to allocate funds towards supportive services as further described and defined in the HOME-ARP Allocation Plan; and

WHEREAS, in accordance with the City's Citizen Participation Plan, a draft of the HOME-ARP Allocation Plan, a 30-day invitation for public comment, and notice of a required public hearing were published on September 3, 2022; and

WHEREAS, the City Council held a public hearing on October 4, 2022, to obtain further comment and consider the draft HOME-ARP Allocation Plan; and

WHEREAS, the City was initially allocated $145,939 for the administration and planning of the HOME-ARP Allocation Plan; and

WHEREAS, the City will receive its remaining allocation $2,480,958 in HOME-ARP funds, and an additional $291,877 for administration and planning of the HOME-ARP award; and

WHEREAS, the City Council desires to allocate $437,816 of its HOME-ARP allocation towards program planning and administration and $2,480,958 toward the provision of supportive services for all qualifying populations as defined by HUD Notice: CPD-21-10; and

WHEREAS, the Salinas City Council desires to approve the proposed HOME-ARP Allocation Plan and authorize its submission to HUD for review and approval.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Salinas that it hereby approves the HOME-ARP Allocation Plan as prepared and authorizes its submission to HUD for final review and approval.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk



CITY OF SALINAS
HOME-ARP ALLOCATION PLAN

September 4, 2022

Community Development Department-Housing Division
65 W. Alisal
Salinas, CA 93901
(831) 758-7334

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HOME-ARP ALLOCATION PLAN

HOME Investment Partnerships (HOME) Program
American Rescue Plan

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CITY COUNCIL

Kimbley Craig
Mayor

Carla Viviana González
Councilmember

Tony Barrera
Councilmember

Steve McShane
Councilmember

Orlando Osornio
Councilmember

Christie Cromeenes
Councilmember

Anthony Rocha
Councilmember

PUBLIC CONTACT INFORMATION

City of Salinas
Community Development Department
Attn: Megan Hunter, Director
65 W. Alisal Street, 2nd Floor
Salinas, CA 93901
(831) 758-7206

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EXECUTIVE SUMMARY

The City of Salinas was allocated $ 2,918,774 of HOME American Recovery Plan Act (HOME-ARP) funding from the U.S. Department of Housing and Urban Development (HUD) in Fiscal Year 2021. HOME-ARP funds will be used to assist all the qualifying populations described in the Notice CPD-21-10: *Requirements of the Use of Funds in the HOME-American Rescue Plan Program*. Funding is earmarked to perform four key activities: (1) development and support of affordable housing, (2) tenant-based rental assistance (TBRA), (3) provision of supportive services; and (4) acquisition and development of non-congregate shelter units.

To receive the HOME-ARP allocation, the City of Salinas consulted with agencies and service providers to identify the unmet needs and gaps in housing and service delivery systems for all qualifying populations. The Allocation Plan (AP) set forth describes how the City of Salinas intends to distribute HOME-ARP funds and how it will expend funds to address the needs of all HOME-ARP qualifying populations. The final AP will be submitted to HUD as a substantial amendment to its Fiscal Year 2021 Annual Action Plan, and includes the following required elements:

1. A summary of the consultation process including methods used and feedback received.
2. A summary of the public participation process including feedback received.
3. A needs assessment of the four qualifying populations including demographic composition.
4. A gap analysis of the unmet housing and service needs of each qualifying population.
5. A table including HOME-ARP funding distribution for each eligible project or activity.
6. An estimate of affordable housing units that will be produced or preserved.
7. A description of preferences.
8. HOME-ARP Refinancing Guidelines.
9. Certifications and SF-424, SF-424B and SF-424D Forms.

INTRODUCTION

The Monterey and San Benito County Continuum of Care (CoC) is coordinated by the Coalition of Homeless Services Providers (CHSP), in partnership with the City of Salinas, the County of Monterey Department of Social Services, the County of Monterey Health Department, and the County of San Benito Health and Human Services Department. In 2009, the CoC developed a framework to guide jurisdictions (Counties and cities), providers, and other key stakeholders to maximize the impact on reducing homelessness.

The Lead Me Home action plan establishes measurable goals and targets to reduce homelessness by 50% over the next five years (July 2021 through June 2026). This 50% reduction will be achieved through three key strategies (1) increase participation in homeless solutions by leaders and key stakeholders from across the region, (2) improve the performance of the homelessness response system, (3) expand service-oriented responses to unsheltered homelessness.

This plan sets out to align available funding to support the activities identified in each year's action plan. Year one of the action plan will cover fiscal year starting July 2021 to June 2022. An essential

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activity for year one is to continue investing in acquisition and conversion of motels by applying to Homekey program funds, available through the State of California, for projects in Salinas which will provide permanent housing for people experiencing homelessness. Another important action is to increase investment in rapid rehousing, navigation services, and housing focused case management to improve the ability to secure housing for participants exiting an emergency shelter. These collaborative efforts are highlighted in the allocation plan as it serves an important regional framework with specific target goals.

HOME-ARP ELIGIBLE QUALIFYING POPULATIONS AND ACTIVITIES

CPD Notice 21-10 Requirements for the Use of Funds in the HOME-American Rescue Plan Program outlines the requirements for funds appropriated under the American Rescue Plan Act of 2021 for the HOME Partnership Program (HOME) to provide homelessness assistance and supportive services. The American Rescue Plan Act defines qualifying individuals or families as:

- Homeless, as defined in section 24 CFR 91.5;
- At risk of homelessness, as defined in section 24 CFR 91.5;
- Fleeing or attempting to flee domestic violence, dating violence, sexual assault, stalking, or human trafficking, as defined by HUD in 24 CFR 5.2003;
- Other populations (i.e., individuals and families) as defined in 24 CFR 91.5, where providing supportive services or assistance would:
    - Prevent a family's homelessness;
    - Serve those with the greatest risk of housing instability.
- At greatest risk of housing instability as defined in 24 CFR 91.5.

HOME-ARP funds can be used to benefit qualifying populations through:

1. Tenant-Based Rental Assistance (TBRA)
2. Development and support of affordable housing
3. Supportive services provisions
4. Acquisition and development of non-congregate shelter
5. Nonprofit capacity building and operating assistance
6. Program planning and administration

STAKEHOLDER CONSULTATION AND PUBLIC PARTICIPATION

The City of Salinas consulted services providers from multiple agencies in preparing this HOME-ARP Allocation Plan. The agencies that were consulted provide services to qualifying populations and include the Continuum of Care, homeless and domestic violence service providers, veterans' groups, public housing agencies, and other private agencies that address fair housing, civil rights, and the needs of persons with disabilities. The consultation process was coordinated by Housing Division staff through various methods including regional partnership meetings, email blast, an online survey, website announcement, and community meetings.

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Partner agencies were emailed an electronic survey link which required ranking needs from highest priority to lowest priority. In addition, the HOME-ARP survey was also emailed to the city's housing group with over 170 partners ranging from private and public entities. The following table summarizes the names and types of organizations consulted, feedback summary, and the methods by which they were contacted:

Organizations Consulted by Type and Method of Consultation

Organization Consulted	Type of Organization	Method of Consultation	Feedback Summary
1. Bay Area Community Services	Addresses needs of qualifying populations	@	No Response
2. YWCA Monterey County	Nonprofit organization	@	I would like to add victims of human trafficking.
3. Step Up on Second Street (Step-Up)	Nonprofit organization	@	Move-in assistance and eviction protection assistance
4. Housing Authority of the County of Monterey	Public Agency	@	Legal mitigation funds
5. Coalition of Homeless Services Providers	Nonprofit organization	@	Legal mitigation funds
6. Mid Pen Housing	Nonprofit organization		No Response
7. Coalition of Homeless Services Providers	Nonprofit organization	@	Completed survey but provided no additional comment.
8. Interim, Inc	Nonprofit organization		Development of affordable housing and rent subsidies
9. Downtown Streets Team	Nonprofit organization	@	Completed survey but provided no additional comment.
10. University Corporation at Monterey Bay RRH Program	Nonprofit organization		No Response
11. Community Homeless Solutions	Nonprofit organization	@	Completed survey but provided no additional comment.
12. Central Coast Center for Independent Living (CCCIL)	Nonprofit organization	@	Legal fees
13. Shangri La	Developer		No Response
14. Housing Resource Center	Nonprofit organization	@	No Response
15. Step Up on Second	Nonprofit organization	@	The suggestions in question 7 are important and should be priority
16. Watsonville Law Center	Nonprofit organization	@	No Response
17. Monterey County Rape Crisis Center	Nonprofit organization	@	No Response
18. Monterey and San Benito County Military and Veterans Affairs Office	Addresses needs of qualifying populations		No Response
19. Eden Council for Hope and Opportunity (ECHO)	Nonprofit organization	@	No Response
20. Sun Street Centers	Nonprofit organization		No Response
21. Community Human Services	Nonprofit organization	@	Completed survey but provided no additional comment.
22. Eden House	Email Survey	@	Legal fees
23. Homeless Services (Independent Contractor)	Consultant	@	No Response
24. Salinas Outreach and Support Team	City	@	No Response
25. Francisan Workers of Junipero Serra, dba Dorothy's Place	Non-profit	@	No Response

@ = EMAIL = VIRTUAL SESSION = SURVEY = MEETING

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CONSULTATION SURVEY

The City of Salinas identified twenty-five community partner agencies who service the qualifying populations as defined by the HOME American Rescue Plan Program in notice CPD-21-10 issued on September 12, 2021. A point-of-contact was identified for each agency and email notifications were sent periodically during a six-week window requesting feedback via an electronic survey. Participants were provided a short description about the program's purpose and disclosed the amount allocated to the City of Salinas for further consideration. Survey respondents reported serving more than 65,000 individuals per year collectively and the following information summarizes the feedback received from service providers.

Figure 1 outlines the populations serviced by respondents. A total of 88.24% of survey respondents indicated providing services to individuals, family experiencing homelessness, and individuals with disabilities. An additional 58.82% of survey respondents indicated providing services to individuals or families fleeing, or attempting to flee, domestic violence, dating violence, sexual assault, stalking, or human trafficking. Another 58.82% of survey respondents indicated providing services to veterans or families that include a veteran family member. The following responses were accepted as "other" populations serviced: justice-involved veterans, survivors, transitioning service members, seniors, tenants, landlords, victims of housing discrimination, people with psychiatric disabilities, chronically unsheltered unaccompanied adults, homeless transition-age youth, and individuals or families needing help with substance abuse. All responses were accepted and included as feedback.

Figure 2 asked respondents to rank the need for supportive services in the City of Salinas from highest to lowest priority. Most respondents indicated that "case management" and "housing search and counseling" were the top two choices. The third choice for supportive services was for "mental health and substance abuse treatment" and "financial assistance costs and rental assistance". Based on the responses, "landlord/tenant services" and "transportation" were ranked the lowest among survey participants.

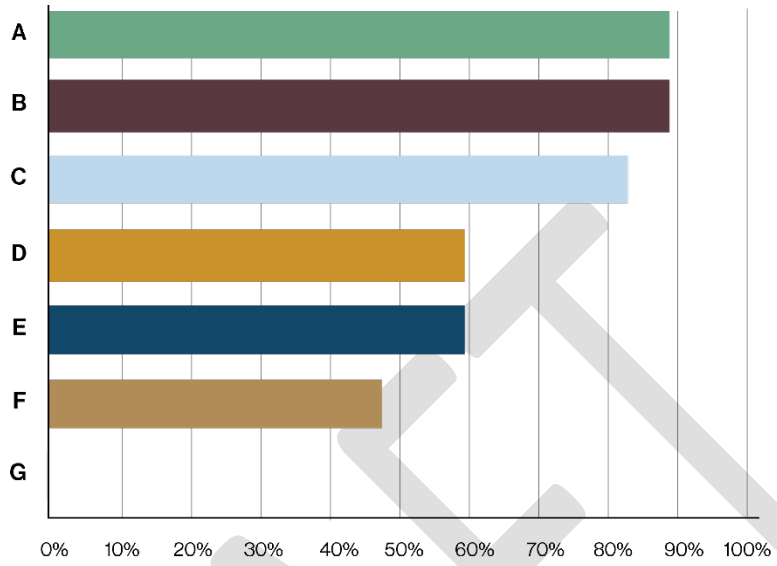
Figure 3 lists the responses for eligible activities ranked from highest to lowest priority and summarizes the results. Based on the feedback received, "rehabilitating existing structures to be used as permanent affordable housing" obtained the highest score. The second highest priority was the need for "supportive services for rental housing counseling and/or direct homeless prevention services". The third choice was "acquisition of land and new affordable housing construction". A total of seventeen (17) providers provided feedback to determine the highest priority.

Participants who completed the survey were also asked to provide comment on other eligible uses that could potentially receive funding but were not mentioned. A total of twelve (12) respondents provided additional comments and these have been outlined in Figure 4 with a summary of the feedback received. Figure 5 demonstrates the website announcement to promote the survey with service providers. All comments were accepted and included as part of the consultation process.

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Figure 1 Populations Serviced

ANSWERED: 17 SKIPPED: 0

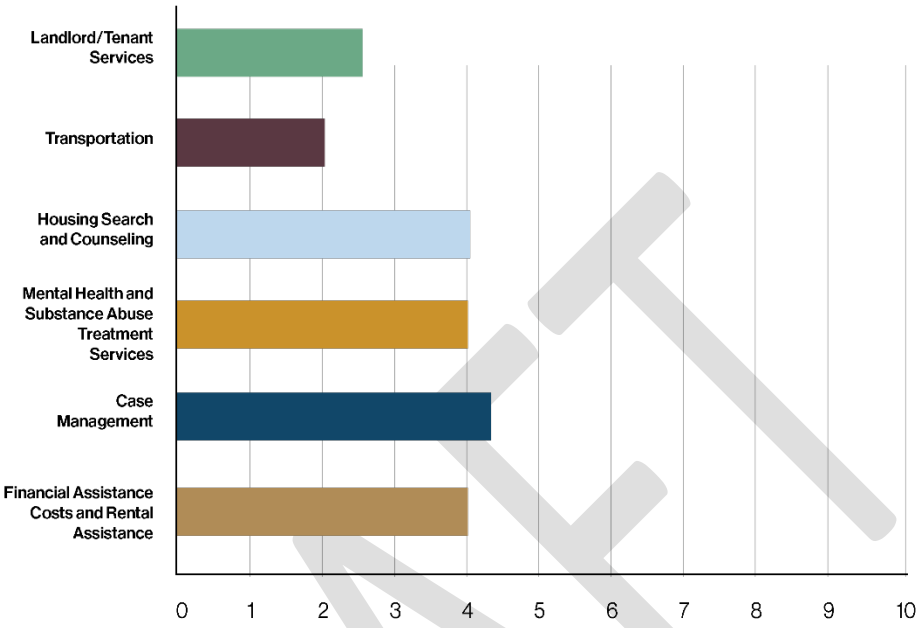


ANSWER CHOICES	RESPONSES	
A. Individuals or family experiencing homelessness	88.24%	15
B. Individuals with disabilities	88.24%	15
C. Individuals or family at risk of homelessness or experiencing housing instability	82.35%	14
D. Individuals or family fleeing, or attempting to flee, domestic violence, sexual assault, stalking or human trafficking.	58.82%	10
E. Veterans or families that include a veteran family member	58.82%	10
F. Other (please specify)	47.06%	8
G. None of the above	0.00%	0
TOTAL RESPONDENTS: 17		

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Figure 2 - Rank Supportive Services Based on the Highest to Lowest Priority

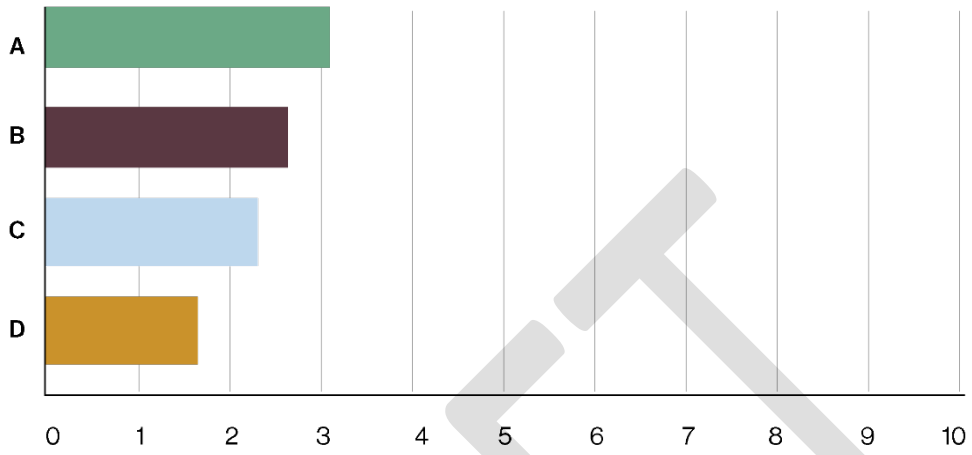
ANSWERED: 17 SKIPPED: 0



ANSWER CHOICES	TOTAL RESPONSES	SCORE
Landlord/Tenant Services	17	2.59
Transportation	17	2.06
Housing Search and Counseling	17	4.06
Mental Health and Substance Abuse Treatment Services	17	4.00
Case Management	17	4.29
Financial Assistance Costs and Rental Assistance	17	4.00

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Figure 3 - Rank Needs for Housing Based on Highest Priority to Lowest Priority



ANSWER CHOICES	TOTAL RESPONSES	SCORE
A. Rehabilitate existing structures such as motels, hotels, or other facilities to be used as permanent affordable housing	17	3.18
B. Supportive Services for rental housing counseling and / or direct homeless prevention services	17	2.71
C. Acquisition of land and new affordable housing assistance	17	2.41
D. Nonprofit operating and capacity building assistance	17	1.71

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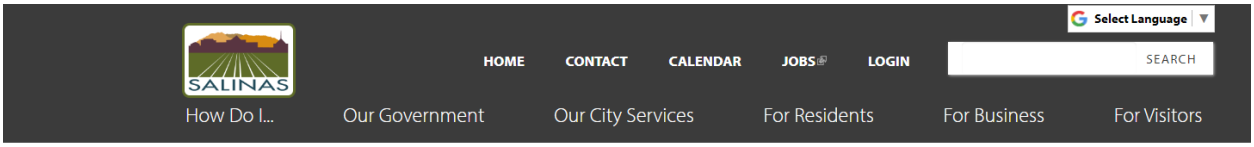
Figure 4 - Comments on Other Eligible Uses

ANSWERED: 17 SKIPPED: 0

#	RESPONSES
1	Direct cash housing/wage assistance
2	The suggestion above are important and should be a priority
3	Victims of Domestic Violence were mentioned but I would like to add victims of human trafficking.
4	Legal assistance
5	No
6	New construction of affordable multi-family housing that reserves a % of units for homeless people
7	None, at this time
8	N/A
7	None, at this time
8	N/A
9	A homeless trust - many needs we cannot spend $ on
10	Development of affordable housing and rent subsidies
11	Move-in assistance and eviction protection assistance
12	No
13	Temporary or transitional housing for difficult to serve chronically unsheltered adults
14	Legal Fees
15	Rapid rehousing
16	No
17	Landlord Mitigation Funds

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Figure 5 - Website Notice



HOUSING AND PUBLIC SERVICES SURVEY

HOME > OUR CITY SERVICES > COMMUNITY DEVELOPMENT > HOUSING AND COMMUNITY DEVELOPMENT > NEWS > HOUSING AND PUBLIC SERVICES SURVEY

News Date:
June 27, 2022



Housing and Public Services Survey

The City of Salinas was allocated $2,918,774 of HOME American Recovery Plan Act (HOME-ARP) funding from the US Department of Housing and Urban Development (HUD). Public feedback is needed to determine which activities and services should be prioritized. **Complete the survey.**

Encuesta de Vivienda y Servicios Publicos

La ciudad de Salinas fue asignada $ 2,918,774 en fondos del Plan de Recuperación Americano HOME (HOME-ARP, por sus siglas en inglés) del Departamento de Vivienda y Desarrollo Urbano de los Estados Unidos (HUD, por sus siglas en inglés). Se necesita la opinión del público para determinar qué actividades y servicios deben ser priorizadas. **Complete la encuesta.**

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SUMMARY OF FEEDBACK RECEIVED FROM CONSULTED ORGANIZATIONS

The consultation revealed strong support for the need of additional affordable housing, specifically permanent supportive housing. Those who responded to the survey also agreed that providing support to individuals or families experiencing homelessness or experiencing housing instability had the highest need for services and should be prioritized. Many participants mentioned the need for housing through the rehabilitation of existing structures such as motels, hotels, or other facilities.

Supportive service provisions like case management, fair housing, mental health services, housing counseling, substance abuse services, and legal services were included in the survey. Respondents were asked to rank what they believed is the highest need for services eligible under HOME-ARP. The activities with the highest rankings were case management, housing search and counseling, mental health and substance abuse treatment, and financial assistance for housing related costs (Figure 2). Respondents were asked if they believed there was a need for nonprofit capacity building and operating assistance, yet responses ranked this option last (Figure 3). Supportive services for landlord and tenant services, including transportation, were also ranked among the lowest. The responses inform their recommendation for:

1. Individuals or families experiencing homelessness;
2. Rehabilitation of structures such as motels and hotels;
3. Supportive services for case management, housing counseling, mental health, and substance abuse treatment services.

Public Comments and Recommendations Not Accepted and Reasons Why
All comments were accepted and included in the summary of comments and recommendations.

PUBLIC PARTICIPATION

The City of Salinas staff conducted a robust public participation process during the development of the allocation plan. Public participation included a 30-day public comment period, community meetings, an electronic survey, social media announcements, and one public hearing. A detailed breakdown of the comments and recommendations received through the public participation process either in writing, or orally at our public hearing meeting are included as part of the allocation plan.

Public Participation Process: Information about the public hearing and open comment period (starting on September 4 to October 4, 2022) was published in two local newspapers (*The Californian* in English and *El Sol* in Spanish*)*. A public survey was also open to all members of the community and it was promoted on the City's website and social media platforms.

Community Meeting
Date: June 16, 2022
Location: Sherwood Hall 940 N Main St. Salinas, CA 93906
Time: 6pm-8pm

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Description: Provided participants a summary of the program and a QR code to complete the survey.

Public Comments
Date: September 4, 2022 – October 4, 2022
Description: A public notice following the City's Citizen Participation Plan, special accommodations will be made for people with special needs.

Public Hearing
Date: October 4, 2022
Location: 200 Lincoln Ave Salinas, CA 93901
Time: Approximately 4:00pm
Description: The Salinas City Council will hold a public hearing to consider and discuss the proposed Allocation Plan and accept public comments.

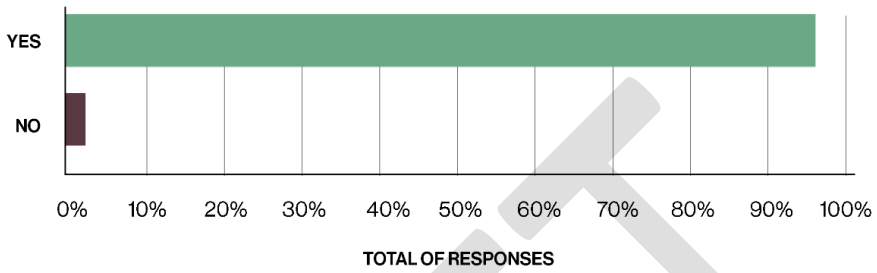
Housing and Land Use Committee
Date: September 27, 2022
Location: 200 Lincoln Ave Salinas, CA 93901
Time: Approximately 3:30pm
Description: The Housing and Land Use Committee will hold a public hearing to consider and discuss the proposed Allocation Plan and accept public comments.

Efforts to Broaden Public Participation: Opportunities for public participation to comment on the planning, development, and review of the proposed allocation plan were publicized and disseminated in accordance with the City's Citizen Participation Plan (CPP). Hearings were held in the afternoon and disability-related accommodations were available per request. The City made accommodations available for those who required translation services. In addition to these efforts, all public engagement material was also made available in Spanish. Lastly, the community meetings provided food, translation, and childcare. The City is committed in keeping all interested groups and individuals informed of activities being proposed under HUD entitlement programs.

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Figure 6 - Salinas Resident Verification

ANSWERED: 30 SKIPPED: 0

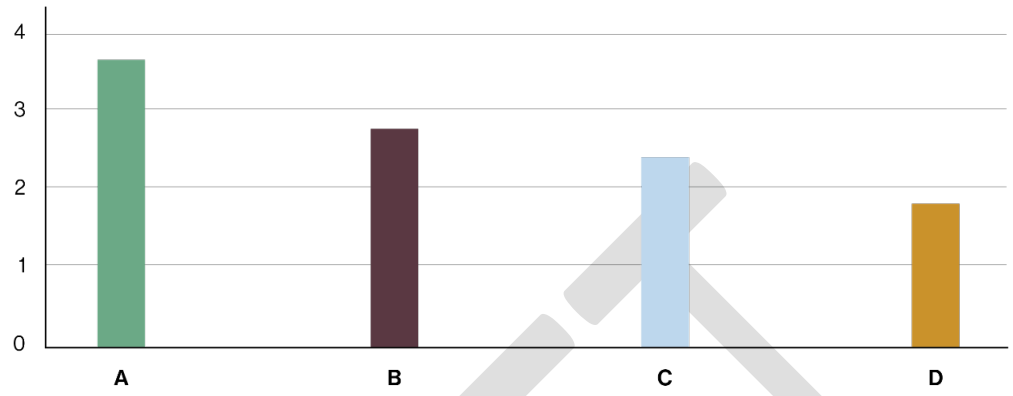


ANSWER CHOICES	RESPONSES	
Yes	96.67%	29
No	3.33%	1
TOTAL RESPONDENTS: 29		

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Figure 7 – Eligible Activities Ranked from Highest to Lowest Priority

ANSWERED: 30 SKIPPED: 0

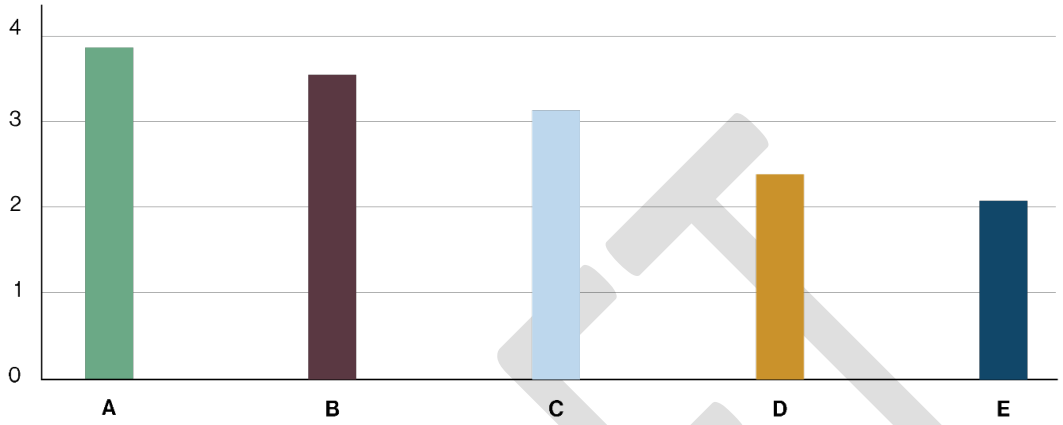


ANSWER CHOICES	TOTAL RESPONSES	SCORE
A. Rehabilitate existing structures such as motels, hotels, or other facilities to be used as permanent affordable housing	30	3.47
B. Acquisition of land and new affordable Housing construction	30	2.57
C. Supportive Services for rental housing counseling and/or direct homeless prevention crisis	30	2.23
D. Nonprofit operating and capacity building assistance	30	1.73

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Figure 8 – Eligible Populations Ranked from Highest to Lowest Priority

ANSWERED: 30 SKIPPED: 0

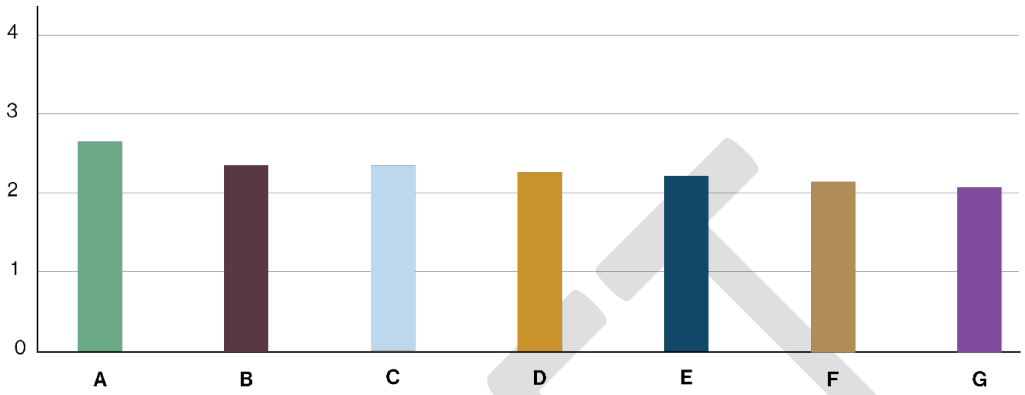


ANSWER CHOICES	TOTAL RESPONSES	SCORE
A. Individuals or family experiencing homlessness	30	3.90
B. Individuals or family fleeing, or attempting to flee, domestic violence, dating violence, sexual assualt, stalking, or human trafficking.	30	3.40
C. Individuals or family at risk of homelessness or experiencing housing instablility	30	3.10
D. Individuals with disabilities	30	2.47
E. Veterans or families that include a veteran family member	30	2.13

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Figure 9 - Supportive Services Ranked from Highest to Lowest Priority

ANSWERED: 30 SKIPPED: 0



ANSWER CHOICES	TOTAL RESPONSES	WEIGHTED AVERAGE
A. Mental Health Services Or Substance Abuse Treatment	30	2.67
B. Transportation	30	2.40
C. Financial Assistance with Rent or Utility Bills	30	2.40
D. Case Management or Life Skills Training	30	2.37
E. Move-In assistance or Rental Assistance	29	2.34
F. Housing Search and Counseling Services	30	2.23
G. Legal Services or Landlord Mitigation Services	29	2.21

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Figure 10 - Other Comments

"Other Comments" Received Via Survey Monkey
1. Youth community services and recreation.
2. Rent Maximum increase. Protection of renter's rights.
3. Low Income Housing for Individual Families that work in Agriculture. Housing would be available if 1 or more individuals maintain a job in this type of field. Being that AG is a major part of our county.
4. A great idea would be to assign someone to check all households that are being funded and make sure they are being charged appropriate amount on rent and bills. To avoid evictions and having to keep funding same people repeatedly. That would be a smart supportive service.
5. Plant trees city wide, make dog park area for Central Park. People are letting dog run in park: There's no enforcement of "no dog" policy in this park.
6. Child Care!
7. Sanctioned campsites and/or tiny homes/ADUs. Inclusion of safe parking programs for those living in vehicles would likely also tie in with those who are experiencing housing instability and have just lost housing, easier to get back into housing (if it exists!) than those who have been on the street longer and developed coping strategies that don't work in housing.
8. Mental health counseling for all homeless people. Mandate case worker for housing, drug rehab and employment. Have an ordinance that does not allow camping in the city daily and have a place where people can go to each day, so they don't congregate in China Town to destroy the good that is happening there. Homeless need to have a purpose or go to Big Sur where they can be flower children of the 60's and be left alone.
9. Affordable housing more construction
10. Drug rehabilitation, jail facilities, police
11. Support for rental fees such as 1st/last month+deposits.. Intensive case management through the process
12. Help for landlords, legal services for landlords, help with taxes, stimulus checks, ADUs, childcare assistance, small business help, help public works

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SUMMARY OF FEEDBACK RECEIVED FROM PUBLIC

Permanent supportive housing through the rehabilitation of motels or hotels was scored as the highest priority based on Figure 7 of the survey results. Acquisition of land and new affordable housing construction was ranked second in terms of highest priority. Figure 8 indicates that families experiencing homelessness is the highest need for services. Individuals or families fleeing from domestic violence, dating violence, sexual assault, stalking, or human trafficking was ranked second.

Supportive service provisions like case management, fair housing, mental health services, housing counseling, substance abuse services, and legal services were included in the survey. Respondents were asked to rank what they believed is the highest need for services eligible under HOME-ARP (Figure 9). The activities with the highest rank were mental health and substance abuse treatment, transportation, and financial assistance for housing related costs.

Respondents were asked if they believed there was a need for nonprofit capacity building and operating assistance. Of the responses received, this option was cumulatively ranked last. Supportive services for legal services, housing search, and counseling services were also ranked among the lowest. The responses inform their recommendation for:

1. Individuals or families experiencing homelessness;
2. Rehabilitation of structures such as motels and hotels;
3. Supportive services for mental health and substance abuse treatment services.

Public Comments and Recommendations Not Accepted and Reasons Why

The public survey verified respondents were City of Salinas residents with two questions. The first asking whether they were city residents and the second asked for their zip code. One respondent indicated they were not a resident and consequently, this survey was removed. All other comments were accepted and included in the summary of comments and recommendations.

NEEDS ASSESSMENT AND GAP ANALYSIS

A required part of the allocation plan is to reference available data to complete a gap analysis for current shelter and housing inventory, including the service delivery system. To accomplish this requirement, the needs assessment and gap analysis set forth evaluated the 1) size and demographic composition of HOME-ARP qualifying populations, and the 2) unmet needs of HOME-ARP qualifying populations. This needs assessment and gap analysis focuses on the following:

1. Sheltered and unsheltered homeless populations;
2. Currently housed populations at risk of homelessness;
3. Other families requiring services or housing to prevent homelessness; and
4. Those at greatest risk of housing instability or unstable housing situations.

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SIZE AND DEMOGRAPHIC COMPOSITION OF HOME-ARP QUALIFYING POPULATIONS

Although the needs assessment and gaps analysis were based on the latest available data, the number of individuals and families experiencing homelessness may be underrepresented due to COVID-19. To determine the unmet needs of HOME-ARP qualifying populations, the following data sources were used:

- 2022 Monterey County Homeless Point-In-Time Count & Survey (PIT Count)
- 2020 American Community Survey (ACS)
- 2021 Continuum of Care Housing Inventory Count Report (HIC)
- 2021-2026 Lead Me Home Plan
- 2019 Monterey County Point-in-Time Count
- 2014-2018 Comprehensive Housing Affordability Data (CHAS)

Homeless as defined in 24 CFR 91.5

Homelessness is an urgent and growing social problem driven by escalating housing costs and exacerbated by the turmoil of the pandemic. The most recent complete homeless point-in-time (PIT) count of both unsheltered and sheltered people experiencing homelessness was completed on January 27th and 28th of 2022, as required by the U.S. Department of Housing and Urban Development. Results for unsheltered and sheltered individuals experiencing homelessness provided valuable context for basic demographic details, special needs information, and other relevant characteristics. Outreach efforts were impacted by the COVID-19 surge; therefore, the PIT count was conducted to prioritize the participant's health and safety. It should be noted that annual PIT counts measure the scope of homelessness on a single night, it does not represent every person who will experience homelessness throughout the year.

A total of 2,047 individuals experiencing homelessness were counted during the 2022 PIT count. According to the count report, the majority 66% of individuals experiencing homelessness in Monterey County were unsheltered, sleeping on the streets, in abandoned buildings, vehicles, encampment areas, and in other places deemed unfit for human habitation. This represents a 15% decrease from 2019 and is the lowest point-in-time count in the last decade.

The report was helpful identifying other characteristics of individuals experiencing homelessness such as age, gender, and racial identity. About 74% of homeless individuals were male, 26% were female, and less than 1% were transgender. Fifty-four percent 54% identified as Hispanic/Latino, 64% identified as White, 13% identified as Black/African American, and 6% identified as multi-race/other, or American Indian. The PIT also provided demographics related to age. According to the PIT demographics, 3% of survey respondents were under the age of 25 at the time of the 2022 survey. Thirty-six percent 36% were between the ages of 25 and 40, and 61% were 41 years or older.

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In conclusion, the biggest obstacles to obtaining permanent housing were inability to afford rent 71%, lack of a job/income 956%, and lack of money for moving costs 35%. The data summarized in this section provide valuable insights to inform policy decision-making and funding activity by local jurisdictions.

Veteran Experiencing Homelessness and Families that Include a Veteran Family Member

One hundred and fifty-four (154) veterans experiencing homelessness were identified in the 2022 Monterey County Point-in-Time Count. From the reported 154 veterans, 51% were unsheltered and 49% were sheltered. Based on the survey results, the top four responses for the primary cause of homelessness among veterans is 1) financial issues; 2) mental health issues; 3) incarceration; and 4) legal issues.

The report provided minimal data for this special population and consequently, data from the 2019 Monterey County Point-in-Time Count will be used to provide additional demographics. According to this report, the majority (90%) of veterans experiencing homelessness identified as male and 21% identified as Hispanic or Latinx. In terms of racial identity, 43% identified as White, while 26% identified as Black/African American and 28% as multi-race or other.

Table 1 - Housing Inventory and Gap Analysis

Housing Inventory and Gap Analysis													
	HUD 2021 CoC Housing Inventory Count					2022 Monterey County Homeless Count				Gap Analysis			
	HH w/ Children		Adults Only		Vets	Family HH (at least 1 child)	Adult HH (w/o child)	Vets	Victims of DV	Family		Adults Only	
	# of Beds	# of Units	# of Beds	# of Units	# of Beds					# of Beds	# of Units	# of Beds	# of Units
Emergency Shelter[1]	185	7	177	N/A	0								
Transitional Housing[1]	42	9	24	N/A	20								
Permanent Supportive Housing[1]	0	0	61	N/A	383								
Other: Rapid Re-Housing[1]	5	1	7	N/A	35								
Sheltered Homeless						113	288	75	41				
Unsheltered Homeless						3	777	79	13				
Current Gap										(116)	N/A	796	N/A

Data Source: 1. HUD 2021 Continuum of Care Housing Inventory Count; 2. 2022 Monterey County Homeless Count; 3. **N/A-** Information not available

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Methodology: Calculate the inventory for families, adults, domestic violence victims, and veterans using data from the HUD 2021 Housing Inventory Count Report. Subtract the number of families, adults, veterans, and victims of domestic violence using the 2022 Monterey County Homeless Count. Complete the gap analysis using the difference between the inventory and the point-in-time count.

Summary: The 2021 Housing Inventory Count (HIC) quantifies the number of beds and units available to adults, families with children, veterans, and victims of domestic violence. Table 1 summarize the housing inventory for emergency shelter, transitional housing, permanent supportive housing, and rapid re-housing. This regional report quantifies the information for Salinas, Monterey, and San Benito Counties. However, the City of Salinas has 14 projects with bed inventory (8 emergency shelter, 2 rapid rehousing, 3 transitional housing, and 1 permanent supportive housing) with a total capacity of 501 beds. The City of Salinas has a bed utilization rate of 88% according to the HIC report, however it does not include the units for adult households without children. For purposes of this report, the regional number of beds available to veterans was included in Table 1.

Gap Analysis: The City of Salinas has a gap in beds for adult households without children. According to the reported number of beds for Salinas and the 2022 homeless count, there is a gap of seven hundred and ninety-six beds.

Individuals and Families at Risk of Homelessness (24 CFR 91.5)

Households at risk of homelessness are individuals and/or families who have an income below 30% of the area median income (AMI) who lack sufficient resources or support networks to prevent them from becoming homeless. This criteria also includes those who have moved two or more times during the last 60 days due to economic reasons, live in an overcrowded household, or face housing instability. According to HUD, housing needs within a community are assessed using the following criteria: (1) the number of households that are paying too much for housing; (2) the number of households living in overcrowded units; and (3) the number of households living in substandard housing conditions.

Cost burden is an important housing issue because paying too much for housing leaves less available money for basic needs such as food, living expenses, and emergency expenditures. According to the federal government, any housing condition where a household spends more than 30 percent of income on housing is considered cost burdened. A cost burden of 30 to 50 percent is considered moderate; payment more than 50 percent of income is considered a severe cost burden. In Salinas, 34 percent of low and moderate-income households were affected by a housing cost burden, of which 40 percent were paying at least 50 percent of their income towards housing.

Individuals and families at risk of homelessness were assessed using the 2014-2018 Comprehensive Housing Affordability Strategy (CHAS) data. According to this data, the City of Salinas has a total of 3,655 rental units affordable to households at or below 30% AMI with 3,040 having at least 1 of 4 housing problems. According to the CHAS report, the four severe housing problems may include an: incomplete kitchen, incomplete plumbing, more than 1.5 persons per

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room, and a cost burden greater than 50%. In addition, Salinas has 4,570 renter households between 30% and 50% AMI, with 4,200 of these having one or more housing problems. The following table provides details on the number of these households. Based on this information, the current gap in housing inventory for this population is estimated to be nine hundred and eighty-five.

Table 2 - Non-Homeless Housing Inventory and Gap Analysis

Non-Homeless Housing Inventory and Gap Analysis			
	Current Inventory	**Level of Need**	**Gap Analysis**
	# of Units	# of Households	# of Households
Total Rental Units	22,480		
Rental Units Affordable to HH at 0%-30% AMI (At-Risk of Homelessness)	3,655		
Rental Units Affordable to HH at 30%-50% AMI (Other Populations)	4,570		
0%-30% AMI Renter HH w/ 1 or more severe housing problems (At-Risk of Homelessness)		3,040	
30%-50% AMI Renter HH w/ 1 or more severe housing problems (Other Populations)		4,200	
Current Gaps			985

Data Sources: 2014-2018 Comprehensive Housing Affordability Strategy (CHAS)

Methodology: Calculate the inventory units available for renters using 2014-2018 CHAS data for the City of Salinas. Then calculate the level of need by quantifying the number of households. Complete the gap analysis using the difference between the current unit inventory and the number of households for 1) 0% - 30% AMI (At-Risk of Homelessness) and 2) 30% - 50% AMI (Other populations).

Summary: HUD's 2014-2018 CHAS data for the City of Salinas provided helpful context regarding income cost burden and housing problems that negatively impact households.

Gap Analysis: The City of Salinas has a gap in units for families at risk of homelessness of nine hundred and eighty-eight.

Fleeing, or Attempting to Flee, Domestic Violence, Dating Violence, Sexual Assault, Stalking, or Human Trafficking, as defined by HUD in the Notice

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Victims of domestic violence often need transitional housing and other supportive services such as legal services, counseling, affordable childcare, and employment training. Two non-profit agencies in Salinas offer services to meet the needs of domestic violence survivors. Additionally, the Domestic Violence Coordinating Council of Monterey County is focused on improving coordination between agencies and departments to better service domestic violence victims. The Council is responsible for establishing procedures, conduct reviews, develop policies, and address responsiveness to domestic violence issues.

The Community Human Services (CHS) offers the Salinas Warming Shelter (emergency shelter), and the YWCA of Monterey County provides the Lawson Safehouse (a confidential safe house for women and children), legal advocacy services, and a school-based program for children (K-5) of domestic violence victims. Both agencies provide street outreach, domestic violence intervention, substance abuse and mental health counselling and recovery services to low-and moderate-income households.

During the 2022 Monterey County Homeless Point-in-Time Count, thirty-three percent (33%) of the two hundred and forty-three (N=243) survey respondents reported experiencing physical, emotional, or sexual abuse by a relative or another person they had stayed with (spouse, partner sibling, parent) in their lifetime. Ten percent (4%) of survey respondents reported *currently* experiencing domestic/partner violence or abuse.

During the 2019 Monterey County Homeless Point-in-Time Count, twenty-six (26%) of the four hundred and thirty-one (N=431) survey respondents reported experiencing physical, emotional, or sexual abuse by a relative or another person they had stayed with (spouse, partner sibling, parent) in their lifetime. Ten percent (10%) of survey respondents reported *currently* experiencing domestic/partner violence or abuse.

According to Kidsdata.org, there were five hundred and fifty-four (554) domestic violence calls made for the City of Salinas in 2020, compared to six hundred and thirty-seven (637) calls in 2019. The decline in phone calls made to law enforcement organizations are consistent with the decline in PIT numbers.

Other Populations

As defined by HOME-ARP, other populations include individuals and families who:

1. Have incomes at or below 30% HUD area median family income (HAMFI) and are experiencing severe housing cost burden; and
2. At risk of homelessness and have incomes between 30% and 50% AMI.

The 2014-2018 HUD CHAS data indicates there are 2,965 (25%) renter households with an annual income at or below 30% HAMFI with a moderate cost burden of less than 30%. A total of 2,440 (44%) renter households with an annual income between 30% to less-than or equal to 50% HAMFI with a severe cost burden. Households experiencing moderate to severe cost burden is an important housing issue because paying too much for housing leaves less money available for basics such as

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food and living expenses as well as for emergency expenditures. that are at greatest risk of housing instability.

Other Current Resources Available to Assist Qualifying Populations

In 2021, Project Roomkey (PRK) initiatives under the California Department of Social Services (CDSS) were created to provide non-congregate shelter options (e.g., hotels, motels, trailers) to individuals experiencing homelessness with specific prioritization to those who are COVID-positive or known to have been exposed to COVID-19. To support emerging and ongoing emergency shelter opportunities for homeless residents, the City currently funds a small-scale scattered site emergency shelter motel program collaboratively serviced and operated by the Central Coast Center for Independent Living (CCCIL) and California State University Monterey Bay's Community Health Engagement Team (CSUMB CHE). This program serves as a pipeline for chronically homeless individuals who are interested in other City housing opportunities, such as the permanent, and supportive housing Project Homekey program.

Monterey County and Coalition of Homeless Services Providers (CHSP) successfully operate two PRK programs. The PRK service model seeks to go beyond the necessary provision of safe housing to include:

- A coordinated intake process,
- On-site offices and staffing that provide intensive case management and 'wrap around services' to develop, execute, and support individual housing navigation plans with a focus on permanent housing placements,
- Enforcement of program guidelines, and
- Regular ongoing reporting to enable access and support County FEMA reimbursement.

Case management services involving engagement, housing preparation, stabilization, and crisis planning are provided by CSUMB CHE staff and will compliment and support the site management and navigation to permanent housing activities provided by CCCIL. The City of Salinas PRK Motel Program is instrumental in providing immediate, safe housing opportunities for those most in need while also providing strong support for the best practices "housing first" model. This Program also represents an opportunity to leverage multiple funding sources effectively and creatively and to collaborate with local service providers and neighboring jurisdictions to provide much needed services to the City and County's most vulnerable population.

Additionally, the City of Salinas has three (3) Homekey sites, also known as: Step Up in Salinas, Step Up on Fairview, and Step Up on Sanborn. All three sites offer permanent housing with supportive services including case management, employment assistance, referrals to mental health services, peer support training, and transportation services. The Step Up in Salinas site consists of 103 rooms and is equipped to provide 101 homeless and chronically homeless individuals earning less than 30% of the Area Median Income with interim housing. Two of the existing units are dedicated to on-site property managers. The Step Up in Fairview site will be converted into forty-

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two (42) micro studios, and the Step Up on Sandborn site will be converted into fifty-seven (57) micro studios by 2023.

UNMET HOUSING AND SERVICE NEEDS OF QUALIFYING POPULATIONS

Based on the consultation with service providers in the City, the greatest unmet service needs of qualifying populations, including sheltered and unsheltered homeless populations, currently housing populations at risk of homelessness, other families requiring service or assistance to prevent homelessness, and those at greatest risk of housing instability or in unstable housing situations are:

- Mental health services
- Case management services
- Housing search/counseling services
- Financial assistance
- Outreach services

HOME-ARP ACTIVITIES

Table 3 - HOME ARP Funding Activities

HOME-ARP Funding Activities			
Activity	**Funding Amount**	**Percent of Allocation**	**Statutory Limit**
Supportive Services	$ 2,480,957.90		
Acquisition and Development of Non-Congregate Shelters			
Tenant Based Rental Assistance (TBRA)			
Development of Affordable Rental Housing			
Non-Profit Operating			
Non-Profit Capacity Building			
Administration and Planning	$ 437,816.10	15%	15%
Total HOME ARP Allocation	$2,918,774.00		

HOME-ARP PRODUCTION HOUSING GOALS

The City of Salinas estimates that ninety-nine (99) affordable rental housing units for qualifying populations will be produced or supported with its HOME-ARP allocation.

Describe the specific affordable rental housing production goal that the PJ hopes to achieve and describe how the production goal will address the PJ's priority needs:

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PREFERENCES

Based on the need and gap analysis, the City of Salinas will not provide preference to any qualifying population or subpopulation. All qualifying populations or subpopulations will be eligible for activities funded through this program.

HOME-ARP REFINANCING GUIDELINES

The City of Salinas does not intend to utilize HOME-ARP funds to refinance existing debt. Therefore, refinancing guidelines pursuant to 24 CFR 92.206(b) are not applicable to this HOME-ARP Allocation Plan.

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APPENDIX A
CERTIFICATIONS AND SF-424

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HOME-American Rescue Plan Allocation Plan

SALINAS

RICH IN LAND | RICH IN VALUES

Community Development Department

October 4, 2022

Executive Summary

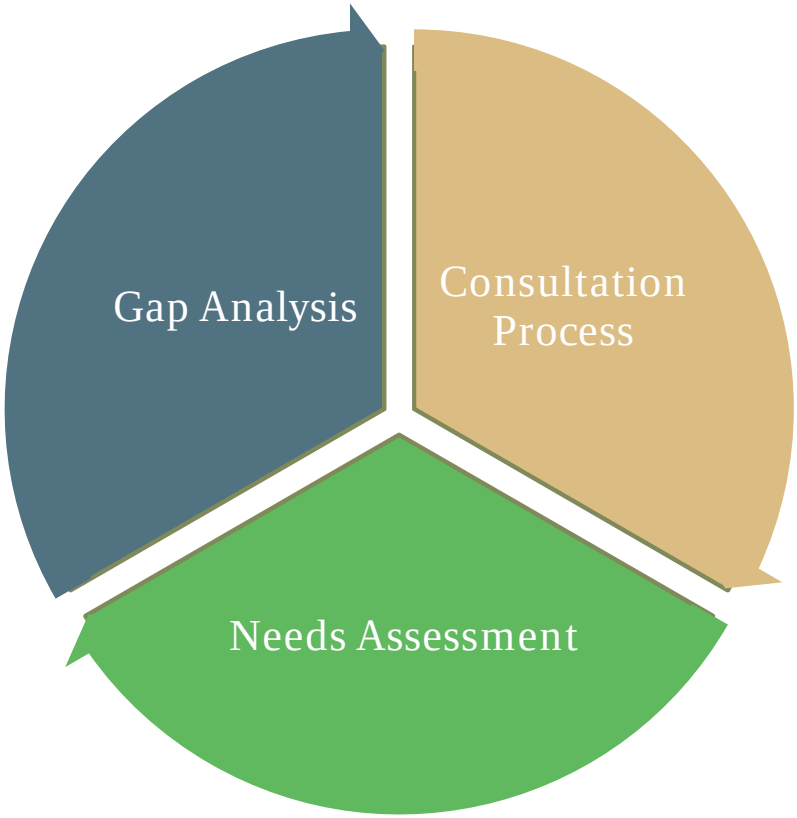
- HUD entitlement jurisdiction
- One-time allocation of $2,918,774
- Grant Agreement signed on January 13, 2022
- Required Allocation Plan
- Initial $145,938 made available to support administrative and planning costs
- Expenditure Deadline: September 30, 2030



Development & Process

HOME-AMERICAN RESCUE PLAN

ALLOCATION PLAN



Qualifying Populations

4 defined HOME-ARP qualifying populations:

- Homeless
- At-risk of homelessness
- Fleeing or attempting to flee domestic violence, dating violence, sexual assault, stalking, or human trafficking
- Others at greatest risk of housing instability where providing supportive services or assistance would:
  - prevent homelessness
  - serve those with greatest risk of housing instability

Required Consultation



Feedback & Input

Service Providers:

- 25 organizations, 17 responses
- Strong support for permanent affordable housing and rehabilitation of existing structures
- Homeless individuals and families ranked highest priority
- Mental health services or substance abuse treatment ranked highest priority for supportive services

Public/Community Input:

- 30 responses
- Strong support for permanent affordable housing and rehabilitation of existing structures
- Homeless individuals and families ranked highest priority
- Case management, housing search counseling, and mental health services ranked highest for supportive services

Needs Assessment

Data Sources:

- 2022 Monterey County Homeless Point-In-Time Count (PIT)
- 2020 American Community Survey (ACS)
- 2021 Continuum of Care Housing Inventory Count Report (HIC)
- 2021-2026 Lead Me Home Plan (LMHP)
- 2019 Monterey County Point-in-Time Count (PIT)
- 2014-2018 Comprehensive Housing Affordability Data (CHAS)

Gap Analysis

Key Findings:

- 2022 Point in Time Count
  - 2,047 individuals experiencing homelessness
  - 66% unsheltered
- Current City Housing Resources
  - 14 current funded projects/initiatives
  - 8 emergency shelter, 2 rapid rehousing, 3 transitional housing, and 1 permanent supportive housing
  - 501 bed capacity
- Gap/Need
  - beds for adult households without children.

HOME-ARP Fund Allocation

HOME-ARP Funding Activities			
Activity	**Funding Amount**	**Percent of Allocation**	**Statutory Limit**
Supportive Services	$ 2,480,957.90		
Acquisition and Development of Non-Congregate Shelters			
Tenant Based Rental Assistance (TBRA)			
Development of Affordable Rental Housing			
Non-Profit Operating			
Non-Profit Capacity Building			
Administration and Planning	$ 437,816.10	15%	15%
Total HOME ARP Allocation	$2,918,774.00		

CEQA Consideration

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

Strategic Plan Goals & Strategies

- Housing/Affordable Housing
- Effective and Culturally Responsive Government

Fiscal Impact

- Eligible for allocation of $2,918,774
- No General Fund Impact

Recommended Action

A motion to approve a Resolution approving the proposed HOME-ARP Allocation Plan and authorizing its submittal to HUD for review and final approval.

Questions & Comments

File #: ID#22-529, **Version:** 1

Developer Selection for 855 E. Laurel Drive Request for Qualifications for the Design and Development of a Proposed 100% Affordable Multifamily Rental Housing Project

Approve a Resolution jointly selecting, with the County of Monterey, Eden Housing Inc. as the developer for the 855 E. Laurel Drive Request for Qualifications for the design and development of a proposed 100% Affordable Multifamily Rental Housing Project.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **COMMUNITY DEVELOPMENT**

FROM: **MEGAN HUNTER, DIRECTOR**

THROUGH **ROD POWELL, PLANNING MANAGER**

PREPARED BY: **LUIS OCHOA, SR. COMMUNITY DEVELOPMENT ANALYST**

TITLE: **DEVELOPER SELECTION FOR 855 E. LAUREL DRIVE REQUEST FOR QUALIFICATIONS FOR THE DESIGN AND DEVELOPMENT OF A PROPOSED 100% AFFORDABLE MULTIFAMILY RENTAL HOUSING PROJECT**

RECOMMENDED MOTION:

A motion to approve a Resolution:

1. jointly selecting, with the County of Monterey, Eden Housing Inc. as the developer for the 855 E. Laurel Drive Request for Qualifications for the design and development of a proposed 100% Affordable Multifamily Rental Housing Project; and
2. authorizing the City Manager or designee to continue to work with the County in negotiating and drafting an Exclusive Negotiating Agreement and modifying the City/County MOU to clarify development responsibilities, funding, and the equitable split of the Project's developed housing units applicable to each jurisdiction's Regional Housing Needs Allocation for future Board of Supervisor and City Council consideration.

RECOMMENDATION:

It is recommended that City Council approve a Resolution:

1. jointly selecting, with the County of Monterey, Eden Housing Inc. as the developer for the 855 E. Laurel Drive Request for Qualifications for the design and development of a proposed 100% Affordable Multifamily Rental Housing Project; and
2. authorizing the City Manager or designee to continue to work with the County in negotiating and drafting an Exclusive Negotiating Agreement and modifying the City/County MOU to clarify development responsibilities, funding, and the equitable split of the Project's developed housing units applicable to each jurisdiction's Regional Housing Needs Allocation for future Board of Supervisor and City Council consideration.

EXECUTIVE SUMMARY:

On May 6, 2022, the City of Salinas (City) and the County of Monterey (County) jointly released a Request for Qualifications (RFQ) seeking a highly qualified developer for the design and

development of a 100% Affordable Multifamily Rental Housing Project (Project) at 855 E. Laurel Drive consistent with the 2021 Memorandum of Understanding (MOU) executed by both jurisdictions. The City and County received eight (8) proposals, and following an extensive rating and interview process, Eden Housing Inc. (Developer) unanimously emerged as the most qualified and experienced developer to take on this new Project. In upcoming months, the City, County, and Developer will engage in negotiations to enter into an Exclusive Negotiating Agreement (ENA), modifications to the existing MOU, and the potential allocation of funds to support the predevelopment costs of the Project. Upon completion of these items, the County and Developer will negotiate and enter into a Ground Lease for the proposed County-owned Project site.

BACKGROUND:

In 2017, the City and County commenced informal discussions to jointly plan for the future construction and operation of a permanent Homeless Shelter and a permanent supportive/transitional housing project at 1220 Natividad Road. These discussions became more formalized on March 20, 2018, when the City Council (Council) and Board of Supervisors (BOS) jointly directed staff to proceed with the execution of a formal agreement to establish and allocate various responsibilities between the two jurisdictions and formalized its execution on September 25, 2018.

On May 29, 2019, the CA-506 Salinas/Monterey, San Benito Counties Continuum of Care awarded $6,018,100 in funding through the Homeless Emergency Aid Program ("HEAP") to the County for the construction of a year-round Shelter at 845 E. Laurel Drive. Shortly thereafter, an aggressive construction schedule commenced resulting in the inaugural launch of operations at new Salinas Housing and Advancement Resources & Education Center (SHARE) on May 26, 2021.

Based upon the experience and perspective gained through the development of the SHARE Center, the City and County agreed that a vacant County-owned parcel adjacent to 845 E. Laurel Drive would be a better development opportunity site than the original 1220 Natividad Road location. On June 22, 2021, the City and County entered into a Memorandum of Understanding (MOU), to formally established and coordinate roles and responsibilities related to the ongoing operations of the SHARE Center and the future development of a multifamily affordable housing project at the 845 E. Laurel Drive site.

In early 2022, as outlined in the MOU, City and County staff moved forward on the development and execution of an RFQ to seek a highly qualified developer for the Laurel Drive project site.

DISCUSSION:

On May 6, 2022, the City and County jointly released an RFQ seeking a highly qualified developer for the design and development of a 100% Affordable Multifamily Rental Housing Project on the vacant County-owned site at 855 E. Laurel Drive. Initially, RFQ proposals were due on June 6, 2022, but based upon interested developer feedback, the deadline was extended to 5:00 p.m., June 24, 2022. In total, eight (8) proposals were received and initially rated by a group of City and County staff and development consultants. Of these proposals, seven (7) were moved forward for additional consideration and one (1) proposal was disqualified after consultation and concurrence

with both the City Attorney and County Counsel due to late submission. Of the seven qualified proposals, the four (4) highest rated proposals were invited to participate in an interactive interview panel comprised of City and County staff, community partners, and other stakeholders on July 27, 2022. Upon conclusion of the interviews, and in consideration of the prior rating process, Eden Housing Inc. emerged as the unanimous choice to pursue additional discussions with on the development of the proposed Project.

The Eden proposal is called Daphne Heights and contemplates a marquis affordable housing development that can grow in phases and provide a picturesque hilltop perch for local families and individuals, particularly farmworkers. Eden acknowledges that their proposal is a starting point, but they anticipate fleshing out the vision in partnership with the City and County. Based on experience, Eden is proposing a site plan that is conducive to phasing, scaled to available financial resources, and designed to keep construction costs manageable. The site plan emphasizes welcoming landscaping ensconced by efficient, attractive walk-up buildings. Each phase of the project would meet the Large Family project type unit mix of at least 25% 2-beds and 25% 3-beds. Two scenarios are presented below: the first is a two-phase development of 132 units on 5 acres. The second scenario incorporates additional land that County staff indicated may be available. The additional land is added to the second phase in the first alternative to create a total of 180 units. This proposal will likely evolve as due diligence is completed and financing is identified and secured.

Scenario A		**Scenario B (Extra Land)**	
Phase 1	84 Units in 3 Buildings 1 Clubhouse Portion of Original 5 Ac RFQ Area	**Phase 1**	84 Units in 3 Buildings 1 Clubhouse Portion of Original 5 Ac RFQ Area
Phase 2	48 Units in 2 Buildings 1 Clubhouse Portion of Original 5 Ac RFQ Area	**Larger Phase 2 (Phase 2 and 3 Areas)**	96 Units in 4 Buildings 1 Clubhouse Portion of Original 5 Ac RFQ Area + Additional 1.85 Ac
Total	**132 Units, 5 Acres**		**180 Units, 6.85 Acres**

Upon formal selection of Eden Housing Inc. by both the Council and BOS as the Project developer, staff will actively engage in negotiations with Eden Housing Inc to enter into an ENA for the Project to include the development of a potential Ground Lease for the County-owned site. Simultaneously, staff will also pursue additional modifications to the existing City/County MOU to clarify development responsibilities, funding, and the equitable split of the Project's developed housing units applicable to each jurisdiction's Regional Housing Needs Allocation. As part of their proposal, Eden Housing requested $500,000 in funding through City American Rescue Plan Act for pre-development costs. Final recommendations on each these additional items will be brought back to Council and BOS for consideration at a future date.

DEPARTMENT COORDINATION:

This agenda item originates from the City's Community Development Department (CDD), Housing Division under significant, formal collaboration with the County of Monterey and with consultation with the City Attorney.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

The selection of Eden Housing Inc. as the non-profit developer for this joint City/County Project supports the City of Salinas Strategic Plan 2022-2025 Goals and Strategies of Housing/Affordable Housing and Effective and Culturally Responsive Government.

FISCAL AND SUSTAINABILITY IMPACT:

There is no General Fund impact associated with the selection of Eden Housing Inc. as the non-profit developer for the 855 E. Laurel Drive Project. There is no request to commit any funds to support the Project at this time. Eden Housing has requested $500,000 in funding to offset the pre-development costs. After further discussions with Eden Housing, a future funding agreement may be brought to the City Council for consideration.

ATTACHMENTS:

1. Resolution
2. June 22, 2021, City/County MOU
3. Eden Housing Inc. RFQ Proposal
4. PowerPoint Presentation

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

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING THE SELECTION OF EDEN HOUSING INC. AS THE DEVELOPER FOR THE 855 E. LAUREL DRIVE REQUEST FOR QUALIFICATIONS FOR THE DESIGN AND DEVELOPMENT OF A 100% AFFORDABLE MULTIFAMILY RENTAL HOUSING PROJECT

WHEREAS, in 2017, the City of Salinas (City) and the County of Monterey (County) began discussions on planning for the future construction and operation of a year-round Homeless Shelter and permanent supportive/transitional housing at 1220 Natividad Road; and

WHEREAS, on March 20, 2018, the City Council and Board of Supervisors (BOS) directed staff to proceed with an agreement to establishing responsibilities between the two jurisdictions on the development of the permanent supportive/transitional housing project at 1220 Natividad Road and permanent Homeless Shelter at 845 East Laurel Drive; and

WHEREAS, on September 25, 2018, the County and City entered into a MOU for the coordination of responsibilities related to the development of a Shelter; and

WHEREAS, on May 29, 2019, the County was awarded $6,018,100 in funding through the Homeless Emergency Aid Program ("HEAP") by CA-506 Salinas/Monterey, San Benito Counties Continuum of Care for the construction of a year-round Shelter at 845 E. Laurel Drive; and

WHEREAS, on May 26, 2021, the permanent SHARE Center shelter was placed into operations; and

WHEREAS, on June 22, 2021, the City and County amended the prior MOU and agreed that the vacant County-owned site at 845 E. Laurel Drive is a preferred location for a future affordable housing project due to the prior completion of site preparation and utility work that would help facilitate future development; and

WHEREAS, on May 6, 2022, the City and County jointly released a Request for Qualifications seeking a highly qualified developer for the design and development of a 100% Affordable Multifamily Rental Housing Project for 855 E. Laurel Drive; and

WHEREAS, on June 24, 2022, the City and County received eight proposals; seven of which were accepted and one that was disqualified due to late submission; and

WHEREAS, on July 27, 2022, the City, County, development consultants and community partners convened to interview the four top-rated development teams; and

WHEREAS, City and County staff have evaluated all submitted proposals, rating and ranking scores and comments, and interview scores, and unanimously agreed that Eden Housing

Inc. emerged as the most qualified and experienced developer to pursue further additional discussions on the development of a 100% Affordable Multifamily Rental Housing Project.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approves the selection of Eden Housing Inc. as the selected developer for a joint City/County 100% Affordable Multifamily Rental Housing Project at 855 E. Laurel Drive; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby authorizes the City Manager or designee to continue to work with the County in negotiating and drafting an Exclusive Negotiating Agreement and modifying the City/County MOU to clarify development responsibilities, funding, and the equitable split of the Project's developed housing units applicable to each jurisdiction's Regional Housing Needs Allocation for future Board of Supervisor and City Council consideration.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

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MEMORANDUM OF UNDERSTANDING RE: COORDINATION OF RESPONSIBILITIES RELATED TO THE OPERATION OF THE SHARE CENTER AND DEVELOPMENT OF AFFORDABLE HOUSING AT 845 EAST LAUREL DRIVE IN SALINAS, CALIFORNIA

This Memorandum of Understanding ("MOU") is entered into as of this 22 day of June 2021 (the "Effective Date"), by and between the City of Salinas, a California charter city and municipal corporation (the “City”) and County of Monterey (the “County”) for the property located at 845 East Laurel Drive Salinas, California 93906 (referred to as “the Property”), presently owned by the County with reference to the following facts:

RECITALS

A. WHEREAS, in 2017, the City and County began discussions on planning for the future construction and operation of a year-round Homeless Shelter ("Shelter") and permanent supportive/transitional housing ("Housing") at 1220 Natividad Road; and

B. WHEREAS, on September 26, 2017 the Salinas City Council ("Council") and County Board of Supervisors ("BOS") executed a Memorandum of Understanding ("MOU") authorizing the opening of the Salinas Winter Warming Shelter (“Warming Shelter”) and agreed to work collaboratively toward the future construction and operation of a Shelter on the Property; and

C. WHEREAS, on March 20, 2018 the Council and BOS directed staff to proceed by formalizing an agreement establishing responsibilities between the two jurisdictions on the development of 1220 Natividad Road (housing site) and 845 East Laurel Drive APN 003-851-043-000 (shelter site); and

D. WHEREAS, on September 25, 2018, the County and City entered into a MOU for the coordination of responsibilities related to the establishment of a Shelter, Housing, and Warming Shelter and agreed to coordinate their staff to expedite the development of a Shelter and Housing and conduct the RFP process for the selection of, and negotiation of agreements with a future operator for the Shelter; and

E. WHEREAS, on May 29, 2019, the County was awarded $6,018,100 in funding through the Homeless Emergency Aid Program (“HEAP”) by the Continuum of Care for Monterey and San Benito Counties for the construction of a year-round Shelter at 845 East Laurel Drive; and

F. WHEREAS, on September 15, 2020, after the distribution of a community-wide survey, the County Board of Supervisors and Salinas City Council adopted the name of the Salinas Housing Advancement, Resources & Education Center (“SHARE Center”) for the new Shelter at 845 East Laurel Drive; and

G. WHEREAS, on October 28, 2020, the City released a Request for Proposal (“RFP”) seeking a qualified service provider to serve as the new SHARE Center operator; and

H. WHEREAS, after conducting a rating and ranking process involving a technical panel, Bay Area Community Services (“BACS”) was recommended to be the operator of the

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SHARE Center and at a joint meeting of the County Board of Supervisors and Salinas City Council on February 9, 2021, BACS was formally selected; and

I. WHEREAS, having learned from experience gained throughout the construction of the SHARE Center, the City and County have come to agree that 845 East Laurel Drive is the preferred location for future affordable housing especially due to the completion of site preparation and utility work that would help facilitate future development; and

J. WHEREAS, the City and County desire that the proposed affordable housing development will be sited on the remaining undeveloped areas on the site with the SHARE Center, and further desire that a portion of the property adjacent to the East Laurel Drive pedestrian improvements shall be reserved for potential future recreational uses to the extent feasible without compromising the viability of the affordable housing development, and delineated in Exhibit A; and

K. WHEREAS, the City and County desire to extend the MOU and continue coordination of operations for the SHARE Center, facilitate the closure of the Warming Shelter and transition occupants to the SHARE Center, and develop affordable housing with a focus on families on the Property.

NOW, THEREFORE BE IT RESOLVED, the purpose of this Agreement is to identify roles and responsibilities between the City and the County for administration of operating the SHARE Center and developing affordable housing with a focus on families ("Housing") on the Property. The cost for the operator of the SHARE Center and related services and development of the Housing not covered by federal or state grants or other private funding will be shared by the City and County, with a final distribution of the costs to be determined at a later date.

ARTICLE 1.
ROLES AND RESPONSIBILITIES

The City and County agree to the following terms and conditions, in order to coordinate their staff to effectively operate the SHARE Center and expedite development of Housing at the Property by conducting an RFP process for the selection of, and negotiation of agreements with, a future developer. The cost for SHARE Center operations and housing not covered by federal and state grants or other private funding will be shared by the City and County, with a final distribution of the costs to be determined at a later date.

Section 1.1 Roles and Responsibilities.

A. County:

a. Subject to funding, the County shall be the Lead Agency in conducting an environmental review of the Property for Housing and the City shall be the Responsible Agency;

b. County shall maintain ownership of the Property;

c. Any future conveyance of the Property must be authorized by the County;

d. County shall devote personnel and other resources as may be reasonably required during the RFP process for selection of a future Housing Developer

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for the Property and final approval of the RFP.

B. City of Salinas

a. Subject to funding, the City shall provide staff resources to assist and expedite permitting of facilities at the Property;

b. Subject to funding, the City shall provide staff resources and shall act as the lead project manager and facilitator during the RFP process for the selection of Housing Developer for the Property;

c. City shall devote personnel and other resources as may be reasonably required;

1. City will draft an RFP for the Housing Developer for the Property subject to County approval;
2. City will manage the RFP process;
3. City will publish and distribute the RFP for Housing Developer for the Property;
4. City will receive RFP bids and determine adequacy and completeness of RFP process;
5. City will document and maintain records associated with the RFP process;
6. City will work collaboratively with County to respond to any RFP questions, comments or appeals.

C. City and County

a. City and County shall each designate staff who shall regularly meet and coordinate in identifying and applying for funding for SHARE Center Operations, Housing development, and the closure of the Warming Shelter and jointly oversee implementation of the MOU.

b. City and County will work collaboratively to rate and rank RFPs submitted;

c. City and County shall ensure that all RFPs are reviewed in a fair and open process. The selection process will be outlined in detail in the RFP and will include input by County;

d. City and County will make a recommendation for the selection of a Housing Developer to be forwarded to BOS and Council for final approval;

e. A final distribution of related costs will be determined at a later date based on federal and state grants and other private funding available for the SHARE Center and Housing;

f. Property and environmental records, reports and studies shall be shared between the County and City as they become available;

g. Project goals will be jointly determined by the City and the County;

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h. A community engagement strategy will be determined by the City with concurrence from the County;

i. City and County staff will continue to work together in drafting contracts for ongoing operations of the SHARE Center;

j. After the approval of the selected developer for Housing by the BOS and Council, the City shall take the lead, but continue to work with County, as owner of the Property, in negotiating and drafting an Exclusive Negotiating Agreement ("ENA") and Ground Lease (“Ground Lease”);

k. The ENA and Ground Lease must be approved by the BOS prior to entry into those agreements with the selected developer; and

l. The City and County will work together through the Lead Me Home Leadership Council in discussions on SHARE Center, Housing, and federal and state funding, and establishment of a multi-jurisdictional, philanthropic effort to implement the MOU and initiate similar efforts throughout Monterey County.

Section 1.2 Right of Entry.

The City and its consultants shall have full rights to enter upon the identified property during normal business hours to conduct inspections and investigations in accordance with this Agreement. In connection with such entry and investigation, the City shall:

a. repair and restore any damage it may cause;

b. indemnify, defend and hold the County and the BOS, officers, employees and agents harmless from any and all claims, liabilities, damages, losses, expenses, costs and fees (including attorneys’ fees and costs), with the exception of any injury or death to City staff or its consultants which may proximately arise out of the County’s or its consultants’ entry upon the Property or the investigation(s) and test(s) which the City may conduct; arising out of the negligent or intentional acts of the County or dangerous conditions on the Property for which the County should know or have known to exist, provided, however, that this indemnity shall not apply to matters arising from the results of the City’s investigations, tests and inspections (e.g., this indemnity shall not apply to any diminution in value or remediation costs incurred by the City if the County’s investigations were to discover an environmental condition that required remediation).

ARTICLE 2.
GENERAL CONDITIONS

Section 2.1 General Compliance.

City and County agree to comply with all applicable federal, State and local laws and regulations governing public agencies, including any necessary environmental reviews and/or CEQA/NEPA analysis. Documentation of such compliance shall be made available for review by the City and County upon request.

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Section 2.2 Administrative Amendments.

This MOU may be amended by a written administrative amendment executed by the City Manager on behalf of the City and, County Administrative Officer or Assistant County Administrative Officer on behalf of the County, subject to any required State or federal approval, provided that such administrative amendments do not substantively change the overall purpose of this Agreement.

Section 2.3 Term.

The term of this Agreement (the "Term") shall start as of the Effective Date and shall terminate when the Ground Lease is entered into between the County and a selected developer or when the Projects are deemed by the County and the City to be complete unless extended by a written amendment approved by the Council and BOS.

Section 2.4 Termination.

This Agreement may be terminated by either the City and County upon a written notice given thirty (30) days in advance.

Section 2.5 Warming Shelter.

a. During the Term of this MOU, the City and County will continue to work together on overseeing operations at the Warming Shelter, located at 111 West Alisal Street, Salinas, California until the SHARE Center is fully operational (open for business and transition of shelter occupants completed).

b. The parties agree to coordinate on the closure and demolition of the Warming Shelter.

ARTICLE 3.
ADMINISTRATIVE REQUIREMENTS

Section 3.1 Documentation and Record-Keeping.

a. Records to be Maintained. The City and County shall maintain all records and such records shall include but not be limited to:

   (i) Records providing a full description of each activity undertaken;

   (ii) Records required to document the solicitation and selection of a developer and operator.

   (iii) Records required by funding agencies related to implementation of the MOU.

b. Retention. The City and County shall retain all records pertinent to services performed and expenditures incurred under this Agreement for a period of one (1) year after the termination of all activities under this Agreement.

c. Property Records. The County shall supply the City with any Property related documents for City review.

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ARTICLE 4.
PERSONNEL AND PARTICIPANT CONDITIONS

Section 4.1 Conduct.

a. Assignability. Neither party shall assign or transfer any interest in this Agreement without the prior written consent of the other party, at its sole discretion.

b. Hatch Act. The City and County agree that under this Agreement, no funds shall be provided or personnel employed in any way or to any extent engaged in the conduct of political activities that would violate 5 U.S.C. 15.

c. Conflict of Interest. The City and County each agree to abide by the provisions of 24 CFR 570.611 with respect to conflicts of interest, and each covenants that it presently has no financial interest and shall not acquire any financial interest, direct or indirect, which would conflict in any manner or degree with the performance of services required under this Agreement. The City and County each further agrees that in the performance of this Agreement that no person having such a financial interest shall be employed or retained by the City and County. These conflict of interest provisions apply to any person who is an employee, agent, consultant, officer, or elected official or appointed official of the City and County, or of any designated public agencies or entities.

ARTICLE 5.
ENVIRONMENTAL CONDITIONS

Section 5.1 Environmental Responsibilities Generally.

The County (Lead Agency), with the City's (Responsible Agency) oversight, will carry out the Phase I and Phase II (if needed) environmental assessments of the Property in compliance with all federal and State laws and regulations, including any necessary environmental reviews and/or CEQA/NEPA analysis not otherwise specifically set forth below.

Section 5.2 Applicable Laws and Regulations.

The County and City agree to comply with the following laws and regulations insofar as they apply to the performance of this Agreement:

a. Clean Air Act, 42 U.S.C. 7401 through 7414

b. Federal Water Pollution Control Act, as amended (33 U.S.C. 1318) relating to inspection, monitoring, entry, reports, and information, as well as other requirements specified in said Section 114 and Section 308, and all regulations and seq.).

c. Flood Disaster Protection Act of 1973 (P.L. 93-234) in regard to the sale, lease or other transfer of land acquired, cleared or improved under the

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terms of this Agreement, as it may apply to the provisions of this Agreement.

d. Environmental Protection Agency Lead-Based Paint Regulations.

e. Historic Preservation requirements set forth in the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470) and the procedures set forth in 36 CFR 800, et seq. In general, this requires concurrence from the State Historic Preservation Officer for all rehabilitation and demolition of historic properties that are fifty (50) years old or older or that are included on a federal, State, or local historic property list.

ARTICLE 6.
OTHER PROVISIONS

Section 6.1 Entire Agreement.

This Agreement contains all the terms and conditions agreed upon by the parties.

No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto.

Section 6.2 Notices.

Formal notices, demands and communications (other than day to day routine communications) between the City and the County shall be sufficiently given if, and shall not be deemed given unless: (i) dispatched by certified mail, postage prepaid, return receipt requested, (ii) sent by express delivery or overnight courier service with a delivery receipt, (iii) personally delivered with a delivery receipt, or (iv) sent by electronic mail with a copy delivered by one of the previous three methods, to the office of the parties shown as follows, or such other address as the parties may designate in writing from time to time:

CITY:
City of Salinas
Attn: Megan Hunter
65 W. Alisal Street, 2nd Floor
Salinas, CA 93901
Email: meganh@ci.salinas.ca.us

With a copy to: City Attorney
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901
Email: chrisc@ci.salinas.ca.us

COUNTY:
County of Monterey
Attn: Nick Chiulos, Assistant County Administrative Officer
168 W. Alisal Street, 3rd Floor
Salinas, CA 93901
Email: chiulosn@co.monterey.ca.us

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Such written notices, demands and communications shall be effective on the date shown on the delivery receipt as the date delivered or the date on which delivery was refused.

Section 6.3 Conformance with Federal and State Regulations.

Should federal or State regulations touching upon this MOU be adopted, amended or revised during the term hereof, this MOU is subject to modification to assure conformance with such federal or State requirements.

Section 6.4 Severability.

If any term of this MOU is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions shall continue in full force and effect.

Section 6.5 Headings and Captions.

Paragraph titles or captions contained herein are inserted as a matter of convenience and for reference, and in no-way define, limit, extend or describe the scope of this MOU or any provision thereof.

Section 6.6 No Third-Party Beneficiaries.

There are no intended third-party beneficiaries to this Agreement.

Section 6.7 Amendments.

This MOU may not be modified, supplemented, or amended unless in writing by the parties. Any modification, supplementation, amendment, or waiver must be signed by both parties.

Section 6.8 Costs and Expenses.

Each party shall be responsible for its own costs and expenses in connection with any activities and negotiations undertaken in connection with this MOU, and the performance of each party's obligations under this MOU. The City and County will keep track of any costs and may consider these costs a "contribution" to the construction and operation of the Property.

Section 6.9 No Commissions.

Each party represents to the other that is has not retained, and shall not retain, the services of any broker, agent or finder with respect to the Property or in connection with any matters relating to this Agreement, and agrees to hold the other party harmless from and against any claim for commission, fee, or other remuneration by any broker, agent, or finder under any claimed retainer for services with respect thereto.

Section 6.10 Governing Law; Venue.

This Agreement shall be governed by and construed in accordance with the laws of the State of California without reference to choice-of-law principles, and venue for any action

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under this Agreement shall be in the Superior Court of the County of Monterey, subject to any motion for transfer of venue.

Section 6.11 Counterparts.

This MOU may be executed in counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same agreement.

Section 6.12 Non-Recourse Agreement.

No member, official, employee, agent, or consultant of any party to this MOU shall be personally liable to any other party, or any successor in interest or person claiming by, through or under any party, in the event of any default or breach, or for or on account of any amount which may be or become due, or in any claim, cause or obligation whatsoever under the terms of this MOU.

Section 6.13 Actions by the City and County.

Whenever this MOU calls for or permits the approval, consent, authorization or waiver of the City or County, the approval, consent, authorization, or waiver of the City Manager of the City, or the Assistant County Administrative Officer of the County, shall constitute the approval, consent, authorization or waiver of the City/County without further action of the City Council or Board of Supervisors, including amendments to the MOU, subject to any required State or federal approval, provided that such administrative amendments do not substantively change the overall purpose of this MOU.

.

SIGNATURES ON FOLLOWING PAGE

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IN WITNESS WHEREOF, this Agreement has been executed by the parties as of the Effective Date.

CITY:

CITY OF SALINAS, a municipal corporation

DocuSigned by:
By: Steven Carrigan
04399AE4491B419...
Steven S. Carrigan, City Manager

APPROVED AS TO FORM:

DocuSigned by:
By: Christopher A. Callihan
DF60UE62871844E...
Christopher A. Callihan, Esq. City Attorney

COUNTY:

DocuSigned by:
By:
910D1286CA694A8...
Nicholas Chiulos, Assistant County Administrative Officer

APPROVED AS TO FORM:

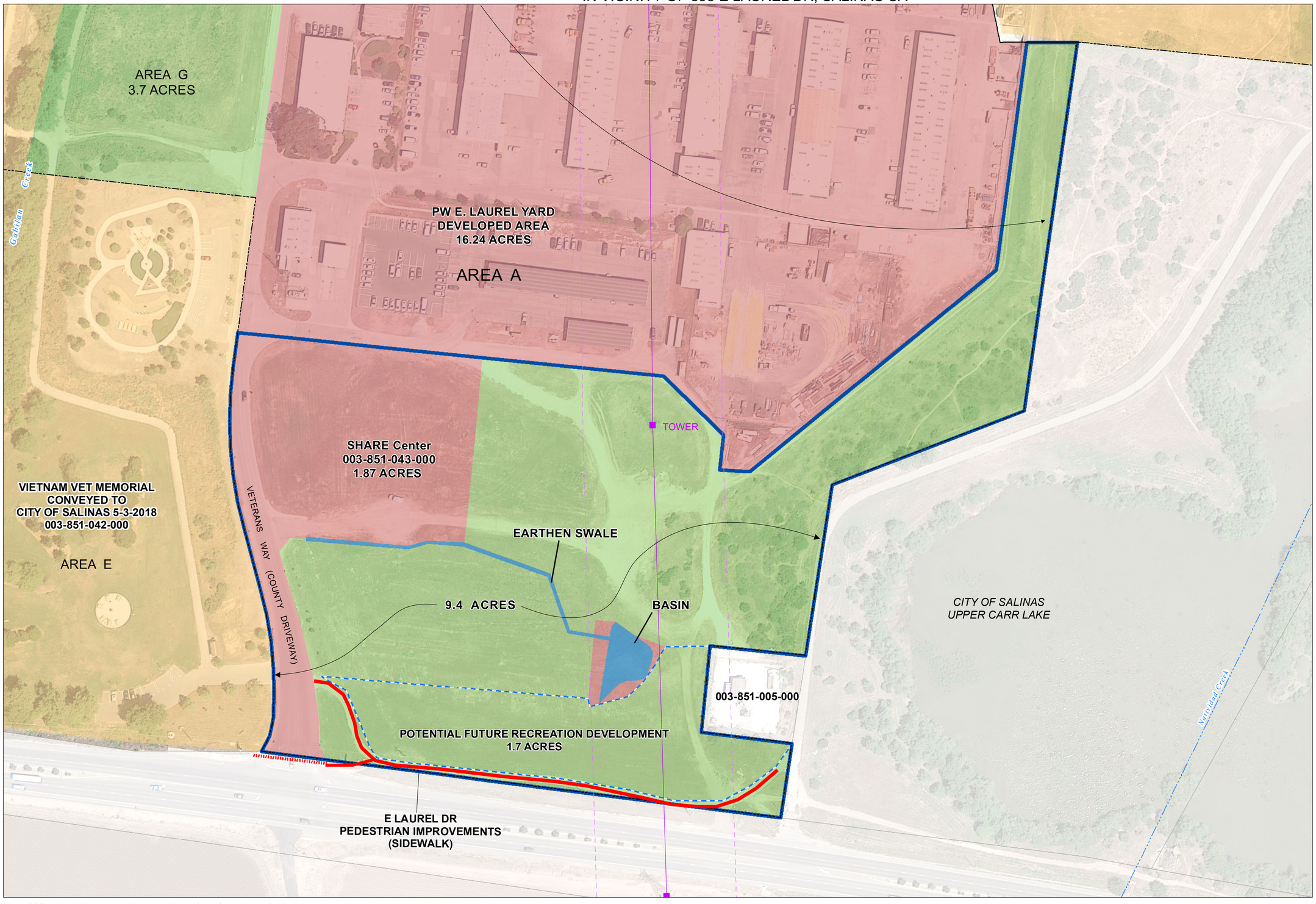
DocuSigned by:
By: Anne Brereton
44E0B3B3FBEA412...
Anne K. Brereton, Deputy County Counsel

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EXHIBIT A

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MONTEREY COUNTY OWNED PROPERTY
IN VICINITY OF 855 E LAUREL DR, SALINAS CA



LEGEND

- County Property Boundary
- Developed County Property
- Undeveloped/Vacant County Property
- Land leased/sold to City of Salinas
- Area subject to MOU
- Assessor's Tax Parcel

*SOURCE: MONTEREY COUNTY PW- REAL PROPERTY &FACILITIES.
NOTE: COUNTY-OWNED PROPERTY WITHIN CITY OF SALINAS LIMITS.

1 INCH EQUALS 63 FEET

0 100 200 FEET

COORDINATE SYSTEM:
NAD 1983 STATEPLANE CALIFORNIA IV FIPS 0404 FEET

BASEMAP: GOOGLE ORTHOIMAGERY 6IN 2015

COUNTY OF MONTEREY
RESOURCE MANAGEMENT AGENCY
PUBLIC WORKS DEPARTMENT
MAP PREPARED: 6/10/2021

R:\RMA IT\GIS\Mapping DATA\Map_documents\Public Works\Facilities\County_Owned_Property_ELaurel_Zoom.mxd

EDEN HOUSING



DAPHNE HEIGHTS

SALINAS + MONTEREY COUNTY RFQ
100% AFFORDABLE MULTIFAMILY RENTAL HOUSING DEVELOPMENT PROJECT

Submitted by
Eden Housing, Inc.

June 24, 2022



COVER LETTER

Rod Powell, Housing Division Planning Manager
Community Development Department
City of Salinas
65 West. Alisal St.
Salinas, CA 93901

Melanie Beretti, Principal Planner – Advanced Planning
Housing and Community Development Department
County of Monterey
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901

June 24, 2022

Dear Rod Powell and Melanie Beretti:

We are pleased to submit our proposal to develop Daphne Heights at the County-owned site on East Laurel Drive in the City of Salinas. Eden Housing is a 54-year old nonprofit organization with extensive experience performing complex developments through design, construction and management. Beginning with this proposal, we look forward to working together to co-create a community that transforms this unique site into a sustainable, inclusive community that will provide much-needed housing for the City and the region.

When complete, Daphne Heights will transform this challenging site into an oasis for families and farmworkers. As leaders in the development and construction of energy-efficient, sustainable homes, Eden is excited to explore innovative ways to deliver a development that is environmentally friendly, economically vibrant, and sensitive to the needs of the community. As currently contemplated, the project would deliver the following key benefits:

- At least 132 units of high-quality, service-enriched Large Family and Farmworker housing on the 5 acres contemplated in the RFQ, with the opportunity to expand to 180 units with the addition of more available County land
- A tangible sense of place on this picturesque site, including connections to local trails and a network of open space across the proposed new community.
- An opportunity to collaborate on the project vision with governmental stakeholders and the community at large

Eden is uniquely qualified to take on the Laurel Drive site. Eden Housing, as one of California's largest and oldest nonprofit developers, with a portfolio of over 10,000 affordable units under management, is well versed in complex financing structures and the nuances of affordable housing and multi-phase projects.

Eden has an unsurpassed track record of partnering with cities and other public agencies on the disposition and development of vibrant communities on public land parcels. As described further in the enclosed proposal, Eden has partnered with government entities on numerous complex redevelopment projects over the past 5 years, as well as many more in years prior. Eden Housing has no conflicts of interest related to working with the City and County.

Any questions concerning the proposal may be directed to Louis Liss at louis.liss@edenhousing.org or 510-363-2574.

Respectfully submitted,



Andrea Osgood
Senior Vice President of Real Estate Development
Eden Housing, Inc.
22645 Grand Street, Hayward, CA 94541
aosgood@edenhousing.org
(510) 247-8103

EDEN HOUSING

DAPHNE HEIGHTS

100% AFFORDABLE MULTIFAMILY RENTAL HOUSING DEVELOPMENT PROJECT

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2. Experience 23
3. Project Description and Plan 48
4. Project Financing and Schedule 56

ATTACHMENTS

Real Estate Owned – Eden Housing



1. QUALIFICATIONS

Services Offered by the Development Team



Eden Housing, with the support of Dahlin Group, is pleased to submit this response to the Request for Qualifications for a 100% affordable housing development at the East Laurel Drive site in Salinas. As one of the state's largest non-profit affordable housing developers, we are well poised to deliver all the services required to bring this marquis affordable housing community to fruition, and once built, to keep it looking like it did on day one. Eden proposes to offer the following services:

- Project development **feasibility analysis** to determine the phasing, product type and target population that will best meet the City and County's needs while remaining deliverable in the current (and potential future) financing environment
- All required **design** services, delivered by Dahlin Group, from the Concept Design phase all the way through Construction Documents and Construction Administration
- Securing all required environmental, planning and building **approvals**, including but not limited to CEQA clearance, zoning approvals and building permits
- Community **outreach** services to ensure key stakeholders have an opportunity to provide feedback on the project's design
- Assembling all required project **financing** from various funding sources, and providing requisite guarantees to deliver the project
- Providing predevelopment financing required in excess of the capacity available through the City and/or County
- Project **construction** through a qualified and reputable general contractor who will meet all required labor, safety, and quality standards
- Lease-up and long-term **management** of the project, including developing and implementing an appropriate resident services plan that meets resident needs
- Long-term **partnership** with the City and County to replicate this success and support future affordable housing endeavors.

About Eden Housing

Eden Housing is one of the oldest and most experienced affordable housing non-profit organizations in California and is based in Hayward. Since our inception in 1968 (53 years in operation), Eden has developed, acquired, or rehabilitated more than 11,400 affordable units and currently provides homes to more than 24,000 lower-income residents. As a mission-driven non-profit, we serve low- and moderate-income families, seniors, and people living with disabilities. Incomes of our residents typically range from 20% to 60% of the area median income.

Eden's work goes beyond building high quality buildings, as we strive to create strong communities for the residents who live in our housing and a permanently affordable, high-quality asset for the cities we partner with. Under the Eden Housing umbrella, Eden Housing Management, Inc. (EHMI) provides quality onsite management and maintenance of our affordable homes, and Eden Housing Resident Services, Inc. (EHRSI) offers free onsite support services and programs to help ensure our residents succeed. EHMI and EHRSI often receive commendations from our partners who know and see firsthand the work we do – including city staff, neighbors, police departments, and financial investors.

Together, the integrated company brings a combined package of experience and expertise which covers the spectrum of activities involved in developing, owning, managing, and servicing a high-quality housing development. This combined effort assures that the quality design and construction of the project is preserved through the careful long-term maintenance of the property and ongoing care and service to residents.

Throughout Eden's 54-year history, Eden has been actively adapting to and influencing the affordable housing industry in California. We strive to shape housing policy every year and innovate new financing structures with every project to ensure the long-term success of our properties, and in turn, our residents. Eden Housing was the first developer in the State of California to receive tax credits – for our 54-unit Cypress Glen affordable family housing development – and we have been continually successful at acquiring 9% and 4% tax credit allocations for our projects.



Eden's pipeline has grown and we continue to add to California's inventory of affordable housing as housing costs reach a critical point in our history. We are highly experienced in obtaining affordable housing financing through HUD and HCD, as well as local housing authority, county, and city resources. We recognize that our success rests largely on our partnerships with local governments and community organizations – from early local project approvals to long term resident services – and seek to continually strengthen these relationships.

Eden Housing has nearly 500 employees, and its main office is in Hayward, CA. Eden is consistently named one of the Top 50 affordable housing companies in the nation by Affordable Housing Finance Magazine, the leading national publication that ranks and reviews affordable housing.

Eden Housing Management, Inc.

Eden Housing Management, Inc. (EHMI) is the property management non-profit affiliate of Eden Housing and manages the properties developed and owned by Eden Housing. EHMI was established in 1984 and has 34 years of experience in the field of affordable housing management, currently managing almost 10,000 units across over 140 properties.

The EHMI management model focuses on three main pillars:

1. Focus and expertise in affordable housing

First and foremost, Eden Housing Management is a non-profit management company that specializes in affordable housing. We recognize and appreciate the many ways that affordable housing is unique and tailor our operations to best address the needs of the populations we serve and the complex compliance required.

Eden Housing properties are financed with a multitude of affordable housing sources, including a wide range of US Department of Housing and Urban Development (HUD) funds, California Housing and Community Development (HCD) funds, California Tax Credit Allocation Committee (TCAC) tax credits, tax-exempt bonds, redevelopment agency funds, and conventional mortgages. EHMI is well-versed in the complex compliance required for the variety of affordable housing financing and maintains excellent relationships with these federal, state, and local government agencies and commercial lenders and investors. Through careful attention to concerns as they arise, strong communication, and consistently sound managerial practices, EHMI far exceeds management industry standards and maintains a portfolio-wide vacancy rate of 1 percent.

2. Integrated model with development, operations, and resident services

Throughout our properties, we have seen the benefits of integrating development, property management, and resident services under the Eden Housing umbrella. Keeping developments within the same organization allows for a seamless transition

between development and property management, as well as a high caliber of communication between property management and resident services on a regular basis. Other advantages of the integrated model include:



Property operations and resident services staff provide invaluable insight to the development process, as they see first-hand how properties operate and building systems and materials age over time. Additionally, asset management and accounting staff acutely understand property financials over the lifetime of a development. As such, each new construction and rehab project continues to build on – and benefits from – the expertise and cross-pollination of ideas among the Eden departments.

As we have ramped up our rehabilitation work at occupied properties, effective communication between development, operations, and resident services has been paramount. Eden staff from these departments communicate on a daily basis as needed to ensure the work is going smoothly and residents and staff are kept informed. Additionally, representatives from these departments hold recurring weekly meetings to check in on current issues and progress.

Eden Housing management and resident services work in tandem to effectively manage our properties and support our residents. One example of such collaboration is National Night Out, an annual event that brings residents, staff, neighbors, the police department, and elected officials together to celebrate community relationships as well as improve neighborhood safety. Property management and resident services staff work closely together to put on these events, and in 2015 and 2016, National Night Out was celebrated at all Eden properties, with 52 events and more than 4,000 residents participating.

3. Commitment to sustainability

We recognize that how we operate our buildings has a direct impact on the health of the environment, of our residents, and of property finances. As such, Eden is dedicated to environmental responsibility and has incorporated this commitment into its everyday operations. In 2009, Eden launched a comprehensive green initiative to lower usage and operating expenses for water, electricity, gas, and trash. We performed utility audits at 100 percent of our properties, engaged in comprehensive capital planning, and leveraged more than $10 million to green our portfolio. Our efforts included retrofitting 27 properties for solar systems, replacing low flow fixture replacements, and resident education programs and trainings.

Since that time, Eden has continued to closely monitor utility usage at all our properties and seek new ways to improve utility efficiency. We have partnered with a third party service to monitor our energy and water usage at each property, analyze the data, and

identify key targets for usage reduction. In 2015, we reduced our water usage by 20% across the portfolio.

To further our green efforts and ensure continued progress, Eden has an interdepartmental Green Steering Committee (GSC), which is responsible for Eden's green strategic planning efforts. The GSC has played an instrumental role in executing all of our green initiative activities, including training modules for staff and residents and the creation of Eden's Operations and Maintenance Manual. One of our main goals is to keep our green education goals on the forefront to encourage positive green behavior. Our committee meets bi-weekly and is a resource for all staff on an on-going basis.

Eden Housing Resident Services, Inc.

Eden Housing Resident Services, Inc. (EHRSI) was established in 1995 as a 501(c)(3) nonprofit affiliate of Eden Housing, Inc. to provide resident services programming to properties in the Eden Housing portfolio. EHRSI provides a wide range of services and enrichment programs designed to meet the needs of our diverse resident population. We believe that housing is a foundation for life change. Our goal is for families is to create pathways out of poverty by providing them with housing stability and programming to help them reach their goals. For seniors and special needs, including homeless populations, Eden's goal is to provide a place to age with dignity in their own home. We strive to inspire hope by providing high-quality, relevant, and impactful service coordination and program offerings that create stability and a path to economic empowerment for residents.



Eden's portfolio includes 142 managed properties of which 25 (17%) include units for the homeless population. For all sites, services are organized around six core areas of focus including housing stability, education, health & wellness, economic empowerment, community engagement, and technology access. Services are client-focused and respond to the specific needs of each housing community. We have established goals for each of the focus areas as follows.

EHRSI Primary Goals		
Focus Area	**Seniors & Households with Special Needs**	**Families**
Housing Stability	Maintain their housing for the remainder of their life.	Remain housed until enough resources are accumulated to successfully transition into less subsidized housing.
Economic Empowerment	Maintain existing income/assets and increase income when possible by accessing available financial benefits and taking advantage of discount programs.	Increase assets and income, access available financial benefits, and reduce debt.
Education	Improve their ability to navigate the systems affecting their life (health care, social security, transportation, etc.)	(Adults) Improve their knowledge and ability to find employment and increase their ability to advance in their career. (Children) Improve their educational out-comes and trajectory through participation in quality early childhood, afterschool & youth programs. (Parents) Improve their ability to advocate for their children in school and be engaged in their child's educational development.
Health & Wellness	Increase their knowledge of access to health care systems, preventative health measures, nutrition, and mental health resources.	
Community Engagement	Improve community participation and engagement within the property and with the larger community and develop residents to be advocates and leaders in their community.	
Technology Access	Improve their understanding of how to utilize technology to achieve self-identified goals and increase access to the internet.	

Services range from offering one-on-one support to providing workshops and hosting community- wide events. There are three primary levels of services coordination which include an on-site Resident Services Coordinator and/or Case Management, special programs only such as an afterschool program or technology training, or access to an Information and Referral Hotline staffed during regular business hours.

EHRSI's model of service delivery is unique in that we utilize in-house paid staff members as well as contract with other third-party providers to provide quality services. EHRSI currently contracts with over a dozen third party service providers and has an in-house Director of Community Partnerships to oversee and manage those relationships.

Additionally, EHRSI contracts with organizations to provide special programs to sites including the Boys and Girls Clubs and Second Harvest Food Bank.

We seek to partner with local experienced providers whenever possible, whether through contractual relationships or through memorandums of understanding. EHRSI works with a large range of local community service partners to offer programs, workshops, and presentations to our residents on topics related to the six focus areas. We believe it is critical to integrate our services with services currently provided in the larger community and to help our residents make those connections to ensure a successful transition out of our housing for households where that is appropriate.

For projects in Eden's portfolio that serve special needs populations such as veterans, individuals with disabilities, and households exiting homelessness, EHRSI provides comprehensive, culturally specific services either through direct service or by contracting with a third-party service provider. These services are flexible and responsible to individual resident needs, but can include case management, crisis management for substance use disorders, mediation services, and housing success services, including helping residents to understand lease obligations and house rules. EHRSI has experience coordinating with providers such as the Department of Veterans Affairs and County Departments of Mental/Behavioral Health. Eden's Associate Director of Supportive Housing manages these projects.

EHRSI has experience both beginning services at new properties as well as coming in to provide services at existing properties. In each instance, we take the time to evaluate the needs of the residents by utilizing resident assessments and community meetings. From there, a menu of services is created and offered to residents focusing on the goals outlined above for the six core focus areas. Our staff and partners work hand-in-hand to provide the best programming and services available to residents to help them maintain their housing and reach for their dreams.

Equity Statement

Since our founding in 1968, Eden Housing has been committed to building and preserving a home for everyone in need. We have a responsibility to address structural racism in our communities through our work in housing. The following equity statement outlines our commitment.

We advocate to eliminate the effects of racist, exclusionary land use policy and housing discrimination. We value racially and economically diverse communities because they are essential to our collective success.

We build inclusive, high-quality, well-designed, affordable housing throughout California. We do this because everyone has a right to live in safe, thriving neighborhoods with access to quality education and employment opportunities.

We believe that access to resident services and amenities allows people to live with dignity, experience lifelong growth, and build financial security. We will apply an equity lens to our partnerships, programs, and supply chain to acknowledge that the opportunities we provide can be a pathway to economic success for people who have encountered the most significant barriers.

We celebrate our differences and strive to create change for good. We hire people who embody and champion the Eden Housing brand and mission.

We value the unique perspective that derives from richly diverse residents and employees. We pledge to engage and elevate the voices of all cultures and backgrounds to increase our efficacy and understanding.

We promise to do our part. We promise to be mindful and consistent.

We commit to scrutinize and improve our practices, policies, and programs. We will continue to increase our social awareness and ability to understand, appreciate and interact with people from different cultures and belief systems. We will deliver with integrity, champion our people, build enduring partnerships, and commit for the long haul.

We challenge our partners to join with us in the fight to end racist policies and practices in the housing industry. Together, our advocacy and concrete actions will help us change the world one corner at a time.

EDEN
HOUSING

About Dahlin Group

DAHLIN is a diverse architecture and planning firm of 150+ multicultural professionals working with developers, municipalities and communities on various types of affordable housing projects. From four offices in California, an office in Bellevue, Washington, and two offices in the People's Republic of China, we provide these services globally.

We successfully support affordable housing projects by looking beyond the site itself to the neighborhood and the greater community around it, becoming an advocate for the people the project will impact. By listening first and designing second, we match our expertise with their expectations and goals to build community consensus on the front end, workshopping towards a project design that will foster community for decades to come. Our design solutions are innovative, real and achievable. Our people are passionate about creating places that promote human fulfillment and well-being.

Passion for Place® is evident in all we do—whether we are working with a developer to entitle and deliver a new affordable mixed-use community, developing a supportive housing community that provides safe, clean, quality housing for its residents, or rehabilitating an existing community.

Since 1976, we have been committed to excellence in design—best demonstrated through our long-term client relationships and by our award- winning, financially successful, and sustainable design solutions.



Eden Housing's Monteverde Senior Aparments | Orinda, CA | Designed by DAHLIN

Eden Housing's Hayward Senior Apartments | Hayward, CA | Designed by DAHLIN



Community-Focused Design

DAHLIN's commitment to designing spaces with construction efficiency and cost effective materials while looking for opportunities to create communities that support a sense of belonging is a prerequisite for affordable housing clients.

While it can be a common misconception that "affordable housing" means compromising with small, less livable apartments built with inexpensive materials, often the opposite is true. Small units actually necessitate a focus on design for living efficiency as a key to the success of the overall project and livability for residents.

The attention to detail that would be expected of a well-appointed, market-rate project, is even more relevant when creating a community that will be operated and managed with an expectation for longevity and maintenance efficiency. As a result, building owners and operators, as well as residents, are satisfied by a design that succeeds in supporting a cohesive community.

Cross-Pollination: Community Serving Projects

Our holistic approach to development of affordable housing communities is complemented by our expertise in planning, programming and design of community serving projects, combined with our knowledge of commercial, retail and hospitality design. The cross pollination better equips us to develop more creative design solutions. We know the materials and construction techniques to create memorable buildings while being critically conscious of cost and ongoing maintenance requirements. We understand how mixed-uses relate to create a sense of place and community that brings people together, meeting the needs of multiple user groups now with adaptability for future needs.

COMMUNITY ENGAGEMENT PROCESS

Listening
The stakeholders tell all—community goals and aspirations

Outlook
Brainstorm with an open mind from outreach exchanges

Solutions
Translators of community visions into functional realities

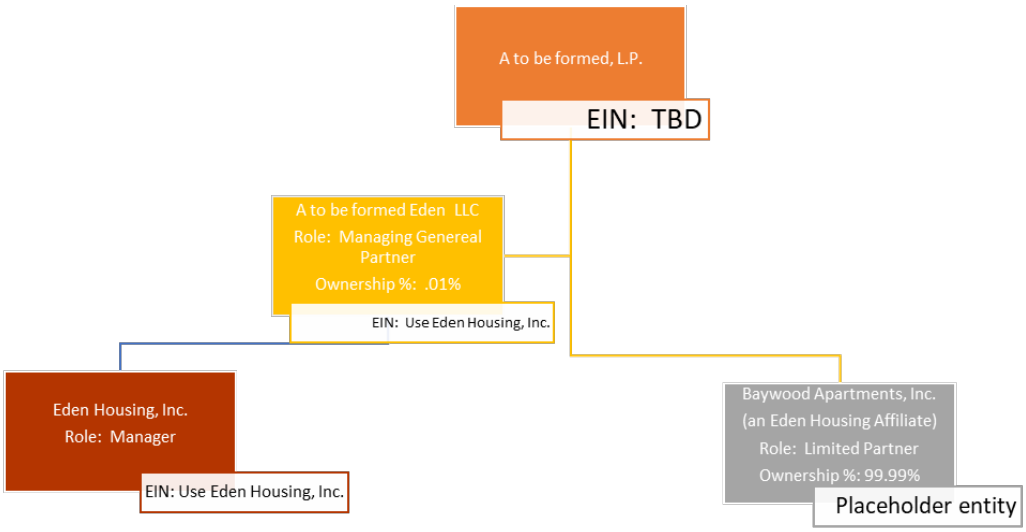
Answering *Not in My Backyard* Reactions

DAHLIN helps project owners articulate their vision and generate acceptance for their projects throughout the entire entitlement process. We have learned never to assume the public will embrace a project—even those that may seem to be an obvious benefit
to the neighboring community.

We have been in the trenches of community outreach alongside our clients so many times we can discern the underlying concerns of objections even when they are not being said in so many words. Then, we imagine the possibilities and develop creative solutions to feasibly address and overcome objections, keeping in mind innovative flairs that set apart new developments.



Project Management, Structure and Organization Chart



The proposed project will be developed, owned and managed by Eden Housing and its affiliates. During the development phase, the project will be overseen by a project manager, who will be supervised by an Associate Director or above, with regular input from department and corporate leadership. Eden strives to have a single project point of contact who has the company's full support on each project element. More details on project staffing are in the experience section.

The proposed project ownership structure can be illustrated as specified below. It is anticipated that the project will be owned by a tax credit limited partnership, as is customary in projects of this nature., currently shown as a placeholder entity. The Placeholder entity is replaced with a tax credit equity investor at the financing closing milestone. Eden Housing, Inc. will provide all necessary completion and financing guarantees for this project, as we do on all our projects. Eden has a strong balance sheet, and providing such guarantees is a matter of course for our organization. Dahlin Group will contract directly with Eden Housing, Inc. initially and then will contract with the limited partnership after it has been formed. Each independent phase would be owned by its own partnership, and staff would ensure that each ownership entity is assigned the required rights and responsibilities it needs to bring on an equity investor and close its financing.

Project Team Resumes

Linda Mandolini

President | Eden Housing



Ms. Mandolini has served Eden Housing as a Project Developer, as Director of Real Estate Development, and since 2001, as Executive Director and President. She is guided in her work as President by Eden Housing's active volunteer board of directors.

Linda oversees affordable housing production, resident support services, and property management components of the organization. She actively participates in high level conversations and meetings with City Council members and other decision makers. As a rule, she likes to attend public hearings and other high-profile events to speak on behalf of Eden whenever possible.

Linda is a board member of several local and national affordable housing organizations, listed below. In addition, Linda previously served as a member of the Board of Directors and Chair of the Non-profit Housing Association of Northern California and as a founding Board member and Chair of The Housing Trust of Silicon Valley.

Linda has been honored with the 2016 SF Business Times Forever Influential Honor Roll, 2014 and 2015 SF Business Times "Bay Area's Most Influential Women" award, 2011 SF Business Times "Northern California Real Estate Women of Influence" award, 2011 Affordable Housing Management Association (AHMA) Pioneer Award, and the 2008 East Bay Business Times "Women of Distinction" award.

Education
Wheaton College, BA with honors
Boston University, MBA

Professional Affiliations
Board member – California Housing Consortium
Board member and Vice Chair – National Housing Conference
Board member – Enterprise Communities Leadership Council, Advisory Board
Member – International Housing Partnership, Steering Committee
Member – ULI Workforce Housing Council
Member – Terwilliger Center Advisory Board

Andrea Osgood

Senior Vice President of Real Estate Development | Eden Housing



Ms. Osgood joined the Eden Housing Development team in 2008 and currently leads Eden's new construction and acquisition efforts. She assists with supervision of Development staff, actively participates in early development activities, and provides guidance and expertise throughout the development process.

Since joining Eden, Andrea has developed over 400 new units and overseen the acquisition of nearly 1,400 existing units in six California counties – from Sonoma to San Diego County.

Before her career in affordable housing, Andrea worked as a construction management consultant for Capital Projects of UC Berkeley and was involved in nearly every phase of large rehab and new construction projects – from planning and development through funding and construction. She also gained experience in construction litigation and public contracting as a lead paralegal in the construction group of the San Francisco law firm, Hanson Bridgett Marcus Vlahos & Rudy.

Education

Pomona College, BA with honors
University of California Los Angeles, MA in Urban Planning

Professional Affiliations

Director – Housing Leadership Council of San Mateo County (Board Chair)
Director – SV@Home (Treasurer)

Louis Liss

Associate Director of Real Estate Development | Eden Housing



Mr. Liss originally joined the Eden Housing Development team in 2018 and has worked on both acquisitions and ground-up new construction and projects. Since joining Eden, he has overseen the delivery of 130 units in Alameda, CA in two phases: a 60-unit Senior and Veterans project called Corsair Flats project and a 70-unit Family and Special Needs project called The Starling.

Before working at Eden, Louis got his master's degrees in city planning and real estate development, during which time he was a teaching assistant in economic development finance and conducted research for the Real Estate Innovation Lab and the Sloan School of Management. His master's thesis examined the economics of adaptive reuse projects, affordable housing and commercial activation in challenging real estate development markets in Massachusetts.

In addition to his work in affordable housing, Louis has held positions in infrastructure and economic development in municipal government at New York City Economic Development Corporation and San Francisco Municipal Transportation Agency.

Education

Washington University in St. Louis, BA summa cum laude
Massachusetts Institute of Technology, Master in City Planning
Massachusetts Institute of Technology, Master of Science in Real Estate Development

Professional Affiliations

Member – Urban Land Institute
Past Steering Committee Member – Emerging Leaders Peer Network, Non-Profit Housing of Northern California

Kasey Archey

Senior Vice President of Property Operations | Eden Housing



Ms. Archey brings a wealth of experience and knowledge in the operation and management of multi-family housing to Eden. She comes to Eden from Jerusalem House where, as Program Manager for Scattered Sites, she oversaw the largest supportive, permanent housing program in the metro Atlanta area for homeless, low-income people living with or affected by HIV/AIDS. Prior to this role, she was the Grants & Compliance Manager, responsible for the oversight and management of governmental grants for all housing units. She has also held leadership roles in Property Management at Abode Communities and Goldrich and Kest. In addition, she has served on the Board of the Affordable Housing Management Association-Pacific Southwest and is an active and contributing member of the National Affordable Housing Management Association.

Education
Dillard University, Bachelor of Arts

Anna Gwyn Simpson

Vice President of Resident Services | Eden Housing



As Vice President of Resident Services, Anna Gwyn oversees all of Eden Housing's resident service programs and staff. Since 1995, Eden Housing has provided a wide range of supportive services and enrichment programs designed to meet the needs of its diverse resident population. Eden Housing provides services directly as well as partners with other community organizations to deliver services. The comprehensive programs are offered at 100% of Eden's managed properties. Programs include youth and after-school programs, digital technology and literacy programs, aging in place and independent living programs for older adult seniors, health and wellness programs, and financial literacy programs.

Anna Gwyn has more than 20 years of social service experience with an extensive background in managing social service programs for diverse communities and developing evaluation metrics and measurement tools to articulate program success. Prior to joining Eden Housing, she served as the Interim City Manager for the City of Martinez.

Anna Gwyn has spent most of her career in housing, serving in leadership roles with the Oakland Housing Authority, Citizens Housing Corporation, and Episcopal Community Services of San Diego and Riverside Counties.

She previously served as a Board member of the Executive Board of Directors of the Pacific Southwest Regional Council of the National Association of Housing and Redevelopment Officials (NAHRO). She currently serves as a Board member of the Affordable Housing Management Association for Northern California and Hawaii (AHMA-NCH) in the role of Director of Resident Services.

Education

Colorado College, BA
San Francisco State University, MPA with Honors, Nonprofit Administration emphasis

Professional Affiliations

Member – National Association of Redevelopment and Housing Officials

Sean Whitacre, AIA

Principal - Senior Architect | Dahlin Group



Sean Whitacre is a talented and experienced designer, and problem solver with a wide range of abilities in the field of architecture. He leads our multi-family sector, by delivering an exceptional client experiences. His commitment to listening to clients and leading the process has helped DAHLIN to consistently add value and generate positive outcomes for our clients. In his over 18 years with DAHLIN, Sean has designed nearly all forms of residential architecture supplemented with, retail complexes and resorts. His design skills and deep knowledge of code and construction make him a highly valuable resource to developers as he leads our next generation of architects and designers.

Education

Bachelor of Architecture, California Polytechnic State University, San Luis Obispo

Affiliations

American Institute of Architects

National Council of Architectural Registration Boards

PAST PROJECTS

Multifamily + Mixed-Use

The Spencer 68
Kenmore, Washington, USA Main Street Property Group

The LINQ Lofts + Flats
Kenmore, Washington, USA MainStreet Property Group
The Flyway
Kenmore, Washington, USA Main Street Property Group

The Bond
Kenmore, Washington, USA MainStreet Property Group
Airway Gardens
San Diego, California, USA Colrich Communities

The Harlow
San Diego, California, USA Colrich Communities

Agave at La Floresta
Brea, California, USA The New Home Company

The Braydon
Napa, California, USA Fairfield Residential Company LLC

Azure Apartments
Petaluma, California, USA Trammell Crow

Enso at Baypointe Station
San Jose, California, USA Fairfield Residential

Affordable Housing

Nova
Oakland, California, USA Affirmed Housing

Villas on the Park San Jose, CA Affirmed Housing
Alora

San Marcos, California, USA Affirmed Housing
The Grove

Vista, California, USA Wakeland Housing

Carlsbad Veterans
Carlsbad, California USA Affirmed Housing

Jirair Garabedian, AIA, LEED AP

Senior Associate / Senior Architect | Dahlin Group



Jirair's collaborative approach in shaping our built environment allows him to work closely with all stakeholders, including future residents and the larger community, actively listening to understand their needs. His design approach and problem- solving methodology are rooted in his expertise in leveraging zoning and building code requirements, taking advantage of both opportunities and constraints, and preparing comprehensive feasibility studies to evaluate highest and best use scenarios.

With over two decades of demonstrated experience in planning, designing and securing entitlements for complex and multi-faceted, private and public sector projects, encompassing a wide variety of typologies, building occupancies, and construction types (Type-I, Type-III, and Type-V), clients benefit from all the lessons learned from problems solved.

He has extensive experience in high-density, transit-oriented, mixed-use, multi-family residential, market rate, affordable, for sale and for rent, and retail development.

Education

Masters, Construction Engineering & Management, University of California, Berkeley

B. Arch, Magna Cum Laude, Cal Poly Pomona College of Environmental Design

Affiliations

Licensed Architect in California

National Council of Architectural Registration Boards

PAST PROJECTS

Senior + Multifamily

Woodland Hills Seniors
Woodland Hills, California, USA CA Ventures

Firmin Court
Los Angeles, California, USA The Decro Group

Otay Ranch Affordable Housing Chula Vista, California, USA Meta Housing

Alvarado Specific Plan La Mesa, California, USA The Paydar Companies

Desert Marketplace Apartments
Las Vegas, NV
Warmington Apartment Communities

Multifamily + Mixed-Use

Allison Avenue Mixed-Use
La Mesa, California, USA
USA Properties
Crowther Avenue Mixed-Use Placentia, California, USA USA Properties

Prior to Joining Dahlin

6250 Sunset Mixed Use
Los Angeles, California, USA Essex Properties

Paragon at Old Town
Monrovia, California, USA
Urban Housing Group

The Village at USC
Los Angeles, California, USA

USC Real Estate & Capital Construction Group
Central Park West

Ritu Raj Sharma, AICP, LEED AP

Principal / Senior Planner | Dahlin Group



Ritu Raj Sharma is a dynamic urban designer with over 16 years of planning, urban design and architectural experience working with communities, private developers and public agencies. As leader of the planning team, he provides design and planning expertise on a wide scale of planning projects, including large master plans, urban mixed-use projects, streetscape plans, and design guidelines, encompassing issues of equity, community and urban design and open space.

Ritu Raj's projects are focused on placemaking, context sensitive design and creating consensus in the communities he works in. His familiarity with building typologies and densities, ability to convey issues of scale and mass, and knowledge of building and municipal codes brings rigor to the guidelines and standards he is involved with. His extensive involvement in these various planning projects spans the entire project lifecycle. Through years of seeing numerous projects through from start to finish, Ritu Raj has developed a holistic perspective on the planning process, from which he actively draws insights for creating innovative planning and development strategies for better communities with a strong focus on sustainability. Several of these projects have received awards and industry recognition, such as the Watson Ranch Specific Plan in American Canyon, the Duarte Station TOD Specific Plan, the University Villages Specific Plan and the Villages of Black Diamond Master Plan.

Education

Masters, Urban Planning, University of Michigan

BA, Architecture, Jadavpur University, India

Affiliations

American Planning Association

Urban Land Institute

SPUR

Council of Architecture, India

PAST PROJECTS

Planning

Vacaville Residential Standards Update
Vacaville, California, USA
City of Vacaville

Natomas Joint Vision Area Master Plan Sacramento, California, USA
Brookfield Land

Watson Ranch Specific Plan American Canyon, California, USA McGrath Properties

Amoruso Ranch Specific Plan Roseville, California, USA Brookfield Sunset LLC

Villages of Black Diamond
Black Diamond, Washington, USA
YarrowBay

TOD + Infill Development

Duarte TOD Specific Plan
Duarte, California, USA
City of Duarte

Dumbarton TOD Specific Plan
Newark, California, USA
City of Newark

Eden Housing

DAPHNE HEIGHTS
100% Affordable Multifamily Rental Housing Development Project

The Eden Way – High Quality Housing Development and Management

Eden Housing has a robust system in place to ensure **quality control** at every stage of the development process. As one of the oldest affordable housing developers in the state, decades of institutional knowledge and growth have enabled Eden to deliver community after community of high-quality affordable housing.

-

With a development team of over 30 full-time employees, Eden's deep bench enables the organization to maintain a high level of capacity to take on new, complex projects at any time. A high degree of financial stability as well as Eden's ability to recruit and retain talent allows each project to remain fully staffed. Beyond the organization's high capacity, specific steps are taken to ensure that the complex process of development is reviewed by many eyes. This includes:



- A reporting structure that includes a dedicated project manager per project along with continual, experienced supervision as well as final checks on business decisions by the department's Senior Vice President.
- A policy and practice of peer review throughout the development process, including:
    - Regular Project Risk Reviews by department leadership to help shed light on project threats and opportunities and share knowledge from across the development pipeline
    - A process of peer review before major funding application submissions, enabling a multiple-eyes system of mitigating high-stakes clerical errors.
    - All-hands meetings at major project milestones to maintain an all-company approach to delivering project success
- Longstanding partnerships with the industry's best experts, including:
    - Experienced financial consultants
    - Talented legal council with expertise in the intersection of tax credit finance and community development
    - Owner's representation with decades of experience delivering, troubleshooting and maintaining Eden's high-quality homes

Housing is built by people, and twists and turns are inevitable throughout the process. However, Eden's processes, resources and talented staff enable a high level of competence and oversight throughout the project's life cycle, swiftly resolving issues that come up.

2. EXPERIENCE



Past Eden Partnerships with Public Entities

Eden has a long history of successful partnership with public entities—partnering with government and acting as a go-between for governmental agencies is at the core of our work. The scope of our partnerships with public entities has run the gamut from solely obtaining permits and planning approvals to incorporating local housing bond funding all the way to co-creating projects with public partners on publicly owned land. Below are three examples of projects finished within the past five years that were built hand in hand with governmental partners on publicly owned land. These three examples are just that—only a small sample of the many projects of this nature Eden has delivered over the decades. It's also worth noting that Eden currently has several projects currently in its development pipeline owned by entities such as the State of California, Santa Clara County and the City of San Jose among others. More details on each project (along with others) are in the Sample Developments section.

Recently Completed Public Entity Partnership Projects

Corsair Flats (2020) and The Starling (2021)

Location	Alameda, CA
Public Agency with Contract	City of Alameda Community Development Department
Scope and Contract Details	In partnership with Alameda Point Partners, the master developer of the Alameda Point Site A development, Eden Housing was assigned the project's 128-unit low- and very-low income inclusionary housing obligation. Eden's responsibilities were to design the project consistent with the area's precise plan, obtain design review approvals and permits, obtain the project's financing including highly competitive State sources, and ultimately own and manage the projects. Eden delivered the homes in two phases, in 2020 and 2021 respectively. More details are provided in the Sample Developments section. The land for each project was conveyed for $1, and the City also contributed funds from its County bond fund allocation as well as master developer-paid inclusionary fees into each project (a grand total of $6 million).
Reference Contact Info	Lisa Maxwell Community Development Director City of Alameda (510) 747-6899 | LMaxwell@alamedaca.gov





Hana Gardens Senior Apartments (2018)

Location	El Cerrito, CA
Public Agency with Contract	City of Alameda Community Development Department
Scope and Contract Details	Eden Housing was selected as the developer of a City of El Cerrito project site immediately adjacent to City Hall after a competitive RFQ process in 2010. Eden entered into a Disposition Development and Loan Agreement with the City, which laid out Eden's responsibility to develop the site from the design concept originally proposed in the RFQ to full completion and operation. The partnership with the City included a robust community process that catalyzed the preservation of a historic flower shop building, a precious asset to the local Japanese-American community. The project's development straddled the period that included the dissolution of redevelopment agencies, and Eden worked to bring in State funding through the then-new Affordable Housing and Sustainable Communities program, including funds to improve the Ohlone Greenway adjacent to the project. The project opened in 2018 as a Senior project with a 2,000 square foot Senior Center at the ground floor. The City donated the land and contributed $300,000 in funding to the project budget.
Reference Contact Info	Melanie Mintz Community Development Director City of El Cerrito (510) 215-4339| MMintz@ci.el-cerrito.ca.us









Cranes Landing (2018)

Location	Lodi, CA
Public Agency with Contract	City of Alameda Community Development Department
Scope and Contract Details	After being selected from a competitive RFQ process, . Eden entered into a Disposition Development and Loan Agreement with the City of Lodi to develop a senior affordable housing project immediately adjacent to Roget Park, a key neighborhood open space in the community. Eden's responsibility was to design, construct and operate the project, maintaining affordability levels consistent with the City's available funding at the time, which included HOME, CDBG and HUD Section 202. the site from the design concept originally proposed in the RFQ to full completion and operation. Eden completed the project – 79 units of Senior housing – in 2017, on time and on budget. The City donated the land and contributed almost $500,000 in funding to the project budget. Eden also worked with San Joaquin County to help fund the project.
Reference Contact Info	Steve Schwabauer City Manager City of Lodi citymanager@lodi.gov | 209-333-6700

Project Team Roles

We have identified the key members of the development team below with a short summary of each person's specific role and location. Additional information on training and professional experience for each person is included in the Resumes section.

Linda Mandolini, President
Email: LMandolini@edenhousing.org
Phone: (510) 247-8117
Office Location: Hayward, CA
Project Role: Ms. Mandolini oversees affordable housing production, property management, and resident services components of the entire Eden organization. The combined annual operating budget for the three companies is over $50 million, with a staff of over 450 employees. Ms. Mandolini will oversee all high-level business decisions.

Kasey Archey, Senior Vice President, Property Operations
Email: Kasey.Archey@edenhousing.org
Phone: (510) 247-8114
Office Location: Hayward, CA
Project Role: Ms. Archey is responsible for all property management functions of Eden Housing Management Inc. and also oversees the Services and Asset Management needs of the corporation. Ms. Archey will oversee all property management-related decisions.

Andrea Osgood, Senior Vice President of Real Estate Development
Email: AOsgood@edenhousing.org
Phone: (510) 247-8103
Office Location: Hayward, CA
Project Role: Ms. Osgood oversees Eden's development activities. She will lead Eden's collaboration with the City and County, assist with supervision of development staff, actively participate in early development activities, and will provide guidance and expertise throughout the development process.

Anna Gwyn Simpson, Vice President of Resident Services
Email: AnnaGwyn.Simpson@edenhousing.org
Phone: (510) 247-8181
Office Location: Hayward, Ca
Role: Ms. Simpson supervises services staff in implementing and providing EHRSI's successful programs and services to residents. As well, she continues to build and maintain EHRSI's strategic partnership with other local service providers and organizations to provide additional health, educational and enrichment programs at our developments. Ms. Simpson will actively participate in the planning and implementation process for the project's Resident Services plan.

Louis Liss, Associate Director of Real Estate Development
Email: Louis.Liss@edenhousing.org
Phone: (510) 363-2574
Office Location: Hayward, CA
Project Role: Mr. Liss will be the lead Project Developer handling the day-to-day responsibilities of the project through predevelopment and construction.

Sean Whitacre, Principal/Senior Architect, Dahlin Group
Email: sean.whitacre@dahlingroup.com
Phone: 858-350-0544
Office Location: San Diego, CA
Project Role: Mr. Whitacre will be the principal-in-charge of the project, providing strategic input and oversight on major design decisions.

Jirair Garabedian, Senior Associate/Senior Architect, Dahlin Group
Email: Jirair.garabedian@dahlingroup.com
Phone: (949) 250-7214
Office Location: Irvine, CA
Project Role: Mr. Garabedian will be the day-to-day project manager for the design of the community, handling all elements of the design from concept to construction documents.

Ritu Raj Sharma, Principal/Senior Planner, Dahlin Group
Email: rituraj.sharma@dahlingroup.com
Phone: (925) 251-7297
Office Location: Pleasanton, CA
Project Role: Mr. Sharma will provide input on the project's planning process and context, helping the design team to tailor the project to meet local policy and planning goals.

Last Ten Years of Project Completions



Eden Housing's robust development pipeline has enabled the team to open (and re-open after renovation) numerous projects in the last decade, with many more to follow in the coming years. Below is a list of the projects that completed new construction in the past ten years. A similarly large number of projects have been substantially renovated and acquired during this same period but are not included in this list. Eden's full Real Estate Owned schedule is included as an attachment to this response.

Project	Year Completed	Units	Location
Loro Landing	2022	62	San Leandro
The Starling	2022	70	Alameda
Reilly Station	2021	61	Fremont

Project	Year Completed	Units	Location
Corsair Flats	2020	60	Alameda
Hana Gardens	2018	63	El Cerrito
Pauline Weaver	2018	100	Fremont
Miraflores	2018	80	Richmond
Valor Crossing	2017	66	Dublin
Cranes Landing	2017	80	Lodi
Alta Mira	2016	151	Hayward
Camphora Apartments	2016	44	Soledad
Studio 819 Apartments	2015	49	Mountain View
Weinreb Place	2015	22	Hayward
University Village Apartments	2014	108	Marina
Ford Road Plaza	2014	75	San Jose
Monteverde	2014	67	Orinda
Belle Terre	2014	46	Lafayette
Monterey Villa	2013	20	San Jose
Wexford Way	2013	131	Dublin
Warner Creek	2013	61	Novato
801 Alma	2013	50	Palo Alto
Cottonwood Place	2012	98	Fremont
Carlow Court	2012	50	Dublin

Sample Developments

Miraflores Senior Apartments

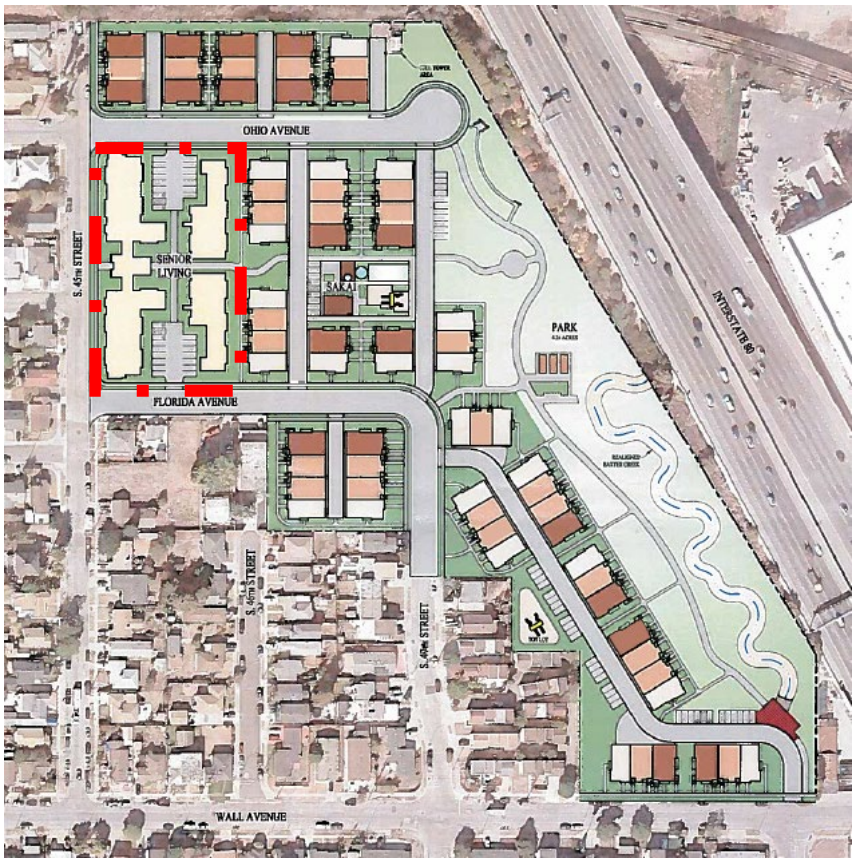
150 S. 45th Street, Richmond | Affordable Senior Housing



Project Name	Miraflores Senior Apartments
Project Location	150 S. 45th Street, Richmond, CA 94804
Construction Schedule	Started in February 2017 Completed in May 2018
Development Cost	$40,100,000
Lot Size and Density	1.56 acres; 51.2 dwelling units/acre
Building Areas	70,143 SF of residential space
Units	80 affordable rental apartments 79 1-bedroom senior units 1 2-bedroom manager's unit
Incomes	30-45% of AMI
Developer	Eden Housing, Inc. and Community Housing Development Corporation
Architect	HKIT Architects
Contractor	James E. Roberts- Obayashi Corp.
Property Operations	Eden Housing Management Inc. Eden Housing Resident Services Inc.

Overview: Eden Housing partnered with another non-profit, the Community Housing Development Corporation of North Richmond, to provide 79 new affordable senior rental apartments along with a number of community benefits including a new park. More than 15 years in the making, Miraflores Senior is a testament to the commitment of the Development Team and the City of Richmond to transform a 14-acre brownfield site and former flower nurseries into a new, vibrant community. The property serves very low and extremely low-income seniors in Contra Costa County with incomes are or below 30%-45% of the area median income.

Placemaking and Amenities: Miraflores Senior Apartments includes a community room with a kitchen, a common courtyard with BBQs and community gardens, a computer lab, and bike storage. The design articulates a Spanish architectural style and sets a high design bar for future development of the former nursey site.



In addition to the affordable housing, Eden was also able to help the City secure funding required to help build a new public park that honors the history of the Japanese-American flower industry. The park is located to the east of the project and provides a buffer to the Freeway. In addition, the project was able to help build new bicycle and pedestrian paths that connect the Park Plaza community to the Richmond Greenway and the McDonald Avenue Commercial District. The funding that made this possible was from the State's Affordable Housing and Sustainable Communities (AHSC) program and was secured in the inaugural round of this program.

Public Private Partnership: Eden worked closely with the City of Richmond to design, develop and finance a new park and connecting bicycle and pedestrian connections to the park from the housing development. Eden also worked closely California HCD on the funding of these improvements.

Parking and Transportation Demand Management: The project includes 70 total surface parking spaces, with some provided on-site (32) and some on-street (38) which

represents a total parking ratio of 0.875 spaces per unit. The off-street (on-site) ratio is 0.4 spaces per unit. Eden's experience developing senior properties has shown us this is amount meets the demand of the senior population.

A transit pass program provides a minimum of 1 AC Transit pass to each residential unit at the facility. The development's operating funds pay for the cost of these passes for the first three years of operations, and after Year 3, the project will cover half of the cost of each pass and the resident will be asked to cover the other half. At $10 a month per pass, the cost for residents is 90% less than the regular price for a monthly pass.

Financing: Miraflores was financed using 4% tax credits and tax-exempt bonds. In addition, the project includes significant funding from two state level programs (AHSC and an Infill Grant), project-based vouchers, a small loan from the City and Federal Home Loan Bank of San Francisco Affordable Housing Program (AHP) loan. Wells Fargo serves as the project's tax credit equity investor as well as construction lender. The California Community Reinvestment Corporation holds the first mortgage.

Funding Sources	Type/Program	Phase	Total Dollars
California Community Reinvestment Corporation	Perm Loan	Perm	$8,965,000
Wells Fargo	9% Equity	Perm	$17,216,777
HCD AHSC	Soft Loan	Perm	$5,077,558
HCD Infill Grant	Grant	Perm	$3,312,544
City of Richmond	Soft Loan	Construction/Perm	$2,869,059
Deferred Developer Fee	Deferred	Perm	$1,915,906
AHP	Soft Loan	Perm	$790,000
Total			**$40,146,844**

Community Outreach: Miraflores Senior was part of a larger plan to redevelop several former nurseries and took many years of community outreach and environmental clean-up before construction could commence. Eden Housing, together with the City, helped lead an extensive community outreach and entitlement process that also included preparation of an EIR. Because a significant component of the project involved extensive environmental cleanup; Eden, CHDC and the City held numerous meetings to explain the scope of the clean-up and solicited input regarding community concerns. In addition to the environmental work, the community was also interested in preserving some of the history of the former uses on the site. Eden met multiple times with the Historic Preservation Advisory Committee and ultimately created a plan to honor the site's history as a Japanese-American nursery by preserving and re-using some of the old greenhouse structures, as well as the water tower and tank, and two original family homes. As the entitlement process continued, Eden and CHDC held several design charettes with the wider community and met with key neighborhood groups such as

the Park Plaza Neighborhood Council, the Laurel Park Neighborhood Council, and the Pullman Neighborhood Council.



Green/Sustainable Features: The project scored 150 points in the GreenPoint Rated program (Platinum level) and has several green features including solar photovoltaic panels and solar thermal system to offset the common area gas usage and electrical load. The landscaping is drought resistant and smart timers control the irrigation systems to prevent over watering of plants. Bioswales enhance natural drainage of water on-site rather than into the storm water system. Inside the building, low VOC paints improve indoor air quality, high efficiency light fixtures and Energy Star appliances reduce energy consumption, and low flow toilets and showerheads reduce water consumption.

Resident Support Services: An integral part to each Eden community is providing residents with service-enriched housing options allowing seniors to live independently and age-in-place. Eden Housing Resident Services, Inc. (EHRSI), also an affiliate of Eden, provides a variety of services to the residents which include dedicated service coordination and individualized one-on-one support, adult education opportunities, health and wellness classes, and community engagement activities.

References:

Alan Wolken, (former) Director of the Richmond Community Redevelopment Agency | 510-307-8137 and 707-410-6299 | awolken@ci.richmond.ca.us and awolken@solutions-mrg.com

Jeff Bennett, Senior Vice President, Wells Fargo | (415) 396-0966

Brian Johnston, HCD | (916) 263-6108 | Brian.Johnston@hcd.ca.gov

Hana Gardens Senior Apartments

10860 San Pablo Avenue, El Cerrito | Affordable Senior Housing



Project Name	Hana Gardens Senior Apartments
Project Location	10860 San Pablo Avenue, El Cerrito, CA
Construction Schedule	Started in Completed in 2018
Development Cost	$33,400,000
Lot Size and Density	0.96 acres; 65 dwelling units/acre
Building Areas	53,400 SF of residential space 2,000 SF of commercial space
Units	63 affordable rental apartments 62 1-bedroom senior rental units 1 2-bedroom manager's unit
Incomes	30-50% of AMI
Developer	Eden Housing, Inc.
Architect	Van Meter Williams Pollack Architects
Contractor	Midstate Construction
Ground Lease	None

Overview: Hana Gardens Senior Apartments is a 63-unit development of new affordable senior rental housing in El Cerrito, California, directly adjacent to City Hall. The development includes two buildings: a four-story, wood-frame structure and a pre-



existing 900 SF stand-alone building. The ground floor frontage of the four-story building includes a 2,000 SF commercial space, which was leased to the City of El Cerrito to be used for a Senior Center. Sixty-two (62) of the senior apartment units include one bedroom, a kitchen, a living area and full bathroom averaging approximately 614 rentable square feet in area. Fifty percent (50%) of the units will be built out to meet ADA accessibility needs. All apartments are designed to allow for access by persons in wheelchairs, including all kitchens and bathrooms.

Placemaking and Amenities: The design follows the principles of the San Pablo Avenue Specific Area Plan, including a high commercial ground floor, a strong articulated urban street presence on San Pablo Avenue, and a beautiful public plaza which serves the local community, visitors and the residents of the senior community as well. In response to feedback from the community, we decided to preserve the existing stone-faced commercial building located at 10848 San Pablo Avenue. Between 1935 and 1965, the building served as the Mabuchi family flower shop and was an integral part of the Japanese American cut flower industry that once thrived throughout Contra Costa County. This history inspired the name of the development, as "hana" is often translated from Japanese into English as "flower." The single-story structure was converted into a community room for Hana Gardens residents.

The plaza is designed to welcome the community and passerby and honors the Japanese-American influence on the flower industry, including historical narrative panels in the plaza and a timeline along the sidewalk. Eden was pleased to partner with the Japanese American Citizens League and the El Cerrito Historical Society on the installation. The development's design includes two community rooms. One community room opens onto an outdoor courtyard garden with seating while the second






community room is located in the former flower shop building that was preserved. Additional community spaces include a computer lab, fitness room and laundry room. The private courtyard behind the building contains picnic-style seating, benches, community gardens, and extensive bay-friendly landscaping.

Parking and Transportation Demand Management: Located on the transit-rich San Pablo Avenue and within one mile of El Cerrito Del Norte BART station, Hana Gardens is the quintessential transit-oriented development and is perfectly situated for seniors to utilize public transit. Residents will also be provided transit passes at no charge. The nearby transit and the provision of a shuttle/Van/passenger drop off space at the front of the building will provide greater access to transit and other convenient transportation facilities. The project provides 34 parking spaces for residents, which the parking evaluation demonstrated is sufficient for the senior residential needs. The building also includes a bike storage room. In addition, there are two off-street parking spaces for the commercial space.

Hana Gardens is privileged to be one of the first developments to receive state Affordable Housing and Sustainable Communities (AHSC) funding. In partnership with the City of El Cerrito, new bicycle and pedestrian wayfinding and amenities has been created on the Ohlone Greenway, a multimodal path connecting the two El Cerrito BART stations.





Financing: 4% LIHTC, City of El Cerrito Funds and Land Loan, Contra Costa County Funds, HCD Infill Infrastructure Grant, HCD AHSC, AHP, Wells Fargo (construction lender and equity investor), California Community Reinvestment Corporation (permanent lender). The project also received 39 project-based vouchers and 23 RAD vouchers from the Housing Authority of Contra Costa County.

Funding Sources	Type/Program	Phase	Total Dollars
City of El Cerrito	Land Donation		$3,900,000
City of El Cerrito	Soft Loan	Predev/Construction /Perm	$300,000
Contra Costa County	HOME, CDBG Loan	Construction/Perm	$2,100,000
HCD	IIG Grant	Construction/Perm	$1,399547
HCD	AHSC- Loan	Perm	$5,271,696
HCD	AHSC- Grant transit passes for 3 years	Perm	$22,680
Wells Fargo	Equity	Construction/Perm	$13,267,966
CCRC	Perm Loan	Perm	$6,555,000
FHLBSF –AHP		Perm	$620,000
Total			**$30,859,825**

Business Relationship with a Public Agency: This project was awarded AHSC funding because it was a transit-oriented development in partnership with the City of El Cerrito. Eden and El Cerrito worked together to use the funds to enhance the Ohlone Greenway. To make the project successful, Eden had to work closely with both the California HCD and the City of El Cerrito staff.



Green/Sustainable Features: Hana Gardens achieved a gold level Green Point Rating of 116 points. The building is outfitted with photovoltaic solar panels that are estimated to reduce the common area electric usage by 65% as well as solar thermal panels that are estimated to reduce gas consumption by 50%. Bathrooms contain high efficiency plumbing fixtures and irrigation systems to minimize water use.

Resident Support Services: Services are provided to all residents free of charge by Eden Housing Resident Services, Inc. (EHRSI), an affiliate of Eden Housing. The on-site services coordinator provides referral services to community resources as well as one-on-one support to address individual needs, and amongst others, health and wellness, and skill building activities.

References:

Melanie Mintz, Community Development Director, City of El Cerrito | (510) 215-4339 | MMintz@ci.el-cerrito.ca.us

Kara Douglas, Contra Costa County | (925) 674-7880 | Kara.Douglas@dcd.cccounty.us

Jeff Bennett, Senior Vice President, Wells Fargo | (415) 396-0966

Brian Johnston, HCD | (916) 263-6108 | Brian.Johnston@hcd.ca.gov

Corsair Flats and The Starling (Alameda Point)

171 West Atlantic Avenue & 170 Coronado Avenue, Alameda, CA



Overview: Located at the site of the former Naval Air Station, The Starling (70 units, formerly known as Alameda Point Family) and Corsair Flats (60 units, formerly known as Alameda Point Senior) are among the first buildings completed as part of the larger Alameda Point Site A redevelopment, led by master developer Alameda Point Partners. Through these two buildings, Eden delivered Site A's low-income and very low-income housing requirement. Corsair Flats is currently fully occupied, and The Starling is currently in lease-up.

Eden's Role: Site A at Alameda Point is the City's first major redevelopment project underway as part of the decades-long vision of redeveloping the former Naval Air Station. A key component of the vision is a substantial affordable component – 128 apartments affordable to low- and very low-income households. The Site A redevelopment includes hundreds of new units of housing, as well as brand new street, utility and transit infrastructure, including a new ferry terminal. Eden was brought onto the Alameda Point Partners team to deliver the vertical development of the affordable component by securing highly competitive state and local subsidies and unlock a unique site. Eden leveraged a land donation and cash contribution with significant funding from Alameda County, California HCD, and the Housing Authority of the City of Alameda. While the availability of funding and the result of competitive application

processes can be unpredictable, Eden has been aggressive in pursuing every available opportunity and maintaining flexibility in the projects' capital structures.

Placemaking and Amenities: The Starling and Corsair Flats were designed as complementary U-Shapes with three stories of residential units surrounding open courtyards located on top of the at-grade podium parking structure. This design affords each building a safe and private open space environment that is oriented to maximize sunlight and protect each courtyard from prevailing north westerly winds. In between the two communities is a 56' pedestrian public park, providing visual relief to the four-story massing and an open space amenity with shaded pedestrian and bicycle pathways.

Parking and Transportation Demand Management: The Starling and Corsair Flats provide a total of 98 parking spaces, all inside the podium levels of each building – 28 spaces in Corsair Flats and 70 spaces in Family. In addition, the community includes a significant commitment to sustainable transportation. The Family building includes a bike room with long-term parking to serve both buildings, and Eden is working with the Alameda Transportation Management Association to provide transit passes for residents. The larger Site A redevelopment includes a new ferry terminal within walking distance that provides a direct link to San Francisco, and AC Transit Route 96 has been routed through the development and provides service through Alameda and into Oakland.

Green/Sustainable Features: The Starling and Corsair Flats will incorporate innovative green design elements that maximize energy and water efficiency, making use of recycled materials whenever possible. As such, the projects exceed Title 24 energy and resource efficiency thresholds, which provides a healthier home for our residents and improves affordability by minimizing resident's utility costs. The project pursued GreenPoint Rated (GPR) certification through Build It Green, achieving a Platinum rating.

Reference:
Lisa Maxwell, Community Development Director, Alameda | (510) 747-6899 | LMaxwell@alamedaca.gov



Project Name	Corsair Flats
Project Location	171 West Atlantic Avenue, Alameda, CA
Construction Schedule	Started March 2019 Completed July 2020
Development Cost	$36,200,000
Lot Size and Density	.74 acres; 81 dwelling units/acre
Building Areas	73,247 SF of residential space
Units	60 total apartments (including 1 manager's unit) 30 units for veterans and people formerly without homes
Incomes	20 to 60% AMI
Developer	Eden Housing, Inc.
Architect	KTGY Architects
Contractor	James E. Roberts-Obayashi Corp.
Property Operations	Eden Housing Management, Inc. Eden Housing Resident Services, Inc. Operation Dignity

Financing: Corsair Flats secured highly competitive 9% tax credits under the non-profit homeless assistance set-aside in 2018. By securing 25 Veterans Affairs Supportive Housing (VASH) vouchers and a California Veterans Housing and Homelessness Prevention loan, the project serves 28 senior veterans who exited homelessness while

leveraging the operating subsidy as permanent debt. In addition, the project includes an Alameda County A1 Housing Bond Fund loan, a cash contribution from the master developer, and a Federal Home Loan Bank of San Francisco Affordable Housing Program (AHP) loan. Union Bank serves as the project's tax credit equity investor as well as construction and permanent lender.

Funding Sources	Type/Program	Phase	Total Dollars
Union Bank	Perm Loan	Perm	$5,000,000
Union Bank	Equity	Perm	$22,999,997
AHP via Union Bank	Soft Loan	Perm	$590,000
Alameda County	A1	Perm	$3,000,000
HCD	VHHP	Perm	$3,094,149
Master Developer	Sponsor Loan	Perm	$1,500,000
Total			**$36,184,146**



Project Name	The Starling
Project Location	170 Coronado Avenue, Alameda, CA
Construction Schedule	Construction Start June 2020 Construction Complete November 2021
Development Cost	$57,500,000
Lot Size and Density	1 acre; 70 dwelling units/acre
Building Areas	100,805 SF of residential space
Units	70 total apartments (including 1 manager's unit) 21 units for people exiting homelessness
Incomes	20-60% of AMI
Developer	Eden Housing, Inc.
Architect	KTGY Architects
Property Operations	Eden Housing Management, Inc. Abode Services

Financing: The Starling is financed as a 4% tax credit deal, including additional non-competitive state tax credits. The project includes a loan from California HCD's No Place Like Home program, which funds 21 units for people exiting homelessness. 17 units will have Project-based Section 8 Vouchers. In addition, the project includes an Alameda County A1 Housing Bond Fund loan, a cash contribution from the master developer, and a Federal Home Loan Bank of San Francisco Affordable Housing Program (AHP) loan.

Funding Sources	Type/Program	Phase	Total Dollars
Lender	Perm Loan	Perm	$8,115,000
Investor	Equity	Perm	$27,278,336
AHP	Soft Loan	Perm	$690,000
Alameda County	A1	Perm	$11,153,038
HCD	NPLH	Perm	$4,285,696
Master Developer	Sponsor Loan	Perm	$1,500,000
Eden Housing	Deferred Developer Fee	Perm	$4,499,522
Total			**$57,521,592**

Cranes Landing

2245 Tienda Drive, Lodi | Affordable Senior Housing



Project Name	Cranes Landing
Project Location	2245 Tienda Drive, Lodi
Construction Schedule	Started in 2016 Completed in 2017
Development Cost	$22,700,000
Lot Size and Density	3.39 acres; 23.5 dwelling units/acre
Building Areas	59,130 SF of residential space
Units	80 affordable rental apartments 79 1-bedroom senior rental units 1 2-bedroom manager's unit
Incomes	30-55% of AMI
Developer	Eden Housing, Inc.
Architect	Pyatok Architects
Contractor	Brown Construction

Overview: Cranes Landing is an 80-unit two story building that was carefully designed around two open air courtyards that enable sweeping views of and easy access to the

adjacent Roget Park. In addition to the nearby park, the community offers its senior residents easy access to a number of other amenities within walking distance including two neighborhood retail centers, Lodi Center and Sunwest Plaza.

The project was completed on time and on budget.

Placemaking and Amenities: The design of the project paid special attention to the adjacency of Lodi's Roget Park and included seamless connections to the park and lush bioswales along the edge of the property to transition into the Park's green space.



The design of the project also includes various building amenities meant to allows seniors to "age in place" -- thus preventing the need for people to move from one facility to another as their physical capacity becomes more limited. Examples of these features include two elevators and 5% of units built out according to Uniform Federal Accessibility Standards (UFAS). In addition, 2% of the units are equipped to suit the needs of the hearing or visually impaired, and all other units are adaptable for full accessibility and will include accessible features such as installed grab bars at tubs/showers and backing for grab bars at toilets.

Other on-site amenities include a community room with TV lounge, fitness room, computer lab and an outdoor patio.



Financing: 9% LIHTC, City of Lodi Funds, San Joaquin County Funds, MHSA, AHP, Wells Fargo (construction lender and equity investor).

Funding Sources	Type/Program	Phase	Total Dollars
City of Lodi	Soft Loan	Predev/Construction /Perm	$494,536
San Joaquin County	HOME, CDBG Loan	Construction/Perm	$839,667
FHLBSF –AHP		Perm	$790,000
Wells Fargo	Equity	Construction/Perm	$19,735,161
Deferred Developer Fee		Perm	$137,685
Total			**$22,779,609**

Resident Support Services: Services are provided to all residents free of charge by Eden Housing Resident Services, Inc. (EHRSI), an affiliate of Eden Housing. The on-site services coordinator provides referral services to community resources as well as one-on-one support to address individual needs, and amongst others, health and wellness, and skill building activities.

Reference: Steve Schwabauer, City Manager. citymanager@lodi.gov

3. SITE PLAN AND PROPOSAL



CONCEPTUAL SITE PLAN

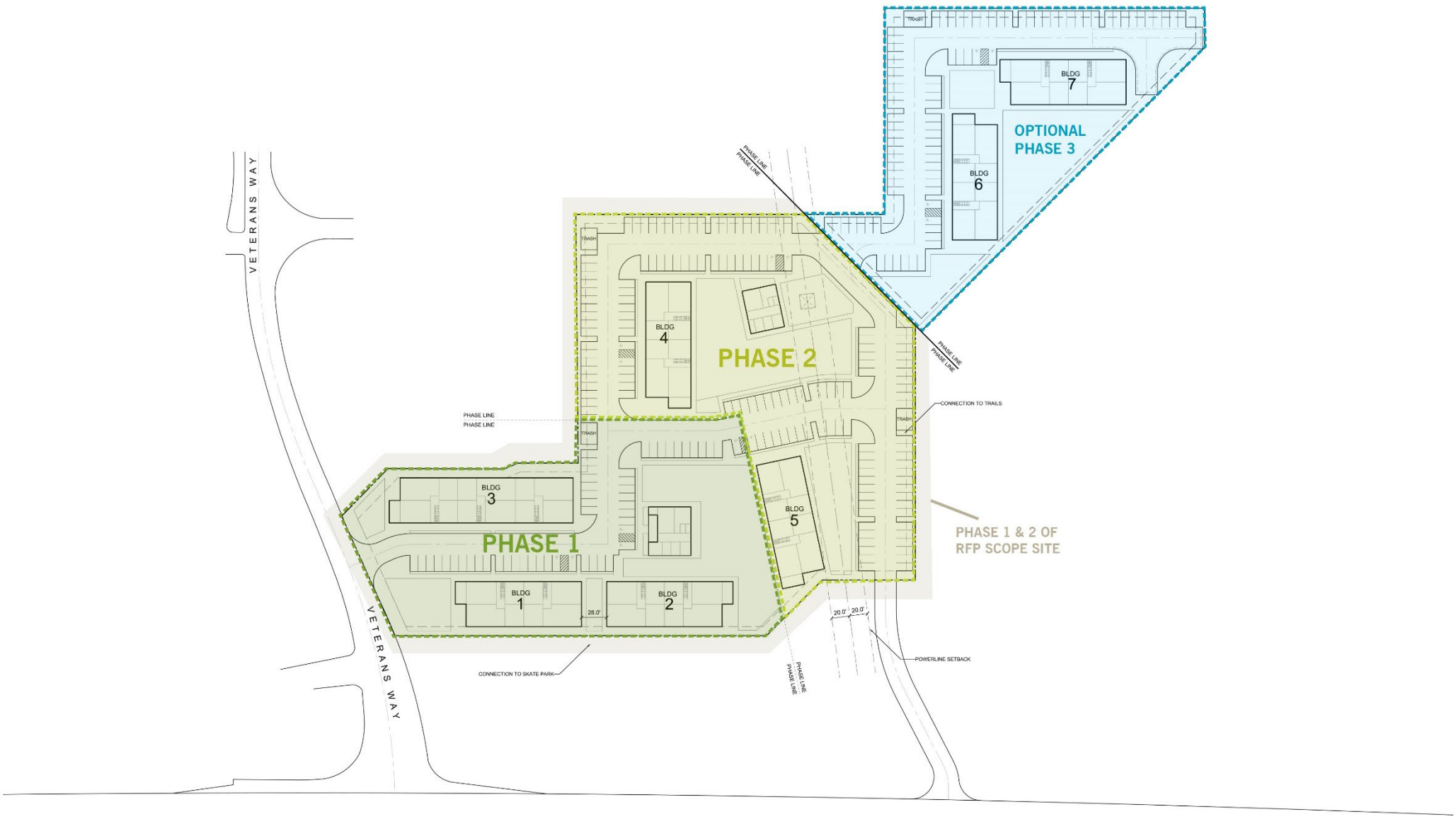
Project Overview



The East Laurel Drive site offers a terrific opportunity to create a marquis affordable housing development that can grow in phases and provide a picturesque hilltop perch for local families and individuals, particularly farmworkers participating in the area's sprawling agricultural economy. The Daphne Heights vision presented in this section represents one set of possibilities for the site – a starting point for a project that is co-creating with the City and County, as well as the community. Based on experience, Eden is proposing a site plan that is conducive to phasing, scaled to available financial resources, and designed to keep construction costs manageable. The site plan proposes investing in preparing the site to take advantage of the large area afforded, emphasizing welcoming landscaping ensconced by efficient, attractive walk-up buildings. Each phase of the project would meet the Large Family project type unit mix of at least 25% 2-beds and 25% 3-beds.

Two scenarios are presented below: the first is a two-phase development of 132 units on 5 acres, approximately the density and project area recommended by staff to take advantage of density bonus and potential CEQA exemptions. The second scenario incorporates additional land that staff suggested could be made available. The additional land is added to the second phase in the first alternative to create a total of 180 units. A summary is below. Eden welcomes discussion of all the levers that could be pulled to adjust the project's size and density. More ideas related to project possibilities are in the financing section.

Scenario A		Scenario B (Extra Land)	
Phase 1	84 Units in 3 Buildings 1 Clubhouse Portion of Original 5 Ac RFQ Area	Phase 1	84 Units in 3 Buildings 1 Clubhouse Portion of Original 5 Ac RFQ Area
Phase 2	48 Units in 2 Buildings 1 Clubhouse Portion of Original 5 Ac RFQ Area	Larger Phase 2 (Phase 2 and Phase 3 Areas)	96 Units in 4 Buildings 1-Clubhouse Portion of Original 5 Ac RFQ Area + Additional 1.85 Ac
TOTAL	**132 Units, 5 Ac**	**TOTAL**	**180 Units, 6.85 Ac**



CONCEPTUAL PHASING PLAN

Initial Phase



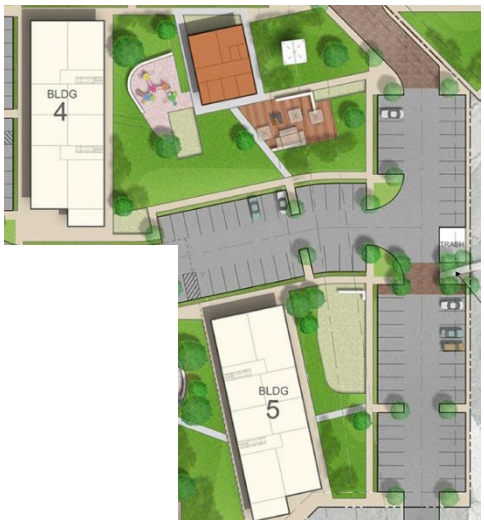
Phase 1 Overview

Structure	Use	Size
Building 1	24 Units Residential	19,800 SF
Building 2	24 Units Residential	19,800 SF
Building 3	36 Units Residential	29,400 SF
Clubhouse 1	Management, Community Room	2,500 SF
Outdoor Open Space	Recreation, Play Area	19,200 SF
Parking	Surface parking @ 1.5 Spaces per Unit	126 Stalls

Initial Phase Affordable Unit Mix

Unit Type	AMI Level	Count	Net Rent
1-Bed	30% AMI	10	$512
1-Bed	50% AMI	18	$894
1-Bed	60% AMI	14	$1,084
2-Bed	30% AMI	6	$603
2-Bed	50% AMI	11	$1,061
2-Bed	60% AMI	4	$1,290
3-Bed	30% AMI	6	$686
3-Bed	50 % AMI	11	$1,215
3-Bed	60% AMI	4	$1,479
Total	**47% Average**	**84**	
	Farmworker Units	*43*	

Scenario A – 48 Units



Phase 2 Overview (Scenario A)

Structure	Use	Size
Building 4	24 Units Residential	19,800 SF
Building 5	24 Units Residential	19,800 SF
Clubhouse 2	Management, Community Room	1,800 SF
Outdoor Open Space	Recreation, Play Area	19,200 SF
Parking	Surface parking @ 1.5 Spaces per Unit	72 Stalls

Phase 2 Affordable Unit Mix (Scenario A)

Unit Type	AMI Level	Count	Net Rent
1-Bed	30% AMI	10	$512
1-Bed	50% AMI	10	$894
1-Bed	60% AMI	4	$1,084
2-Bed	30% AMI	7	$603
2-Bed	50% AMI	5	$1,061
3-Bed	30% AMI	7	$686
3-Bed	50 % AMI	5	$1,215
Total	**41% Average**	**48**	
	Farmworker Units	*25*	

Scenario B – 96 Units



Larger Phase 2 Overview (Phase 2 + Optional Phase 3 Areas)

Structure	Use	Size
Building 4	24 Units Residential	19,800 SF
Building 5	24 Units Residential	19,800 SF
Building 6	24 Units Residential	19, 800SF
Building 7	24 Units Residential	
Clubhouse 2	Management, Community Room	2,500 SF
Outdoor Open Space	Recreation, Play Area	31,800 SF
Parking	Surface parking @ 1.5 Spaces per Unit	144 Stalls

Larger Phase 2 Affordable Unit Mix (Scenario B)

Unit Type	AMI Level	Count	Net Rent
1-Bed	30% AMI	12	$512
1-Bed	50% AMI	20	$894
1-Bed	60% AMI	16	$1,084
2-Bed	30% AMI	7	$603
2-Bed	50% AMI	12	$1,061
2-Bed	60% AMI	5	$1,290
3-Bed	30% AMI	7	$686
3-Bed	50 % AMI	12	$1,215
3-Bed	60 % AMI	5	$1,479
Total	**47% Average**	**96**	
	Farmworker Units	*49*	

Project Design Narrative



PHASE 1 - VIEW OF COMMUNITY BUILDING LOOKING EAST

The proposed site plan and overall design are inspired not only by the City's rich agricultural heritage but also by the site's vibrant setting surrounded by open space, parks, soccer fields, recreation trails, and a future track and skate park. The multi-phase community of 180 family and farm-worker apartments is housed in 3-story breezeway-type buildings each with its own communal laundry room, organized around three outdoor recreation and activity areas, two of which (in phases 1 and 2) are anchored by a single-story community building which houses indoor recreation spaces such as community rooms, fitness centers, and after-school activity areas in addition to leasing and management offices and various resident-serving facilities. Outdoor recreation amenities include two tot-lots and various play areas, BBQ's and communal gathering spaces, open activity areas, as well shaded seating pockets.

In addition to orienting buildings to actively engage the on-site open amenities, the site plan is shaped by existing utilities and constraints including a storm water easement running primarily along a north-south axis, and a sewer line that runs primarily along an east-west axis. This is in addition to observing the required setbacks from the existing power lines overhead, running in a northerly direction in the eastern half of the site. The community is accessible by vehicles from Veteran's Way, while a second access point is located along Laurel Street for use by emergency vehicles. The existing stormwater drainage swale would be replaced by an underground drainage pipe in order to ensure connectivity of pedestrian and vehicular circulation and maintain an accessible path of travel throughout the site.

The architectural vernacular embraced by this community of one to 3-story buildings is inspired by the utilitarian beauty and simple but striking forms characteristic of agrarian architecture. The proposed building massing and roof forms of the 3-story residential buildings are intended as playful silhouettes articulated by the interplay of shed dormers

with extended eaves, bay window cantilevers, and sculptural shade elements resulting in a rich variety of roof forms and building elements that engage the ground level. The single-story community buildings take on a simple but iconic barn form with a prominent central gallery and clerestory windows to promote natural lighting and ventilation.

Materials and textures include exterior cement plaster, board-and-batten siding, and various metal shade elements such as awnings, canopies, and brackets supporting deep overhangs, in addition to prominent gable-end ventilation grills and standing seam metal roofing applied to lower shed roofs. Colors range from whites to neutrals for cement plaster planes to more saturated and vibrant tones applied to siding surfaces.



PHASE 2 - COMMUNITY BUILDING & CENTRAL RECREATION AREA

4. PROJECT FINANCING AND SCHEDULE

Corporate Financial Capacity and Track Record Securing Financing

Eden Housing was the first developer in the State of California to receive tax credits and has been continually successful acquiring 9% and 4% tax credit allocations ever since. In the last two years, Eden has closed 15 deals with a variety of debt and equity partners. Eden has extensive experience with institutional and private financing that includes conventional construction and permanent loans, tax-exempt bonds, and low-income housing tax credits – both the competitive 4% and 9%, and hybrid 4%/9% programs.

Over the past decade, Eden projects have obtained long-term loans totaling over $700,000,000 for its projects. In addition, Eden is currently in construction or in the post-construction stabilization period on 12 projects across the state of California. The construction-period loans for these projects total $295 million and are with a variety of lenders including JPMorgan Chase, US Bank, Wells Fargo, RaboBank, and Union Bank.

Eden has had a strong operating history, meeting or exceeding its budget for the past 10 years. Eden ended last year with the strongest cash position we have had since our inception over 50 years ago. Eden anticipates maintaining a strong position for the next five years, based on our receivables and development pipeline. We are diversifying and enhancing our revenue base and expect that we will be able to maintain a strong financial position into the future.

Approach to Obtaining Financing for the Project

As noted in the financial capacity section above, Eden has extensive experience with institutional and private financing that includes conventional construction and permanent loans, tax-exempt bonds, and low-income housing tax credits – both the 4% and competitive 9% programs – that is used to finance affordable housing communities. Each phase of the project are currently underwritten as a 4% execution with soft debt from the City (or County as available) and the State's Joe Serna, Jr. Farmworker Housing Grant Program and Multifamily Housing Program. We anticipate half of the units will be restricted for Farmworker housing in order to qualify for the Serna program.

Project-Based Vouchers are likely necessary in order to support a practical and competitive unit affordability mix under each state program. Since each component of the project will meet the Large Family housing type, there is flexibility to adjust the target populations and financing strategy to pursue alternative programs – the 9% tax credit program for example. In addition, the project has been designed as Type V

garden-style walk-up buildings, which helps to limit overall hard cost per unit, offsetting the potentially intensive level of site work required.

A full breakdown of projected sources by phase follows.

Initial Phase / Phase 1 (84 Units)

Permanent Funding Source	Funding Type	Details	Total Dollars
City of Salinas	Soft Loan	Soft costs during Predev	$500,000
Local Funding	Soft Loan	E.g. HOME, CDBG, HAS	$3,500,000
CA HCD	Soft Loan	MHP	$7,324,699
CA HCD	Sponsor Loan	Joe Serna	$11,716,463
Limited Partner	Equity	LIHTC Equity	$24,970,270
General Partner	Equity	Deferred Developer Fee	$233,172
General Partner	Equity	Non-Priority Deferred Fee	$4,467,294
Bank Debt	Permanent Loan	Leveraging PBVs	$2,954,232
Total			**$55,666,760**

Permanent Debt: The project includes a permanent mortgage, which is shown in a single tranche that leverages Section 8 overhang. Tenant rents up to restricted AMIs cover operating expenses on this project. We have assumed interest rates consistent with the current market for debt. The project reflects 21 Section 8 vouchers, which are layered on farmworker units restricted at 50% AMI to enable deeper affordability for this target population. As noted above, Eden's strong track record with conventional lenders will allow the project to get competitive rates and terms for debt financing.

Local Funding: Our underwriting for this phase of the project includes two line items for funding from the City of Salinas. First, we have included the $500,000 noted by City staff as available for soft costs during predevelopment. While it will likely cost several million dollars to bring the project to construction financing close, this initial loan will help Eden support continued feasibility analysis prior to obtaining site control. An additional $3,500,000 is underwritten at construction financing close to help close the project's funding gap and increase competitiveness for State funds. This source could be offset should other funds become available that are a good fit for the project, particularly County funds. Eden would work closely with the City to determine which funding source – be it CDBG, HOME, ARPA, or HSA– works best for the project and the City.

California HCD Funds: The location of the site in the Salinas Valley makes the project a terrific fit for the Joe Serna, Jr. Farmworker Housing Grant Program. This program has recently been dovetailed with the MHP program through the SuperNOFA process, with projects recommended for Serna grants obtaining priority for MHP funds. Both resources would help to close the lion's share of the project's funding gap. Competitiveness for these programs requires the Large Family housing type, a relatively low average affordability, leveraged soft financing and a favorable cost control profile.

Low-Income Housing Tax Credit Equity: We have structured this phase as a bond-financed 4% tax credit execution that includes both Federal and State credits, a structure that Eden has used many times. Though allocation of private activity bonds through CDLAC has grown competitive, Eden's projects have repeatedly competed favorably in recent years. A key aspect of maximizing tax credit equity will be to structure the project to maximize tax credit eligible basis. Eden has a strong team of counsel and auditors who can assist us to make sure that as much of the project scope as possible can generate tax credits. We have assumed a $0.92 investor pay-in per dollar of Federal tax credits and $0.80 per dollar of State credits, which leaves room for the unpredictable nature of equity pricing. Eden is well regarded by both direct investors and tax credit syndicators and routinely obtains highly competitive pricing on each project.

Deferred Developer Fees: Consistent with the regulations for the 4% tax credit program, this project assumes a net developer fee of $2,200,000 and $233,172 in priority deferred developer fee paid from cash flow in the first 12 years, as is customary. Another $4.5 million is underwritten as non-priority deferred fee or GP capital, which would be paid from Eden's share of residual receipts. This structure allows the project to maximize eligible basis, which is used to determine the amount of tax credits.

Scenario A/Phase 2 (48 Units)

Permanent Funding Source	Funding Type	Details	Total Dollars
Local Funding	Soft Loan	E.g. HOME, CDBG, HAS	$2,400,000
CA HCD	Soft Loan	MHP	$5,914,710
CA HCD	Sponsor Loan	Joe Serna	$6,898,255
Limited Partner	Equity	LIHTC Equity	$15,434,609
General Partner	Equity	Deferred Developer Fee	$303,667
General Partner	Equity	Non-Priority Deferred Fee	$1,762,035
Bank Debt	Permanent Loan	Leveraging PBVs	$2,635,617
Total			**$35,348,893**

Scenario B/Larger Phase 2 (96 Units)

Permanent Funding Source	Funding Type	Details	Total Dollars
Local Funding	Soft Loan	E.g. HOME, CDBG, HAS	$3,500,000
CA HCD	Soft Loan	MHP	$8,481,676
CA HCD	Sponsor Loan	Joe Serna	$13,406,800
Limited Partner	Equity	LIHTC Equity	$27,893,862
General Partner	Equity	Deferred Developer Fee	$230,596
General Partner	Equity	Non-Priority Deferred Fee	$5,278,500
Bank Debt	Permanent Loan	Leveraging PBVs	$3,106,490
Total			**$61,897,926**

Permanent Debt: Each scenario contemplates a similar number of project-based vouchers. Typically, a housing authority may cap the number of vouchers in excess of 25% of the total project units unless the project incorporates Special Needs units. This may be an approach worth considering. In addition, each scenario contemplates similar per-unit operating costs based on Eden's local comparable properties. However, there may be opportunity to create operating efficiencies between phases.

Local Funding: Similar to the first phase, both scenarios will require local funding in order to help close the project's financing gap. However, it's worth noting that the larger project incorporates some economies of scale, stretching fixed transaction costs across a larger number of units. Approximately 50 units is typically Eden's minimum viable project size.

California HCD Funds: Each scenario contemplates a similar split of Serna and MHP funding to the first phase.

Low-Income Housing Tax Credit Equity: Both scenarios use similar assumptions to the first phase on LIHTC equity. However, if a smaller second phase were deemed the best path forward, an alternative execution with 9% tax credits could also be worth considering.

Deferred Developer Fees: Each scenario for the second phase shows a similar developer fee structure to the first phase. Eden's development staff time expended per project tends to be fairly flat across project size until a project is broken into phases.

Phasing and Flexibility Discussion

As noted previously, this proposal and financial sketch of Daphne Heights is merely a starting point and can be easily adapted depending on City and County needs and considerations. Eden's team is well equipped to collaborate with our governmental partners and identify pros and cons associated with tweaks to the development program. When selected, any number of the following changes would be wide open for discussion:

- Adjusting the project's phasing structure to better adapt to funding capacity in current and future years
- Adding density on the site by building above common spaces, considering taller buildings, or considering double-loaded buildings in order to deliver more units or leave more land available for future growth
- Evaluating the cost and benefits of adding elevators
- Reducing density on the site to further control costs or change the character of the project
- Considering adjusting the unit targeting for any or all of the phases to add Special Needs or even Senior units
- Further evaluating the parking ratio and design, evaluating the costs and benefits of features such as tuck-under parking or carports.
- Discuss programming opportunities to activate the site such as a farmer's market or other uses valuable to residents and the larger community

Project Schedule and Process

Our project schedule produces the first 84 new homes 5 years from developer selection.



The project site has been identified by the City and County as an opportunity to make a large dent in the region's housing shortage by putting underutilized public land to good work. It is our understanding that City staff anticipate working closely with the developer of this project as they prepare a general plan update that will include the project site. In addition, we understand that the current general plan designation allows multifamily use with a Conditional Use Permit, which may be able to be paired with a CEQA infill exemption for a project under five acres.

The Scenario A plan for Daphne Heights would fit into a density bonus permitted density for the site and would meet the five-acre benchmark. However, Eden has gained significant experience with additional CEQA exemptions as well as streamlining provisions that would enable ministerial approvals. We have also pursued and repeatedly succeeded in more traditional rezoning pathways. If selected, Eden would collaborate closely with the City to determine the most efficient and defensible entitlement process and then take the lead in moving it forward. That said, this does not preclude an extensive community outreach process. Eden would pursue a collaborative process with the community to ensure that the project that is submitted for approval has had the opportunity for community review.

Additionally, but not required to be completed prior to project approval is review under the under National Environmental Policy Act ("NEPA"). NEPA is a financing requirement in the likely event the project uses federal funds and is a six-month process for third-party report completion, public review and comment, and state agency approval. In order to obtain the most flexibility in financing, we will pursue this approval process. For the first phase, we are assuming the timelines and milestones below. Many processes can and will occur simultaneously, and some work on the second phase can occur simultaneously with the first.

If selected by the City and County, we could kick off community outreach as soon as possible to inform the design efforts early on.

Eden Housing will draw upon half a century of experience with building affordable housing to deliver units as quickly as possible.

Eden Housing has been building affordable housing since 1968. With that comes experience with innovative strategies to accelerate the delivery of units. Some strategies that may be used for this development include:

- Cultivating a proactive and cooperative relationship with the City of Salinas to expedite application processing timelines and ensure the project is scheduled for review in a timely manner.
- Early engagement of a general contractor and key trades during the design process to identify conflicts and efficiencies before construction starts.
- Expansion of labor crews at critical points during construction, such as framing and drywalling.
- Utilizing techniques such as prefabrication of wall and floor-ceiling panels off-site.

Phase 1 Schedule

Milestone	Start Month/Year	End Month/Year
Selection of Developer	June 2022	August 2022
Exclusive Negotiations Agreement	September 2022	November 2022
Community Outreach and Concept Design	August 2022	November 2022
Lease Option Agreement	November 2022	January 2023
Schematic Design and Entitlements	December 2022	June 2023
Local and State Gap Funding Applications and Awards	July 2023	August 2024
Tax Credit Funding Application and Allocation	August 2024	November 2024
Full Design and Permitting	June 2023	October 2024
Finance Closing	November 2025	April 2025
Construction	April 2025	January 2027
Lease-Up and Stabilization	January 2027	October 2027

Phase 2 Schedule

Milestone	Start Month/Year	End Month/Year
Local and State Gap Funding Applications and Awards	June 2023	August 2025
Tax Credit Funding Application and Allocation	August 2025	November 2025
Full Design and Permitting	June 2023	October 2025
Finance Closing	November 2025	April 2026
Construction	April 2026	January 2028
Lease-Up and Stabilization	January 2028	October 2028

ATTACHMENT

EDEN HOUSING
REAL ESTATE OWNED SCHEDULE

EDEN HOUSING

Real Estate Schedule as of 12/31/2020
Cap Rate = 4.50

Residential Properties	County	City	Placed In Service	Community Served	Rentable Area	Units	Occupied %	LIHTC Investor	Eden Housing Ownership	Federal/ State Subsidy	Gross Rental Revenue	Other Income	Vacancy	Operating Expenses	NOI	Debt Service	Reserves Deposit	Reserve Withdrawals	NOI After Debt Service	DSCR	Mortgage Lender	Mortgage Balance	Due Date for 1st Mortgage	Soft Debt Outstanding	Reserve Balances	Market Value	Comments
801 Alma Family Apartments (664)	Santa Clara	Palo Alto	2013	Family	90,434	50	100.0%	Enterprise	< 1%		548,059	22,156	487	502,999	66,728	22,000	25,000	0	19,728			0		12,904,960	1,057,128	1,482,852	
Almond Court (564)	San Joaquin	Manteca	2008	Senior	26,048	40	100.0%		100%	HUD 202	319,080	3,367	201	277,841	44,405	0	23,909	0	20,496			0		350,000	258,237	986,769	
Almond Terrace (304)	San Joaquin	Manteca	2004	Senior	32,452	50	98.0%		100%	HUD 202	334,780	5,486	1,317	311,771	27,178	0	20,823	0	6,355			0		1,980,932	105,911	603,956	
Altenheim Senior Housing (588)	Alameda	Oakland	2006	Senior	78,968	93	95.7%	Union Bank	< 1%		1,114,060	53,574	50,797	857,067	259,771	151,686	79,554	0	28,531			0		6,883,008	673,802	5,772,686	
Altenheim Senior Housing, Phase II (592)	Alameda	Oakland	2010	Senior	59,636	81	100.0%	Union Bank	< 1%	HCD	1,262,691	50,105	31,956	648,929	631,912	276,709	48,600	0	306,602	1.94	Bonds	441,155	2026	15,278,773	766,850	14,042,482	
Arroyo Del Valle (308)	Alameda	Livermore	1998	Special Needs	6,015	12	100.0%		0%	HUD 811	102,939	936	0	99,181	4,694	0	5,928	0	(1,234)			0		0	105,461	104,306	HUD property; budget-based rent increase will be requested
Arroyo Vista Apartments (576)	Orange	Mission Viejo	1995	Family	161,799	156	98.7%	Post Buyout	100%	Calhfa	2,496,126	21,994	56,697	1,497,938	963,485	758,770	78,000	1,149	127,864	1.15	Calhfa	5,966,562	2036	174,065	221,598	21,410,785	
Ashland Village Apartments (560)	Alameda	San Leandro	2009	Family	179,000	142	97.9%	Merritt	< 1%	HUD/HCD	4,109,934	18,902	38,114	1,599,516	2,491,206	1,056,785	200,000	143,134	1,377,555	1.98	Bonds	8,490,740	2041	10,116,631	1,484,138	55,360,126	
Aspen Grove (716)	Santa Clara	Gilroy	1987	Family	24,912	24	95.8%		100%	USDA	222,341	13,266	3,515	201,205	30,887	657	17,800	8,488	20,918	1.67	USDA RD	11,779	2040	0	134,078	686,382	
Belle Terre Senior Apartments (712)	Contra Costa	Lafayette	2014	Senior	53,934	46	95.7%	Union Bank	< 1%	HCD	1,037,737	7,032	39,585	371,138	634,045	221,715	27,600	0	384,730	2.54	US Bank	2,847,353	2045	10,516,549	759,763	14,089,885	
Brentwood Senior Commons (316)	Contra Costa	Brentwood	2006	Senior	60,000	80	93.8%	Union Bank	< 1%		1,634,976	11,034	70,149	672,155	903,706	131,701	32,800	0	739,205	5.49	CCRC	1,314,940	2037	3,829,221	600,586	20,082,356	
Brookwood Terrace	Santa Clara	San Jose	2011	Family		84	97.6%	Hudson	< 1%		1,815,093	24,312	15,438	536,787	1,287,180	583,573	33,168	0	670,439	2.09	Citibank	6,850,000	2044	8,428,880	585,880	28,604,000	
Cambrian Center (684)	Santa Clara	San Jose	2014	Senior	78,183	153	100.0%	Bank of America	< 1%	HUD 236	4,379,746	16,920	21,831	1,251,814	3,123,021	1,512,079	78,030	0	1,532,912	1.96	Citibank	24,373,840	2047	10,138,189	4,821,987	69,400,469	
Camphora Apartments (724)	Monterey	Soledad	2016	Family	48,204	44	100.0%	US Bank	< 1%	HCD	531,564	14,201	286	364,202	181,277	99,043	38,778	0	43,456	1.32	US Bank	648,396	2031	11,140,610	555,518	4,028,377	
Carlow Court (640)	Alameda	Dublin	2012	Senior	27,475	50	100.0%	Wells Fargo	< 1%		912,095	14,003	8,342	413,738	504,018	301,661	34,079	9,303	177,582	1.50	Citibank (partial assgn to Calhfa)	3,666,724	2031	4,460,692	149,529	11,200,408	
Casa De Los Amigos (320)	Santa Clara	San Jose	1995	Special Needs	15,264	24	100.0%		100%	HUD 811	263,415	5,277	5,411	244,358	18,923	0	24,000	0	(5,077)			0		351,429	419,160	420,510	HUD property; budget-based rent increase will be requested
Catalonia (978)	Santa Clara	San Jose	2018	Family	91,982	50	100.0%	RBC	< 1%		1,051,283	3,654	3,312	460,346	591,280	352,661	27,798	7,905	218,726	1.55	CCRC	6,197,128	2036	10,503,051	280,636	13,139,553	
Charles Apartments (992)	Monterey	Marina	1997	Family	118,233	105	99.9%	US Bank	< 1%	HUD 236	1,146,429	3,199	144,681	684,723	320,224	1,202	0	0	319,022		Construction Loan	0		0	0	7,116,083	Substantial rehabilitation completed in 2020
CHHP_Cypress Glen (340)	Alameda	Hayward	2016	Family	46,752	54	100.0%	RBC	< 1%	HCD	875,767	12,397	12,398	453,629	422,137	245,637	21,600	0	154,900	1.58	Union Bank	4,037,544	2035	6,987,976	749,843	9,380,817	Owned/operated with Harris Court(412) and Huntwood Commons (424)
CHHP_Harris Court (412)	Alameda	Hayward	2016	Family	19,200	24	100.0%	RBC	< 1%		327,293	5,588	6,781	209,462	116,639	109,045	9,600	0	(2,007)	0.98	Union Bank	1,794,660	2035	3,410,631	29,623	2,591,968	Owned/operated with Cypress Glen (340) and Huntwood Commons (424)
CHHP_Huntwood Commons (424)	Alameda	Hayward	2016	Family	44,000	40	100.0%	RBC	< 1%		715,612	5,961	8,315	331,284	381,975	181,949	16,000	0	184,026	1.93	Union Bank	2,991,100	2035	5,241,462	49,372	8,488,326	Owned/operated with Cypress Glen (340) and Harris Court(412)
Connell Apartments (974)	Santa Clara	Gilroy	2018	Family	21,598	28	96.4%	CREA	< 1%		495,926	8,136	20,022	219,516	264,524	143,757	20,800	4,000	103,967	1.61	CCRC	2,716,307	2035	7,365,786	240,046	5,878,313	
Coronado Terrace Apartments (980)	San Diego	San Diego	2018	Family	277,000	312	100.0%	US Bank	< 1%	HUD 202	6,452,024	96,111	13,146	1,971,590	4,563,399	3,195,871	143,000	0	1,224,528	1.37	Citibank	59,401,787	2050	18,005,441	1,870,359	101,408,859	
Corralitos Creek Apartments (736)	Santa Cruz	Freedom	2003	Family	56,274	64	98.4%	Post Buyout	100%		815,469	26,731	0	567,537	274,662	165,661	57,439	0	51,562	1.23	Calhfa	1,672,688	2035	4,982,777	681,394	6,103,605	
Corsair Flats (967)	Alameda	Alameda	2020	Senior	84,939	60	100.0%	Union Bank	< 1%		553,729	1,611	136,827	205,088	213,425	8,700	0	0	204,725		Construction Loan	0		4,950,000	0	4,742,778	Ground-up construction completed in 2020
Cottonwood Place (568)	Alameda	Fremont	2012	Senior	62,815	98	100.0%	Enterprise	< 1%	HUD 202	852,275	9,039	622	603,247	257,445	105,003	78,216	0	74,227			0		26,479,739	1,514,294	5,721,004	
Cranes Landing Apartments (932)	San Joaquin	Lodi	2017	Senior	67,770	80	97.5%	Wells Fargo	< 1%	Calhfa	519,164	29,593	1,937	476,672	70,148	3,108	40,000	0	27,040			0		3,133,418	1,495,955	1,558,842	
Crest Avenue Apartments (740)	Santa Clara	Morgan Hill	2012	Family	42,729	50	100.0%	Alliant	< 1%		792,609	9,937	2,232	424,444	375,870	171,586	50,000	0	154,284	1.70	US Bank	2,015,773	2028	9,276,951	471,911	8,352,664	
CRWC_Corona Ranch (954)	Sonoma	Petaluma	2017	Family	85,450	74	98.7%	Wells Fargo	< 1%	HCD	985,597	16,017	2,150	692,392	307,071	184,292	44,399	0	78,380	1.34	Citibank	1,774,528	2033	7,562,211	456,410	6,823,810	Owned/Operated with Washington Creek (956)
CRWC_Washington Creek (956)	Sonoma	Petaluma	2017	Family	38,000	32	100.0%	Wells Fargo	< 1%	HCD	379,011	8,261	0	288,991	98,281	79,684	19,201	0	(604)	0.99	Citibank	767,412	2033	4,298,093	75,822	2,184,015	Owned/Operated with Corona Ranch (954)
Cypress Gardens (994)	Monterey	Marina	1997	Family	74,944	96	100.0%	US Bank	< 1%	HUD 236	1,211,320	19,564	239,938	730,595	260,351	1,099	0	0	259,252		Construction Loan	0		0	0	5,785,586	Substantial rehabilitation completed in 2020
Del Nido Apartments (964)	Sonoma	Santa Rosa	2012	Family	125,268	206	97.1%	Post Buyout	100%	HUD 811	2,911,598	55,130	39,611	1,463,033	1,464,084	830,479	51,504	0	582,101	1.66	Bellwether	14,401,085	2024	0	187,994	32,535,193	
Depot Commons (748)	Santa Clara	Morgan Hill	2015	Family	8,500	13	100.0%		100%	HCD	120,582	3,279	10,733	126,793	(13,665)	0	7,973	23,879	2,241			0		924,672	72,395	0	Scheduled for resyndication and financial restructuring in 2021
Downtown River Apartments (348)	Sonoma	Petaluma	2005	Family	104,434	81	95.1%	Post Buyout	100%		1,308,648	34,683	13,800	794,349	535,182	440,165	62,092	5,746	38,672	1.07	CCRC	4,332,000	2035	8,058,832	215,647	11,892,933	
East Bluff Apartments (616)	Contra Costa	Pinole	2016	Family	100,747	144	95.1%	US Bank	< 1%		1,996,770	45,681	67,427	1,258,228	716,796	484,269	67,827	10,339	175,039	1.30	CCRC	8,182,334	2036	20,361,739	669,818	15,928,802	
Eden Baywood Apartments (356)	Alameda	Fremont	2005	Family	80,018	82	100.0%	Merritt	< 1%		1,263,772	2,851	453	656,505	609,665	185,551	49,200	0	374,914	2.60	Citibank	1,940,493	2037	3,575,204	469,133	13,548,117	
Eden Lodge LP (364)	Alameda	San Leandro	2011	Senior	124,197	144	99.3%	Hudson	< 1%	HUD 202	3,491,976	85,849	35,078	1,100,774	2,441,973	577,851	96,528	0	1,767,594	3.62	Prudential	7,920,000	2040	87,798	2,052,268	54,266,072	

EDEN HOUSING

Real Estate Schedule as of 12/31/2020
Cap Rate = 4.50

Residential Properties	County	City	Placed In Service	Community Served	Rentable Area	Units	Occupied %	LIHTC Investor	Eden Housing Ownership	Federal/ State Subsidy	Gross Rental Revenue	Other Income	Vacancy	Operating Expenses	NOI	Debt Service	Reserves Deposit	Reserve Withdrawals	NOI After Debt Service	DSCR	Mortgage Lender	Mortgage Balance	Due Date for 1st Mortgage	Soft Debt Outstanding	Reserve Balances	Market Value	Comments
Eden Palms (368)	Santa Clara	San Jose	1996	Family	132,223	146	100.0%	Post Buyout	100%		3,161,022	1,180	2,359	1,385,515	1,774,328	933,552	75,000	0	765,777	1.76	Citibank	14,501,175	2025	0	536,086	39,429,513	
Edenvale Apartments (376)	Santa Clara	San Jose	2007	Special Needs	13,515	15	100.0%		100%	HUD 811/HCD	180,471	2,865	1,389	171,047	10,901	7,418	15,815	7,418	(4,914)			0		2,046,162	379,231	242,235	HUD property; budget-based rent increase will be requested
EHP E.C. Magnolia LP (708)	Alameda	Hayward	2013	Special Needs	12,429	21	100.0%	Merritt	< 1%	HUD 202	493,836	2,727	0	258,763	237,800	90,202	19,310	0	128,288	2.17	Citibank (partial assgn to Calhfa)	1,313,366	2032	245,010	384,072	5,284,438	
EHP Fuller Lodge LP (700)	Alameda	San Leandro	2014	Special Needs	15,860	26	100.0%	Merritt	< 1%	HUD 202	608,201	3,834	7,869	218,180	385,986	151,665	21,210	0	213,111	2.23	Citibank (partial assgn to Calhfa)	2,255,671	2032	1,440,921	562,059	8,577,460	
EHP Issei Terrace LP (692)	Alameda	Hayward	2014	Senior	89,928	100	99.0%	Merritt	< 1%	HUD 202	2,440,614	107,440	20,913	829,035	1,698,106	550,715	65,918	0	1,081,473	2.75	Citibank (partial assgn to Calhfa)	8,439,278	2033	1,144,708	1,997,847	37,735,684	
EHP Olive Tree Plaza LP (704)	Alameda	Hayward	2013	Special Needs	16,940	26	92.3%	Merritt	< 1%	HUD 202	657,945	2,953	1,875	228,765	430,258	116,905	17,702	0	295,650	3.20	Citibank (partial assgn to Calhfa)	1,732,888	2033	964,467	421,529	9,561,286	
EHP Redwood Lodge LP (688)	Alameda	Fremont	2013	Special Needs	25,000	24	100.0%	Merritt	< 1%	HUD 202	640,940	1,823	4,242	202,142	436,379	160,131	15,697	0	260,551	2.48	Citibank	2,378,805	2032	1,189,333	586,816	9,697,313	
EHP Sequoia Manor LP (696)	Alameda	Fremont	2013	Senior	99,087	81	100.0%	Merritt	< 1%	HUD 202	1,981,408	4,633	6,474	496,702	1,482,865	503,949	50,167	0	928,748	2.68	Citibank (partial assgn to Calhfa)	7,683,068	2033	312,713	2,496,431	32,952,548	
Emerson Arms (384)	Contra Costa	Martinez	1995	Family	25,326	32	96.9%		100%	Calhfa/HUD	699,514	4,756	36,022	374,857	293,391	164,336	19,114	0	109,941	1.60	Calhfa	1,672,093	2035	252,276	1,426,799	6,519,799	
Estabrook Senior Housing (624)	Alameda	San Leandro	2010	Senior	41,620	51	100.0%	Enterprise	< 1%	HUD 202	415,963	4,364	1,819	373,473	45,035	0	48,348	0	(3,313)			0		12,067,350	709,509	1,000,779	HUD property; budget-based rent increase will be requested
Faith Manor (996)	Alameda	Hayward	2017	Family	74,048	62	100.0%	Hudson	< 1%		1,196,018	6,187	0	521,185	681,020	0	0	0	681,020		Construction Loan	0		0	0	15,133,774	Substantial rehabilitation completed in 2020
Fireside Apartments (612)	Marin	Mill Valley	2010	Family	44,197	50	100.0%	Enterprise	< 1%	Calhfa/HCD	1,100,175	15,147	4,657	647,086	463,580	110,800	25,008	0	327,772	3.41	Calhfa	859,850	2031	10,706,375	588,128	10,301,772	
Ford Road Plaza (888)	Santa Clara	San Jose	2014	Family	16,900	75	100.0%	Wells Fargo	< 1%	HCD	1,100,448	13,969	18,400	629,628	466,388	264,435	37,500	0	164,453	1.54	CCRC	3,835,895	2033	9,848,543	983,491	10,364,182	
Foss Creek Court (628)	Sonoma	Healdsburg	2010	Family	79,555	64	100.0%	US Bank	< 1%		647,528	26,015	4,463	553,699	115,382	88,042	25,600	10,000	11,740	1.02	CCRC	398,455	2026	3,400,000	918,333	2,564,038	
Fuller Gardens (392)	Alameda	San Leandro	2004	Special Needs	14,635	16	100.0%		100%	HUD 811/HCD	173,616	2,852	0	145,654	30,814	5,225	9,552	0	16,037			0		2,055,322	127,230	684,754	
Gateway Palms (756)	San Benito	Hollister	2011	Family	28,934	31	100.0%	Alliant	< 1%	HCD	292,194	5,868	1,114	259,185	37,763	0	28,600	0	9,163			0		4,539,937	356,079	839,173	Replacement reserve withdrawal is made to cover deficit
Gilroy Sobrato (760)	Santa Clara	Gilroy	2013	Family	18,000	26	96.2%		100%	Calhfa/HCD	511,261	5,917	7,372	294,614	215,192	24,768	19,500	4,934	175,858			0		8,085,015	493,687	4,782,049	
Glen Berry (958)	Alameda	Hayward	2017	Family	81,524	50	100.0%	Wells Fargo	< 1%	HCD	757,507	10,851	13,077	523,565	231,716	157,995	34,651	9,302	48,372	1.20	CCRC (sale to Freddie Mac)	1,712,348	2038	5,803,636	245,821	5,149,239	
Glen Eden (960)	Alameda	Hayward	2017	Family	71,768	36	100.0%	Wells Fargo	< 1%	HCD	545,947	5,444	0	332,854	218,537	113,756	24,949	6,698	86,529	1.58	CCRC (sale to Freddie Mac)	1,232,890	2038	4,707,337	187,971	4,856,369	
Grove Way Apartments (952)	Alameda	Hayward	1982	Family	7,030	11	100.0%		100%		279,782	1,667	0	72,546	208,903	28,703	2,748	0	177,452	6.64	Citibank	200,089	2029	0	118,817	4,642,290	
Hana Gardens (926)	Contra Costa	El Cerrito	2018	Senior	38,924	63	100.0%	Wells Fargo	< 1%	HCD	1,200,410	11,263	0	545,011	666,663	466,026	45,859	8,059	162,836	1.30	CCRC	6,447,277	10/1/2049	10,642,547	1,050,557	14,814,727	
Hayward Senior Apts (556)	Alameda	Hayward	2008	Senior	36,448	60	100.0%	Union Bank	< 1%		720,687	5,680	4,556	434,473	287,338	115,995	36,000	0	135,343	1.89	CCRC	1,208,297	2038	568,567	199,606	6,385,298	
Highlands Apartments (662)	Solano	Vacaville	1977	Family	8,800	11	100.0%		100%		129,307	4,990	7,788	83,309	43,200	0	4,656	0	38,544			0		1,408,588	142,886	959,992	Commenced property management services Jan 1, 2020
Hillside Senior Apartments (663)	Solano	Vacaville	1977	Senior	11,200	15	93.3%		100%		200,042	362	7,637	108,486	84,281	9,514	4,200	0	70,567			0		702,500	39,308	1,872,918	Commenced property management services Jan 1, 2020
Hillview Glen Apartments (632)	Santa Clara	San Jose	1995	Family	134,433	139	100.0%	Post Buyout	100%	Calhfa	2,359,505	14,894	4,051	1,039,872	1,330,476	959,123	103,500	0	267,853	1.25	Calhfa	9,641,686	2037	7,020,386	552,691	29,566,138	
Jardines de Boronda (764)	Monterey	Salinas	2006	Family	14,784	15	100.0%		100%	USDA/HCD	231,713	5,016	15,694	144,817	76,219	54,155	0	0	22,064	1.41	USDA RD	712,464	2039	855,077	98,565	1,693,751	
Jasmine Square Apartments (768)	Santa Clara	Morgan Hill	2005	Family	65,637	72	100.0%	Post Buyout	100%		1,135,627	32,041	9,425	664,155	494,088	306,692	72,000	0	115,396	1.30	Walker & Dunlop	3,986,760	2030	4,442,076	688,921	10,979,733	Refinanced in 2020
Josephine Lum Lodge, L.P. (436)	Alameda	Hayward	2005	Senior	130,000	151	98.0%	Merritt	< 1%	HUD 236	2,507,978	63,043	35,397	1,143,445	1,392,178	499,879	76,476	0	815,823	2.42	Citibank	3,991,960	2027	5,465,852	1,001,244	30,937,298	
Kirker Court Apartments (440)	Contra Costa	Clayton	1992	Special Needs	16,740	20	90.0%		100%	HUD 811	226,494	1,636	0	175,192	52,938	0	22,800	0	30,138			0		567,000	255,103	1,176,395	
Las Palmas Apartments (608)	Alameda	San Leandro	2016	Family	57,000	91	100.0%	US Bank	< 1%		1,394,288	22,273	22,725	643,521	750,315	400,717	31,300	4,000	322,298	1.74	CCRC	7,166,452	2036	12,411,658	421,624	16,673,664	
Leidig Court LLC (668)	Alameda	Hayward	2013	Family	12,990	16	87.5%		100%		263,386	5,675	16,538	156,417	96,106	73,300	5,280	0	17,526	1.22	Citibank	982,137	2029	923,139	83,799	2,135,694	
Light Tree Apartments (947)	San Mateo	East Palo Alto	2000	Family	31,158	37	86.5%	US Bank	< 1%	HUD	346,170	8,702	78,757	192,929	83,186	0	0	0	83,186		Construction Loan	0		6,496,652	0	1,848,586	Closed construction financing to demolish and rebuild 128 replacement units.
Light Tree Apartments (948)	San Mateo	East Palo Alto	2000	Family	37,126	57	91.2%	US Bank	< 1%	HUD	34,198	2,903	31,004	116,419	(110,322)	0	0	0	(110,322)		Construction Loan	0		0	0	0	Under subtantial rehabilitiation; units held for relocation/rehabilitation
Lincoln Corner Apartments (653)	Solano	Vacaville	2004	Family	144,860	134	99.3%	BFIM	0%		1,915,275	254,923	24,756	1,006,367	1,139,076	844,258	72,504	39,000	261,314	1.24	CSCDA	8,100,416	2043	2,571,223	3,082,679	25,312,792	
Lincoln Square (776)	Santa Cruz	Watsonville	1999	Family	24,334	19	100.0%		100%	USDA	266,640	12,243	0	179,309	99,574	76,091	0	15,342	38,825	1.31	USDA RD	916,085	2033	0	334,658	2,212,756	
Maple Gardens (982)	Santa Clara	Gilroy	2017	Family	15,492	18	100.0%		100%	USDA	189,048	9,793	0	157,151	41,690	56	15,828	0	25,806	2.62	USDA RD	866	2040	0	80,178	926,446	
Meadows Court / Holly Lane (654)	Solano	Vacaville	2017	Family	0	82	97.6%	Aegon	< 1%		1,064,730	5,454	11,859	556,318	502,007	417,987	25,338	0	58,683	1.13	Citibank	6,820,568	2050	7,525,301	355,194	11,155,717	

EDEN HOUSING

Real Estate Schedule as of 12/31/2020
Cap Rate = 4.50

Residential Properties	County	City	Placed In Service	Community Served	Rentable Area	Units	Occupied %	LIHTC Investor	Eden Housing Ownership	Federal/ State Subsidy	Gross Rental Revenue	Other Income	Vacancy	Operating Expenses	NOI	Debt Service	Reserves Deposit	Reserve Withdrawals	NOI After Debt Service	DSCR	Mortgage Lender	Mortgage Balance	Due Date for 1st Mortgage	Soft Debt Outstanding	Reserve Balances	Market Value	Comments
Miraflores Senior Apartments (634)	Contra Costa	Richmond	2018	Senior	44,942	80	98.8%	Wells Fargo	< 1%	HCD	1,847,802	19,924	78,650	602,490	1,186,586	622,091	72,388	4,447	496,553	1.71	CCRC	8,787,164	8/1/2049	13,170,453	1,124,276	26,368,573	
Monterey Villa (672)	Santa Clara	San Jose	2013	Special Needs	69,746	20	100.0%		100%	HUD Sec 8	195,456	6,782	0	188,155	14,084	0	16,368	15,725	13,441			0		3,838,634	175,346	312,974	
Monterra Village (976)	Santa Clara	Gilroy	2018	Family	29,593	34	100.0%	CREA	< 1%	HCD	423,030	23,714	1,525	270,862	174,357	84,852	24,400	4,000	69,105	1.60	CCRC	1,074,645	2039	6,252,821	247,724	3,874,590	
Monteverde (884)	Contra Costa	Orinda	2014	Senior	71,700	67	94.0%	Union Bank	< 1%		1,490,281	7,884	32,656	467,254	998,255	383,772	30,156	0	584,326	2.41	Union Bank	5,237,958	2029	5,922,773	789,151	22,183,441	
Montgomery Plaza Apartments (880)	Alameda	Hayward	2014	Senior	38,000	50	100.0%	Merritt	< 1%	HUD Sec 8	1,177,967	2,864	11,877	412,978	755,976	321,299	50,000	0	384,677	2.04	Walker & Dunlop	5,162,767	2049	693,109	519,138	16,799,474	
Monticelli Apartments (788)	Santa Clara	Gilroy	2002	Family	43,940	52	98.1%	Post Buyout	100%		954,188	16,284	18,773	508,106	443,593	208,846	39,480	0	195,267	1.79	Calhfa	1,787,384	2033	2,573,368	343,895	9,857,624	
Nuevo Amanecer (792)	Santa Cruz	Watsonville	2006	Family	76,101	63	100.0%	Post Buyout	100%	USDA/HCD	790,091	77,280	5,032	581,540	280,800	212,446	37,800	569,451	600,005	1.12	USDA RD	2,987,158	2040	8,570,000	409,788	6,240,001	Buyout on 12/31/2020
Nuevo Sol LLC (918)	Santa Clara	Santa Clara	2007	Family	17,947	14	100.0%		100%	Calhfa/HCD	180,900	554	0	123,122	58,332	6,388	6,816	0	45,128			0		2,582,002	132,174	1,296,267	
Nugent Square Apartments (456)	San Mateo	East Palo Alto	2004	Family	33,756	32	100.0%	Post Buyout	100%		582,827	12,278	2,306	459,609	133,190	86,440	65,582	0	(18,832)	0.88	Citibank	1,977,000	2021	3,512,712	400,665	2,959,772	Refinanced in 2020 with lower payment
Ohlone Chynoweth (460)	Santa Clara	San Jose	2000	Family	183,714	195	100.0%	Post Buyout	100%		3,439,715	74,045	14,800	1,525,564	1,973,397	928,868	67,200	0	977,328	1.98	Union Bank	12,172,550	2029	5,555,016	2,137,515	43,853,256	
Orvieto	Santa Clara	San Jose	2014	Family		92	100.0%	Aegon	< 1%		2,188,934	16,389	3,387	549,671	1,652,265	549,990	9,200	0	1,093,075	2.95	Wells Fargo	7,165,000	2029	11,372,232	736,428	36,717,000	
Owl's Landing (468)	Alameda	Livermore	2000	Family	89,928	74	100.0%	Post Buyout	100%	Calhfa	1,223,231	6,694	11,232	771,104	447,590	342,078	72,000	0	33,512	1.08	Calhfa	3,314,598	2035	4,381,132	105,970	9,946,438	
Pacific Family MHP LLC (920)	Santa Cruz	Santa Cruz	2014	Family	N/A	34	N/A		100%	HCD	182,299	13,642	1,140	0	194,801	41,000	10,000	0	143,801			0		4,402,382	80,980	4,328,911	
Pacific Grove (472)	Alameda	Fremont	1997	Special Needs	13,900	20	100.0%		100%	HUD 811	198,825	5,954	0	175,050	29,729	0	6,912	0	22,817			0		1,183,079	95,123	660,635	
Pacific Terrace (796)	Santa Cruz	Freedom	1998	Family	37,836	28	100.0%	Post Buyout	100%	Calhfa	389,750	16,851	224	239,563	166,813	59,033	22,368	0	85,412	2.05	Citibank	374,284	2029	1,827,000	197,120	3,706,946	
Pajaro Court (800)	Santa Cruz	Watsonville	1994	Family	10,402	10	100.0%	Post Buyout	100%	HCD	145,408	5,906	0	93,149	58,166	23,696	5,000	0	29,470	2.03	Union Bank	83,124	2025	850,000	54,778	1,292,567	
Pauline Weaver Senior Apartments (Four) (970	Alameda	Fremont	2018	Senior	28,742	44	100.0%	Enterprise	< 1%		710,909	3,363	103	315,202	398,968	294,041	22,000	0	82,927	1.26	JP Morgan	4,752,244	2037	5,419,921	78,614	8,865,951	
Pauline Weaver Senior Apartments (Nine) (972	Alameda	Fremont	2018	Senior	28,760	46	100.0%	Enterprise	< 1%		727,942	4,433	698	331,271	400,406	288,460	23,000	0	88,946	1.29	JP Morgan	4,166,994	2037	3,070,079	85,376	8,897,912	
Pleasant Acres MHP LLC (938)	Santa Cruz	Santa Cruz	2016	Family	N/A	65	N/A		100%	HCD	324,450	34,585	6,072	287,928	65,035	0	19,537	0	45,498			0		5,056,886	422,455	1,445,222	
Quail Run Alameda County (990)	Alameda	San Leandro	2018	Family	76,320	104	94.2%	HPET	25%		2,115,754	19,897	44,802	856,057	1,234,792	718,032	26,000	0	490,760	1.66	Jones Lang LaSalle	14,285,000	2030	2,090,856	697,202	27,439,814	
Quail Run Apartments (945)	Sonoma	Santa Rosa	1999	Family	200,716	200	94.5%	Union Bank	< 1%	HUD 811	2,462,404	13,433	108,821	1,168,158	1,198,858	6,272	0	0	1,192,585		Construction Loan	0		23,060,683	0	26,641,288	Under subtantial rehabilitiation
Rancho Park (804)	San Benito	Hollister	2016	Family	49,318	54	100.0%	Wells Fargo	< 1%	HCD	601,208	25,988	0	506,410	120,786	0	32,400	0	88,386			0		5,166,237	759,334	2,684,126	
Redwoods Apartments (984)	Santa Clara	Gilroy	2018	Family	25,000	24	100.0%	RBC	< 1%	HCD	346,164	9,414	0	201,201	154,377	55,541	15,080	680	84,436	2.19	CCRC	5,415,970	2036	23,565,516	745,269	3,430,605	
Ridgeview Commons (480)	Alameda	Pleasanton	1989	Senior	178,302	200	99.0%	Post Buyout	100%	Calhfa	2,139,657	99,503	31,637	1,275,129	932,393	582,723	140,850	0	208,820	1.29	Calhfa	4,069,871	2029	6,475,000	1,433,534	20,719,855	
Rielly Station (892)	Alameda	Fremont	2020	Family	61,176	61	75.4%	Wells Fargo	< 1%		61,321	1	23,538	0	37,784	0	0	0	37,784		Construction Loan	0		5,646,218	0	839,644	Ground-up construction completed in 2020
Riverhouse Hotel (484)	Contra Costa	Martinez	1993	Senior	45,000	81	100.0%	Post Buyout	100%	HCD	578,395	25,829	26,764	588,043	(10,582)	0	26,246	0	(36,828)			0		3,879,021	283,167	0	Experienced incidents of bed bugs and termintes resulting in large extermination costs
Riverside MHP LLC (922)	Santa Cruz	Watsonville	2009	Family	N/A	25	N/A		100%	HCD	111,397	252	5,839	84,879	20,931	0	8,400	0	12,531			0		5,700,000	173,935	465,133	
Rivertown Place (548)	Contra Costa	Antioch	2007	Family	41,844	40	97.5%	RBC	< 1%		613,556	5,302	18,660	471,414	128,785	60,211	24,000	38	44,612	1.53	CCRC	605,715	2038	2,297,986	239,566	2,861,884	
Rocky Hill (658)	Solano	Vacaville	2018	Family/ Special Needs	0	39	100.0%	NEF	< 1%	HCD	768,606	28,337	18,889	394,055	383,998	315,548	19,500	0	48,950	1.15	Citibank	5,609,817	2054	10,218,410	407,106	8,533,297	
Rosewood Terrace (488)	Alameda	Union City	2000	Senior	34,266	45	100.0%		100%	HUD 202	391,253	6,458	851	354,498	42,362	0	27,000	0	15,362			0		2,287,385	199,112	941,382	
Royal Court Apartments (812)	Santa Clara	Morgan Hill	2007	Family	65,809	55	100.0%	Union Bank	< 1%		842,136	11,824	0	441,225	412,735	228,364	90,000	0	94,371	1.30	Citibank	2,204,540	2037	3,675,000	470,378	9,171,892	
Rustic Gardens (816)	San Benito	Hollister	2016	Family	21,295	19	100.0%	Wells Fargo	< 1%	HCD	222,708	10,618	0	201,032	32,294	0	11,400	0	20,894			0		1,967,919	0	717,651	
Samara Terrace Apartments (420)	Contra Costa	Hercules	2006	Senior	43,643	52	92.3%	Post Buyout	100%		1,153,169	4,592	80,901	371,560	705,300	102,671	51,996	0	550,633	4.56	US Bank	1,058,368	2037	2,454,996	330,939	15,673,331	
Sara Conner Court (492)	Alameda	Hayward	2006	Family	59,984	57	100.0%	Enterprise	< 1%		891,753	14,517	1,142	626,102	279,026	196,579	34,713	0	47,734	1.21	CDT	1,956,383	2037	6,528,681	501,437	6,200,588	
Seacliff Highlands Apartments (820)	Santa Cruz	Aptos	2006	Family	37,960	39	97.4%	Post Buyout	100%	HCD	571,673	22,657	28,459	403,309	162,562	108,510	39,000	0	15,052	1.10	Calhfa	1,017,441	2037	4,060,066	160,340	3,612,479	
Sereno Village Apartments (596)	Solano	Vallejo	2003	Family	148,000	126	99.2%	Post Buyout	100%		1,330,100	18,581	17,490	1,177,175	154,017	0	125,000	0	29,016			0		3,662,577	319,521	3,422,589	
Skeels Apartments (824)	Santa Clara	Morgan Hill	1995	Family	5,052	14	100.0%		100%		210,874	1,945	0	131,288	81,530	63,422	0	0	18,109	1.29	NWA	688,594	2021	1,114,526	63,841	1,811,788	Will be refinanced in 2021

EDEN HOUSING

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Sobrato Family Apartments (828)	Santa Clara	Gilroy	2006	Family	62,900	60	96.7%	Post Buyout	100%	Calhfa/HCD	1,216,350	18,498	10,346	619,349	605,153	45,567	24,000	0	535,586	8.70	Calhfa	174,151	2029	7,412,505	336,718	13,447,838	Buyout on 12/31/2020
South Hayward_Alta Mira Family (916)	Alameda	Hayward	2016	Family	76,053	87	100.0%	Wells Fargo	< 1%	Calhfa/HCD	1,107,682	23,854	17,515	769,174	344,845	205,162	52,200	21,295	108,779	1.34	CCRC (sale to Freddie Mac)	1,435,041	2050	16,731,925	1,347,860	7,663,229	Owned/operated with Alta Mira Senior (928)
South Hayward_Alta Mira Senior (928)	Alameda	Hayward	2016	Senior	174,009	64	98.4%	Wells Fargo	< 1%	Calhfa/HCD	598,668	15,807	18,574	525,648	70,253	146,278	38,400	0	(114,425)	0.38	CCRC (sale to Freddie Mac)	1,039,167	2050	12,043,664	117,774	1,561,181	Owned/operated with Alta Mira Family (916)
Sparks Way Commons (500)	Alameda	Hayward	1984	Family	57,010	45	95.6%		< 1%	HCD	766,403	35,989	6,444	425,379	370,568	10,495	27,000	0	333,073			0		2,748,810	46,728	8,234,851	
Stone Pine Meadows (943)	San Joaquin	Tracy	2000	Family	74,159	72	100.0%	NEF	< 1%	Calhfa	774,025	8,285	20,886	449,935	311,489	0	0	0	311,489		Construction Loan	0		7,411,391	586,279	6,921,980	Under subtantial rehabilitiation
Stoney Creek (925)	Alameda	Livermore	2018	Family	75,336	70	100.0%	Redstone	< 1%	HCD	1,037,778	6,676	7,655	636,656	400,143	282,366	42,000	0	75,777	1.23	US Bank	2,889,542	7/1/2034	15,336,190	328,226	8,892,070	
Studio 819 Apartments (896)	Santa Clara	Mountain View	2015	Family	21,000	49	100.0%	Wells Fargo	< 1%		480,959	10,503	3,952	430,005	57,505	48,100	19,608	0	(10,203)	0.85	CCRC	363,235	2031	8,165,642	276,376	1,277,896	Replacement reserve withdrawal is made to cover the deficit after year-end
Surf Apartments (604)	Alameda	San Leandro	2010	Family	21,975	46	95.7%	Post Buyout	100%	Calhfa	720,568	7,087	22,427	291,529	413,699	146,117	17,712	0	249,870	2.53	Calhfa	2,302,394	2035	1,754,885	323,283	9,193,313	
Sycamore Glen (832)	Santa Clara	Morgan Hill	1989	Family	11,772	20	100.0%		100%	HUD 202	424,056	1,411	0	187,805	237,662	169,147	8,358	0	60,157	1.34	Walker & Dunlop	4,917,000	2035	351,090	1,103,877	5,281,376	Under moderate rehabilitation
Sycamore Square (512)	Alameda	Hayward	1983	Family	28,436	26	100.0%		100%	Calhfa/HUD	936,349	1,397	0	263,912	673,834	153,226	91,530	0	429,079	2.75	Calhfa	1,250,038	2031	0	222,915	14,974,100	
Tennyson Garden Apartments (998)	Alameda	Hayward	2001	Family	92,000	96	97.9%	Hudson	< 1%	HUD Sec 8	2,241,742	17,960	51,136	944,167	1,264,399	0	0	0	1,264,399		Construction Loan	0		0	0	28,097,751	Substantial rehabilitation completed in 2020
The Savannah at Southport (912)	Yolo	Sacramento	2015	Family	233,920	228	96.5%	HPET	14%		3,261,765	29,175	104,969	1,446,453	1,739,518	1,305,830	150,000	0	283,688	1.19	Jones Lang LaSalle	22,943,155	2026	0	636,434	38,655,955	
The Trees Apartments (836)	Santa Clara	Gilroy	1982	Family	12,590	14	85.7%		100%	USDA/HCD	171,904	9,118	4,753	111,580	64,689	64	0	32,587	97,212	1017.13	USDA RD	816	2034	0	98,577	1,437,541	
The Willows (872)	Santa Clara	Morgan Hill	1992	Family	22,879	20	100.0%	Post Buyout	100%	HCD	316,048	5,459	1,427	199,748	120,332	29,653	30,000	0	60,679	2.02	JP Morgan	313,731	2037	954,228	261,383	2,674,051	
Tierra Linda (840)	Santa Cruz	Watsonville	1994	Family	18,967	18	100.0%	Post Buyout	100%	HCD	247,097	7,525	2,075	155,645	96,902	33,176	18,000	0	45,726	1.89	Citibank	123,564	2025	1,234,667	111,760	2,153,368	
Union Court (516)	San Joaquin	Manteca	2000	Family	49,422	68	97.1%	Post Buyout	100%	Calhfa/HCD	689,887	12,001	6,404	476,363	219,122	97,749	48,100	0	73,272	1.50	Calhfa	818,160	2033	4,575,229	228,471	4,869,367	
University Village Apartments (844)	Monterey	Marina	2014	Family	100,958	108	100.0%	Alliant	< 1%	HCD	976,197	22,299	4,284	681,397	312,815	130,039	64,800	0	117,976	1.61	JP Morgan	1,013,930	2035	14,755,799	685,414	6,951,450	
Vacaville Meadows Drive	Solano	Vacaville	1968	Family	68,189	65	95.4%	BFIM	0%		705,316	222,077	19,745	522,179	385,469	200,695	16,250	0	168,525	1.78	Impact Funding LLC	1,917,958	2023	1,789,516	15,876	8,565,988	
Valor Crossing (914)	Alameda	Dublin	2017	Family	133,377	66	98.5%	Bank of America	< 1%		1,275,408	5,572	19,458	709,994	551,528	269,233	44,471	4,897	242,722	1.76	CCRC	3,896,842	2035	13,403,000	736,283	12,256,187	
Vandenburgh Villa (520)	Alameda	Livermore	2005	Senior	24,126	40	100.0%		100%	HUD 202	329,264	1,084	138	303,837	26,373	0	17,720	0	8,654			0		3,431,952	228,323	586,069	
VCH_Orchard/Maples Apartments (659)	Solano	Vacaville	1965	Family	147,062	168	97.6%		100%		2,126,304	22,167	46,305	1,166,119	936,046	317,013	94,200	0	524,834	2.28	Bonds	1,876,190	2024	6,309,159	258,480	20,801,029	Commenced property management services Jan 1, 2020; owned and operated with Willows Apartments
VCH_Willows Apartments (661)	Solano	Vacaville	1993	Family	98,185	125	96.8%		100%		1,359,819	30,676	44,588	1,082,162	263,746	236,844	78,000	0	(51,098)	0.84	Bonds	1,876,190	2024	7,159,437	220,869	5,861,019	Commenced property management services Jan 1, 2020; owned and operated with Orchard Maples (659)
Victoria Green Apartments (380)	Contra Costa	Hercules	2004	Family	133,699	132	97.0%	Post Buyout	100%	Calhfa/HCD	1,956,220	34,704	59,632	1,147,379	783,912	648,220	50,832	0	84,860	1.12	Calhfa	6,152,093	2034	6,564,309	483,893	17,420,268	
Villa Ciolino (848)	Santa Clara	Morgan Hill	2001	Family	39,776	42	97.6%	Post Buyout	100%		607,220	5,699	3,225	360,568	249,126	134,986	66,170	0	47,970	1.24	Bank of America	1,104,992	2032	2,856,723	212,875	5,536,131	
Villa Esperanza (966)	Santa Clara	Gilroy	2000	Special Needs	15,616	21	100.0%		100%	HUD 811	200,405	5,157	1,700	193,817	10,045	0	9,204	21,063	21,904			0		1,229,454	199,138	223,220	
Villa Springs (524)	Alameda	Hayward	2008	Family	59,633	66	100.0%	Enterprise	< 1%	Calhfa/HCD	773,658	8,986	0	551,786	230,858	199,698	48,722	16,524	(1,038)	0.93	Calhfa	2,447,190	2039	5,284,804	386,910	5,130,177	$30k in insurance claim damage that wasn't reimbursed in 2020.
Virginia Lane (950)	Contra Costa	Concord	2017	Family	60,506	91	97.8%	Wells Fargo	< 1%	HCD	1,002,356	29,496	20,625	760,942	250,284	170,567	54,600	12,000	37,117	1.11	Citibank	2,053,513	2038	15,323,615	599,846	5,561,877	
Vista Point at Pacific Grove (856)	Monterey	Pacific Grove	2006	Senior	49,875	49	98.0%	Post Buyout	100%	Calhfa/HCD	767,963	4,325	4,263	418,369	349,656	142,637	19,608	0	187,411	2.16	Calhfa	1,510,589	2036	4,262,000	373,235	7,770,140	
Vista Terrace Hills (962)	San Diego	San Diego	2017	Family	279,045	262	100.0%	US Bank	< 1%		6,327,294	83,475	2,291	1,791,236	4,617,241	3,571,330	131,540	0	914,372	1.25	US Bank	59,542,184	2035	3,456,213	2,001,992	102,605,365	
Vista Verde (860)	Santa Cruz	Freedom	2001	Family	74,436	76	100.0%	Post Buyout	100%	HCD	992,753	44,563	575	614,001	422,739	111,963	58,720	0	252,056	2.48	Bank of America	960,442	2031	3,134,133	578,727	9,394,204	
Walker Landing Apartments (552)	Alameda	Hayward	2008	Family	76,651	78	98.7%	US Bank	< 1%	HCD	970,741	13,307	14,308	735,881	233,859	157,279	46,800	0	29,780	1.15	Union Bank	1,456,721	2039	9,366,695	281,195	5,196,864	
Warner Creek Senior Housing (652)	Marin	Novato	2013	Senior	61,830	61	100.0%	Bank of America	< 1%	HCD	1,606,200	5,224	13,221	648,674	949,530	362,028	40,806	8,412	555,108	2.36	Citibank	3,553,840	2038	9,647,062	870,540	21,100,662	
Weinreb Place (900)	Alameda	Hayward	2015	Senior	20,813	22	100.0%	NEF	< 1%	HUD 202	261,831	1,890	1,579	215,490	46,652	6,602	25,745	13,410	27,715			0		5,979,200	595,461	1,036,718	
West Rivertown (536)	Contra Costa	Antioch	2003	Family	43,560	57	96.5%	Post Buyout	100%		841,949	14,979	93,999	544,206	218,723	182,824	28,380	0	7,518	1.04	Citibank	1,555,048	2033	4,344,186	226,146	4,860,503	
Westside Terrace (864)	San Benito	Hollister	2015	Family	16,656	16	100.0%		100%	USDA/HCD	225,026	11,221	0	152,139	84,107	58,617	15,792	33,136	42,834	1.13	USDA RD	345,815	2028	1,494,457	282,476	1,869,052	
Wexford Way (644)	Alameda	Dublin	2013	Family	119,539	131	99.2%	Wells Fargo	< 1%		2,559,746	15,463	62,878	1,174,269	1,338,062	778,599	87,632	23,923	495,753	1.54	Citibank (partial assgn to Calhfa)	9,428,720	2031	11,470,351	1,749,552	29,734,708	
Wheeler Manor (986)	Santa Clara	Gilroy	2018	Senior	93,583	119	100.0%	RBC	< 1%	HCD	1,201,284	51,064	5,808	723,096	523,444	271,171	73,520	3,320	182,073	1.52	CCRC	5,415,970	2036	23,565,516	745,269	11,632,092	

Real Estate Schedule as of 12/31/2020
Cap Rate = 4.50

Residential Properties	County	City	Placed In Service	Community Served	Rentable Area	Units	Occupied %	LIHTC Investor	Eden Housing Ownership	Federal/ State Subsidy	Gross Rental Revenue	Other Income	Vacancy	Operating Expenses	NOI	Debt Service	Reserves Deposit	Reserve Withdrawals	NOI After Debt Service	DSCR	Mortgage Lender	Mortgage Balance	Due Date for 1st Mortgage	Soft Debt Outstanding	Reserve Balances	Market Value	Comments
Wicklow Square Apartments (540)	Alameda	Dublin	2005	Senior	39,135	54	98.2%	Post Buyout	100%		608,903	6,933	12,080	320,451	283,305	109,869	44,640	0	128,795	1.83	Citibank	1,012,196	2021	2,208,248	330,092	6,295,656	Refinanced in 2021
Windscape Apartments (580)	Los Angeles	Northridge	1996	Family	31,674	45	100.0%	Post Buyout	100%		594,627	4,343	10,296	406,320	182,354	117,942	27,000	0	37,412	1.26	Citibank	1,007,182	2026	0	109,639	4,052,321	
Wisteria Place Senior Apts (544)	Alameda	Union City	2004	Senior	36,591	40	100.0%		100%	HUD 202	325,165	7,906	764	311,977	20,330	0	20,820	0	(490)			0		2,184,438	195,307	451,770	HUD property; budget-based rent increase will be requested
Woodside Court (680)	Solano	Fairfield	2013	Family	104,680	129	99.2%	HPET	16%		1,752,499	22,307	11,969	829,906	932,931	614,048	42,312	0	276,570	1.42	Wells Fargo	7,893,793	2021	0	236,390	20,731,792	Refinanced in 2021
z-Fell Street (Gough Street)	San Francisco	San Francisco		Family		82			< 1%																		Passive interest with limited oversight
z-Pinole Grove (John Street)	Contra Costa	Pinole		Family		70			< 1%																		Passive interest with limited oversight
154					**9,179,934**	**10,362**	**98.38%**	**116**		**97**	**159,346,940**	**3,011,455**	**2,834,383**	**80,889,217**	**78,634,795**	**38,636,644**	**5,750,359**	**1,103,604**	**35,351,395**			**523,493,128**		**814,194,562**	**79,741,282**	**1,750,430,312**	

UNITS

TOTAL UNITS OWNED OR MANAGED	**10,362**
TOTAL UNITS OWNED	**10,106**
TOTAL UNITS MANAGED	**9,696**

Real Estate Schedule as of 12/31/2020
Cap Rate = 4.50

Commercial Space	County	City	Placed In Service	Use	Rentable Area	Occupied %	Eden Housing Ownership	Rental Revenue	Comments
Depot Commons	Santa Clara	Morgan Hill	2015	Day Care	1,299	100%	100%	12,000	Use of space restricted by regulatory agreement
Downtown River	Sonoma	Petaluma	2005	Retail	5,210	32%	100%	127,549	Master Tenant Structure with Eden Commercial Inc
Eden Lodge	Alameda	San Leandro	2011	Salon	290	0%	< 1%	600	Use of space restricted by regulatory agreement
Eden Palms	Santa Clara	San Jose	1996	Daycare	1,984	100%	100%	1,592	Use of space restricted by regulatory agreement
Excelsior Building	Alameda	Oakland	2006	Office	0	100%	< 1%	1	Ground lease interest for the school unit
Glen Berry	Alameda	Hayward	2017	Day Care	400	100%	< 1%	1,908	Master Tenant Structure with Eden Commercial Inc
Glen Eden	Alameda	Hayward	2017	Office	3,667	100%	< 1%	34,438	Master Tenant Structure with Eden Commercial Inc
Hana Gardens	Contra Costa	El Cerrito	2018	Senior Center	2,161	100%	< 1%	10	Master Tenant Structure with Eden Commercial Inc
Hillview Glen	Santa Clara	San Jose	1995	Day Care	2,295	100%	100%	17,028	
Jasmine Square	Santa Clara	Morgan Hill	2005	Office & Day Care	8,844	72%	100%	75,763	Master Tenant Structure with Eden Commercial Inc
Josephine Lum Lodge	Alameda	Hayward	2005	Community Kitchen	2,000	100%	< 1%	19,200	Use of space restricted by regulatory agreement
La Avendida Street	Santa Clara	Mountain View	2018	Office	12,850	50%	75%	12	
Nugent Square	San Mateo	East Palo Alto	2004	Office	N/A	100%	< 1%	459,609	Use of space restricted by regulatory agreement
Ohlone Chynoweth	Santa Clara	San Jose	2000	Retail	4,072	100%	100%	71,654	Master Tenant Structure with Eden Commercial Inc
Owl's Landing	Alameda	Livermore	2000	Day Care/ Church	45,821	100%	100%	12	
Rengstorff Commercial	Santa Clara	Mountain View	2015	Restaurant	1,643	100%	50%	86,950	Master Lessee of Studio 819 Apartments
Ridgeview Commons	Alameda	Pleasanton	1989	Kitchen	2,000	100%	100%	12,912	
Riverhouse Hotel	Contra Costa	Martinez	1993	Office & Retail	4,650	100%	100%	26,400	
Ruby Street	Alameda	Castro Valley	2019	Retail	0	100%	100%	12,000	
Sereno Village	Solano	Vallejo	2003	Day Care	3,600	100%	100%	3,003	Use of space restricted by regulatory agreement
Stevenson Land	Alameda	Fremont	n/a	Land	4.1 (acres)	100%	100%	0	Land leased to an affordable housing project
The Skeels Apartments	Santa Clara	Morgan Hill	1995	Restaurant	3,600	100%	100%	91,566	
Vista Verde Childcare	Santa Cruz	Freedom	2001	Daycare	5,496	100%	100%	36,552	Break-even property; commercial rent increase is restricted in lease
Wexford Way	Alameda	Dublin	2013	Day Care	4,059	100%	< 1%	1,931	Use of space restricted by regulatory agreement
Wheeler Manor	Santa Clara	Gilroy	2018	Adult Care/ Office	3,225	100%	< 1%	8,412	Use of space restricted by regulatory agreement
Timber Street	Alameda	Newark	2020	Retail	9,000	100%	100.00%	45,407	
26					**128,166**			**1,146,509**	

Real Estate Schedule as of 12/31/2020
Cap Rate = 4.50

Properties in Construction	County	Location	Estimated Completion Date	Community Served	Rentable Area	Units	Investor	Eden Housing Ownership
Canyon Flats (890)	Alameda	Fremont	2021	Family	54,507	71	Wells Fargo	< 1%
Parrot Street (989)	Alameda	San Leandro	2021	Family		62	BofA	< 1%
Alameda Point (969)	Alameda	Alameda	2020	Family		70	Wells Fargo	< 1%
3					**54,507**	**203**		

Land Held for Development	County	Location	Acerage	Eden Housing Ownership	Appraised Value	Land Loan	Due Date for Land Loan	Interest Reserve Balance	Comments
Granite Ridge/Sequoia Road (981)	Alameda	Fremont	1.95	51%	7,500,000	7,500,000	55 years	0	
Maritime and Harbour Point Drive (983)	Sacramento	Elk Grove	3.06	60%	2,000,000	2,000,000	2021	47,283	Due June 2021; 36 month extension available
Ruby Street (987)	Alameda	Castro Valley	6.24	100%	4,600,000	4,600,000	2021	105,100	Due April 2021; 12 month extension available
La Avendida (988)	Santa Clara	Mountatin View	0.96	75%	9,700,000	10,600,000	2023	745,355	Due January 2023; 6 month extension available
SJ Auzerais (991)	Santa Clara	San Jose	1.02	100%	12,500,000	12,500,000	55 years	0	
Timber Street (995)	Alameda	Newark	1.06	100%	4,480,000	4,256,000	2022	308,789	Due April 2022; 12 month extension available
Oak Grove (657)	Solano	Vacaville	0.75	100%	275,000	-	n/a	0	
7			**15.04**		**41,055,000**	**41,456,000**		**1,206,527**	**4**

Properties In Predevelopment
Eden Housing Inc. is in predevelopment and site control phase at various sites in the Northern California.

Developer Section for 855 E. Laurel Drive for the Design and Development of an Affordable Multifamily Rental Housing Project



SALINAS
RICH IN LAND | RICH IN VALUES

Community Development Department
October 4, 2022

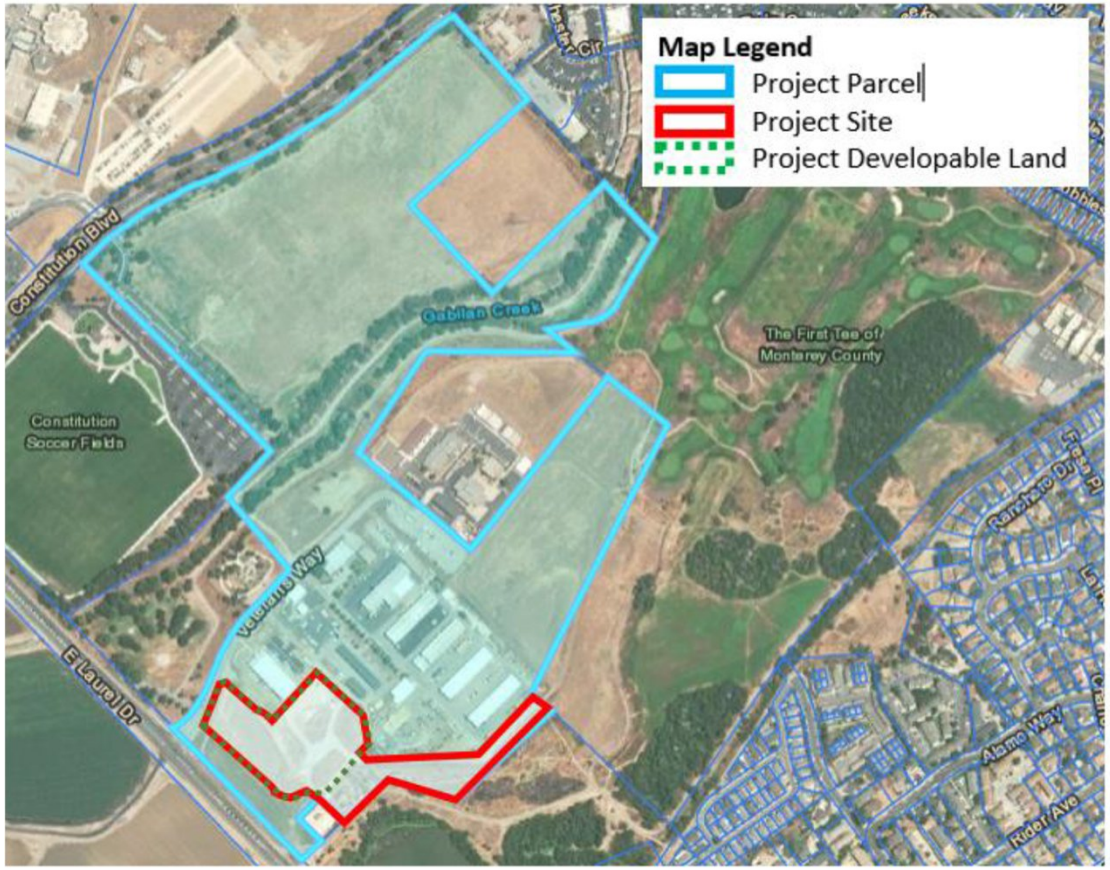
Recommendation

- Select Eden Housing Inc. as the developer for the design and development of a 100% Affordable Multifamily Rental Housing Project at 855 E. Laurel Drive; and

- Authorize the City Manager or designee to continue to work with the County in negotiating and drafting an Exclusive Negotiating Agreement and modifying the City/County MOU to clarify development responsibilities, funding, and the equitable split of the Project's developed housing units applicable to each jurisdiction's Regional Housing Needs Allocation

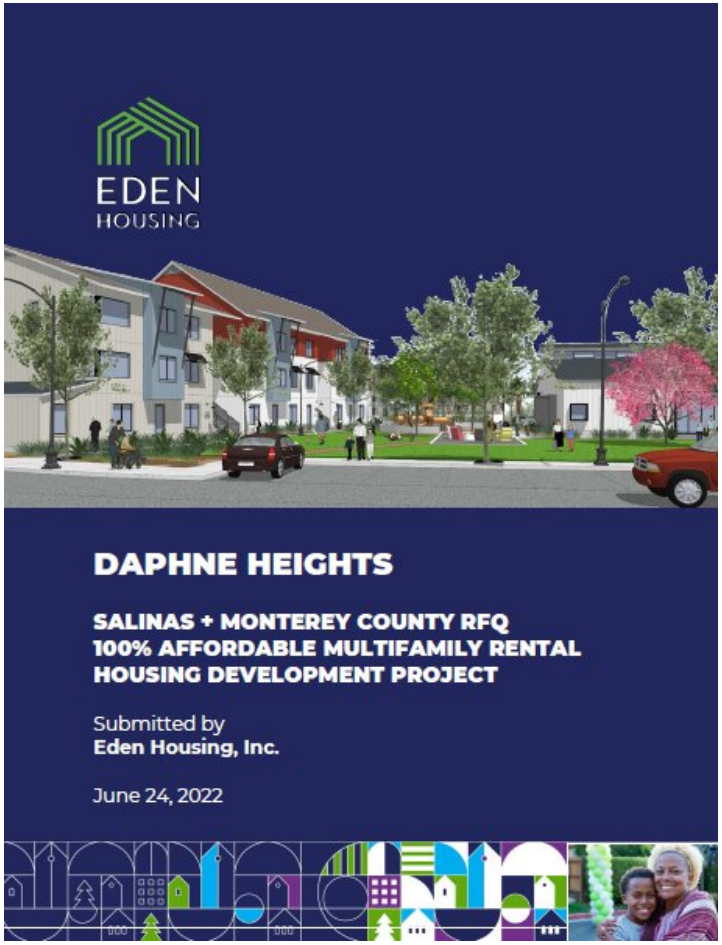
855 E. Laurel Drive – RFQ Process

- Overview/Timeline
  - City and County joint process
  - Published – May 6, 2022
  - Original Deadline – June 6, 2022
  - Extended Final Deadline – June 24, 2022
  - 100 % Affordable Multifamily Rental housing Project
  - Minimum Units: 50
  - Lease Agreement – 55 Years
  - Affordability Restriction – 55-Year
  - Facilitated Site Visit



RFQ Process & Evaluation

- Proposals
  - 8 received
    - 7 accepted
    - 1 rejected (late submission)
- Rating and Ranking Committee
  - Composed of 6 members
    - 2 City Staff / 2 County Staff / 2 NCDC Staff
- Interview Committee
  - Composed of 7 members
    - 2 City Staff / 3 County Staff / 2 Community Members
  - 4 highest-ranked development teams interviewed



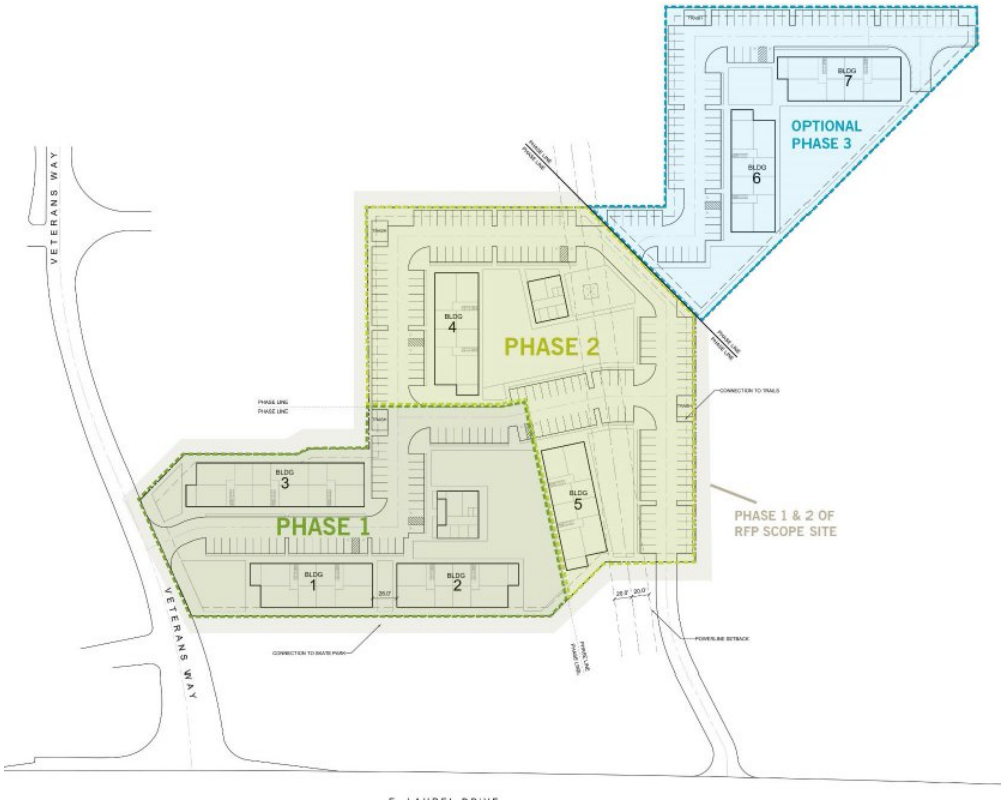
Eden Housing Inc. – RFQ Proposal

- Rating and Ranking Committee
  - Top Score
- Interview Committee
  - Top Score
- Proposed Site Plan
  - Scenario A – 132 units (5 Acres)
  - Scenario B – 180 Units (6.85 Acres)



Eden Housing Inc. – RFQ Proposal

- Project Phasing
  - 2 phases
- Potential 3rd Phase
  - Through expansion of site to include additional County land
- Flexibility and Opportunity
  - Unit Count
  - Unit Bedroom Size Composition
  - Targeted clientele
  - Tax Credits
  - Pursuit of project funding



Eden Housing Inc. – RFQ Proposal

Initial Phase



Phase 1 Overview

Structure	Use	Size
Building 1	24 Units Residential	19,800 SF
Building 2	24 Units Residential	19,800 SF
Building 3	36 Units Residential	29,400 SF
Clubhouse 1	Management, Community Room	2,500 SF
Outdoor Open Space	Recreation, Play Area	19,200 SF
Parking	Surface parking @ 1.5 Spaces per Unit	126 Stalls

Eden Housing Inc. – RFQ Proposal

Scenario A – 48 Units



Phase 2 Overview (Scenario A)

Structure	Use	Size
Building 4	24 Units Residential	19,800 SF
Building 5	24 Units Residential	19,800 SF
Clubhouse 2	Management, Community Room	1,800 SF
Outdoor Open Space	Recreation, Play Area	19,200 SF
Parking	Surface parking @ 1.5 Spaces per Unit	72 Stalls

Eden Housing Inc. – RFQ Proposal

Scenario B – 96 Units



Larger Phase 2 Overview (Phase 2 + Optional Phase 3 Areas)

Structure	Use	Size
Building 4	24 Units Residential	19,800 SF
Building 5	24 Units Residential	19,800 SF
Building 6	24 Units Residential	19, 800SF
Building 7	24 Units Residential	
Clubhouse 2	Management, Community Room	2,500 SF
Outdoor Open Space	Recreation, Play Area	31,800 SF
Parking	Surface parking @ 1.5 Spaces per Unit	144 Stalls

Departmental Coordination

- City Attorney
- County of Monterey

CEQA Consideration

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) per Guidelines Section 15378.

Strategic Plan Goals & Strategies

- Housing/Affordable Housing
- Effective and Culturally Responsive Government

Fiscal and Sustainability Impact

- No commitment of funds at this time

Questions & Comments

File #: ID#22-526, **Version:** 1

Alisal Street Complete Streets Before and After Study

No action. This report presents information to the City Council regarding the Alisal Street Complete Streets before and after study.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

TITLE: **ALISAL STREET COMPLETE STREETS BEFORE AND AFTER STUDY**

RECOMMENDED MOTION:

This is an informational report only. There is no recommended motion.

RECOMMENDATION:

None.

EXECUTIVE SUMMARY:

The City recently completed a long-planned project on Alisal Street that reconfigured the street from four (4) lanes to three (3) lanes from Front Street to Blanco Road. The project made safety improvements, installed dedicated bike lanes, enhanced crosswalks, and provided protected left turn phases at the traffic signals. The City collected traffic data before and after the project to analyze the effects of the Downtown Complete Streets Project along Alisal Street. This report summarizes the before and after data collected by City staff.

BACKGROUND:

Planning for the Downtown Complete Streets began as early as 2009 when the City began evaluating circulation and parking downtown. Two of the goals were to reduce the number of traffic collisions along West Alisal and improve bicycle and pedestrian mobility and safety. Staff developed concepts that proposed right-sizing Alisal Street to accommodate all road users, including pedestrians, bicyclists, transit riders and drivers. Portions of the proposed concepts for Alisal Street were incorporated into community discussions for the Downtown Vibrancy Plan and the Marina-Salinas Multimodal Corridor Plan

Council approved the Salinas Downtown Vibrancy Plan in March 2015 of which the Downtown Complete Streets Project is an element. On August 16, 2016, the City Council accepted a federal grant from the Highway Safety Improvement Program (HSIP) for $2.34 Million for Phase I of the Downtown Complete Streets Project. In April 2017, the Council approved a Memorandum of

Agreement with TAMC and other central coast agencies to support complete streets improvements on the Marina-Salinas Multimodal Corridor that includes West Alisal Street and Lincoln Avenue.

On July 2, 2019, City Council approved the plans and specifications for the Downtown Complete Streets Project (Resolution No. 21665). On October 8, 2019, City Council awarded the Downtown Complete Streets Project to Monterey Peninsula Engineering in the amount of $7,324,483.99. Construction began on April 6, 2020, and work was deemed substantially complete on April 23, 2021. The project was accepted for maintenance and responsibility by City Council on June 22, 2021 (Resolution No. 22138).

Before the project broke ground, the City hired a consultant to compile before and after traffic data and prepare a report to measure if the project had its intended effects. The project has been complete for over a year, and traffic has had time to acclimate to the new conditions. The City's consultant recently finished collecting the after data and has prepared the attached Before and After Report. It should also be noted that the project was constructed during the COVID-19 pandemic when traffic on roadways is lower than usual conditions. The pandemic has had a lingering effect on society and in particularly travel patterns. The before and after data may provide insights but the pandemic may have had a larger effect on traffic conditions than the project did. All data trends shown in the Before and After Study may not be correlated to the project and could be attributed to the pandemic or other influencing factors.

Summary of Findings:

- There is an overall decrease in traffic volumes and speed within Alisal Street with the implementation of complete streets features.
- The project implementation did contribute to traffic calming on Alisal Street.
- Traffic Speeds on Alisal Street have declined but the prevailing speeds would still justify keeping the posted speed limits.
- The number of vehicles traveling 10+ mph over the posted speed limit declined significantly within Alisal Street (61 percent) and the adjacent corridors (54 percent).
- The traffic volumes have decreased on adjacent corridors. There is no indication that the traffic is diverted from Alisal Street to the adjacent streets due to the roadway capacity reduction on Alisal Street.
- There is an overall decline in pedestrian volumes along Alisal Street and other intersections by 38 percent. The overall decline in pedestrian volumes indicates that the project improvements did not have a direct impact on changes in pedestrian volumes. Travel pattern changes due to the COVID-19 pandemic may be attributed to this change.
- The bicycle counts along Alisal Street decreased in the AM peak (31 percent) and mid-day peak (8 percent) while the bicycle counts increased in the PM peak by 15 percent. The increase in the PM peak bicycle usage for recreational purposes along Alisal Street may be attributed to the project improvements but cannot be concluded without additional analysis.
- The average travel time has increased in both eastbound and westbound directions during the AM peak and Noon peak. The average travel time has decreased during the PM peak. The decrease in PM peak traffic volume is more than the decrease in AM peak and noon peak traffic volumes. In addition to a travel lane removal, there are other factors like the exclusive pedestrian phase contributing to delay and subsequent reduction of travel times

on Alisal Street. The following recommendations are made to mitigate the unnecessary delays.
    a. Remove the exclusive pedestrian phases
    b. Consider the implementation of leading pedestrian intervals
    c. Consider adaptive signal timing strategies on Alisal Street Corridor
- A reduction of 63 percent in overall crashes is observed post-project implementation. The reduction of broadside crashes may be attributed to new protected left-turn phase improvements. However, the sample size of crashes is small. It is recommended that the city continuously monitor the crashes to measure the safety effectiveness of the project.
- Sales tax receipts for businesses near Alisal Street Corridor have increased by five (5) percent. There may be various factors influencing this increase and may not be attributed to project improvements.

Next Steps:

The City has received feedback from residents and downtown stakeholders. Criticism related to travel time delays and signal operations has been a common concern. While many residents have expressed the desire to reduce delays and allow for more fast-moving traffic, other residents who participated in the Downtown Vibrancy Plan recall that the plan deliberately intended to slow vehicle traffic downtown to create a walkable downtown environment for pedestrians. A goal of the Downtown Vibrancy Plan was to eliminate commuter bypass traffic driving through the heart of Salinas and instead to create a downtown destination worth driving to.

The City can consider implementing the recommended adjustments to the signal system to improve travel times. The pedestrian exclusive phases attribute to longer red times and increased delays for both vehicles and pedestrians. Field observations indicate that the compliance to the pedestrian exclusive phase is poor and that pedestrians still prefer to cross the streets with the traffic flow instead of waiting for the exclusive pedestrian phase. The City could remove the pedestrian exclusive phase which would reduce the overall cycle length and improve travel times. Pedestrian would then cross with vehicle traffic as they tend to already. A leading pedestrian interval could be implemented as an alternative pedestrian feature that improves pedestrian safety without causing excessive delays. Leading pedestrian intervals give pedestrians the walk symbol before the vehicle traffic gets the green light, this treatment gives pedestrians a head start in the intersection so that they are more visible to motorists. The cost to remove the pedestrian exclusive phase and install leading pedestrian intervals is roughly $12,000 per intersection.

Additionally, the City could consider installing an adaptive traffic signal control system on Alisal Street to improve the flow of traffic. Adaptive traffic signal control systems are technologies that take traffic data inputs and make responsive adjustments to signal timing along the corridor to optimize traffic throughput. There are a variety of adaptive traffic signal control systems available, and they generally require software and/or hardware from a 3rd party vendor. Adaptive traffic signal software is typically a proprietary algorithm, which requires a subscription service usually around $10,000 per year per intersection. Once implemented the adaptive software controls the signal timing and the City may not be able make timing adjustments without support from the vendor. The signal upgrades were designed to be compatible with an adaptive traffic signal control system that the City currently has implemented on North Sanborn Road.

Lastly, the Downtown Complete Streets Project is composed of two phases the Alisal Street corridor between Blanco Road and Front Street and the Lincoln Avenue phase corridor between West Market Street and West Alisal Street. The Alisal Complete Streets Project is complete, and the City plans to install the Lincoln Avenue improvements in Spring 2023.

TRAFFIC AND TRANSPORTATION COMMISSION:

The Alisal Street Complete Streets Before and After Study was presented to the Traffic and Transportation Commission on August 11, 2022. The Commission was not asked to make a recommendation but was asked to receive the presentation and provide feedback. The Commission provided comments and suggestions for Alisal Stret. The commissioners were all unanimously in support of the pedestrian exclusive feature. Specifically, the Commissioners mentioned that they would like to see the project features extended down East Alisal Street. One commissioner mentioned that he would like to see more "no right turn on red" signs at Alisal Street and Salinas Street. One commissioner suggested considering removing the protected left turn phase at Alisal Street and Monterey Street. Another commissioner commented that it would be nice to consider dedicated bus lanes on Alisal Street.

CEQA CONSIDERATION:

The Alisal Street Complete Streets Before and After Study is **not a Project** as project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

This Downtown Complete Streets Project supports the Council's initiative of Infrastructure and Environmental Sustainability and Public Safety.

FISCAL AND SUSTAINABILITY IMPACT:

Before and after studies help the City demonstrate if a project had its intended effect. The data can be used to help secure future grant funds for similar safety improvement projects. The Alisal Street Complete Streets Before and After Study cost $49,890.00 to prepare. Funding came from the Traffic and Transportation Division Engineering Services account 1000.50.5122-63.5400, and the Traffic Signal Installation account 5800.50.9654-63.5400.

The total project cost including all soft costs in addition to the construction cost was just over $8.4 million. The project funding came from a variety of sources as shown below.

Measure X bond proceeds	$1,365,033.75
Measure X revenue	$517,912.54
SB 1	$82,442.30
HSIP	$2,199,458.17
RSTP*	$3,112,627.65
Measure G	$1,140,206.81
Project Total	**$8,417,681.22**

*$300K set aside for Lincoln phase of Downtown Complete Streets

ATTACHMENTS:
Attachment 1: West Alisal Street Complete Streets Before and After Study



Alisal Street Complete Streets Before and After Study

Final

Prepared by:

AMG ADVANCED MOBILITY GROUP

July 2022

SALINAS
RICH IN LAND | RICH IN VALUES

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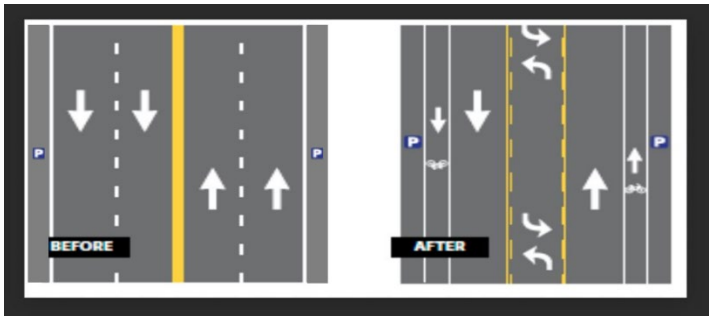
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Executive Summary

This report summarizes traffic and economic conditions before and after the project implementation of the Alisal Street Complete Streets Project. This project is phase I of the Downtown Salinas Complete Streets Project funded by a federal grant from the Highway Safety Improvement Program (HSIP) and a grant from the Transportation Agency for Monterey County (TAMC) for design.

The project included road diet and other improvements along 1.37 miles of Alisal Street between Acacia Street and Front Street. Alisal Street is in a residential neighborhood providing access to a post office, college, court, school district, etc. The project included the following improvements focusing on bicycle and pedestrian safety.



1. Travel lanes reduction from two lanes in each direction to one lane in each direction with a center turn lane. This lane reduction facilitated the accommodation of bike lanes in each direction.
2. High visibility crosswalks with Americans with Disabilities Act (ADA) pedestrian ramps at
    1. Front Street
    2. Homestead Avenue
    3. Acacia Street
3. Curb bulb-outs were included at Homestead Avenue to decrease the crossing distance.
4. Traffic signal improvements throughout the corridor.

The expected benefits from the project improvements are as follows:

- Improved safety through the reduction of crashes and severity of crashes
- Create a calmer traffic environment on Alisal Street through speed reduction
- Enhance travel experience for bicyclists
- Improved pedestrian safety

The project was implemented between April 2020 and April 2021. Traffic and economic data were collected before and after the project implementation in November 2019 (before the project) and in November 2021 (after the project) to assess the impacts of the project. The following data was used for the before and after data analysis:

1. Traffic Volume and Speed
2. Travel Time Runs Along Alisal Street Corridor
3. Vehicle, Bicycle, and Pedestrian Volumes at Intersections
4. Reported Crash Data
5. Sales Tax Receipt for Business Along Alisal Street

The traffic volumes and speeds are expected to decrease along Alisal Street due to the travel lane reductions with a potential concern of an increase in traffic volumes at the other corridors in the vicinity due to potential diversion of traffic from Alisal Street. However, the traffic volumes collected on adjacent corridors in November 2021 are lower than the traffic volumes collected in November 2019 indicating that the traffic conditions did not reach the pre-COVID-19 pandemic conditions. Because of this, the data analysis focused on differentiating project impacts and non-project impacts due to changed conditions where needed. Comparisons were made between the post-project conditions and pre-pandemic conditions in 2019 omitting the conditions in 2020 to avoid the effects of pandemic conditions on the data collected.

Based on the findings of the data analysis, the key conclusions were:

- There is an overall decrease in traffic volumes and speed on Alisal Street with the implementation of complete streets features.
- Traffic Speeds on Alisal Street have decreased but the prevailing speeds still justify keeping the posted speed limits.
- The number of vehicles traveling 10+ mph over the posted speed limit has decreased significantly on Alisal Street (61 percent) and the adjacent corridors (54 percent).
- The traffic volumes have decreased on adjacent corridors. There is no indication that the traffic is diverted from Alisal Street to the adjacent streets due to the roadway capacity reduction on Alisal Street.
- There is an overall decrease in pedestrian volumes along Alisal Street and other intersections by 38 percent. The overall reduction in pedestrian volumes indicates that the project improvements did not have a direct impact on changes in pedestrian volumes. Travel pattern changes due to the COVID-19 pandemic may be attributed to this change.
- The bicycle volume along Alisal Street decreased in the AM peak (31 percent) and mid-day peak (8 percent) periods, while the bicycle volume increased in the PM peak by 15 percent. The increase in the PM peak bicycle usage for recreational purposes along Alisal Street may be attributed to the project improvements but cannot be concluded without additional analysis.
- The average travel time has increased in both eastbound and westbound directions during the AM peak and Noon peak periods. The average travel time has decreased during the PM peak. The decrease in PM peak traffic volume is greater than the decrease in AM peak and noon peak traffic volumes. In addition to a travel lane removal, there are other factors like the exclusive pedestrian phase contributing to delay and subsequent reduction of travel times on Alisal Street. The following recommendations are made to mitigate the unnecessary delays.

    a. Remove the exclusive pedestrian phase
    b. Consider the implementation of Leading Pedestrian Interval (LPI)
    c. Consider adaptive signal timing strategies on Alisal Street Corridor
- A reduction of 63 percent in overall crashes is observed post-project implementation. The reduction of broadside crashes may be attributed to the new protected left-turn phase improvements. However, the sample size of crashes after the implementation of the project is small. It is recommended that the city continuously monitor the crashes to measure the safety benefits of the project.
- Sales tax receipts for businesses near Alisal Street Corridor have increased by five (5) percent. There may be various factors influencing this increase and may not be completely attributed to the project improvements.



Introduction

The Downtown Complete Streets Project intends to make travel on West Alisal Street and Lincoln Avenue corridors safer, and efficient, and serve all modes of transportation. The first phase included roadway re-striping, signal improvements, and crosswalk improvements along West Alisal Street from Acacia Street to Front Street. Figure 1 illustrates the roadway conditions before and after the improvements. The project is funded by a federal grant from the Highways Safety Improvement Program (HSIP) and a grant from the Transportation Agency for Monterey County (TAMC) for design. The second phase will include additional intersection improvements, continuing complete streets improvements, and enhanced bus service improvements along Lincoln Avenue.

This Report summarizes the traffic and economic conditions before and after the project implementation.

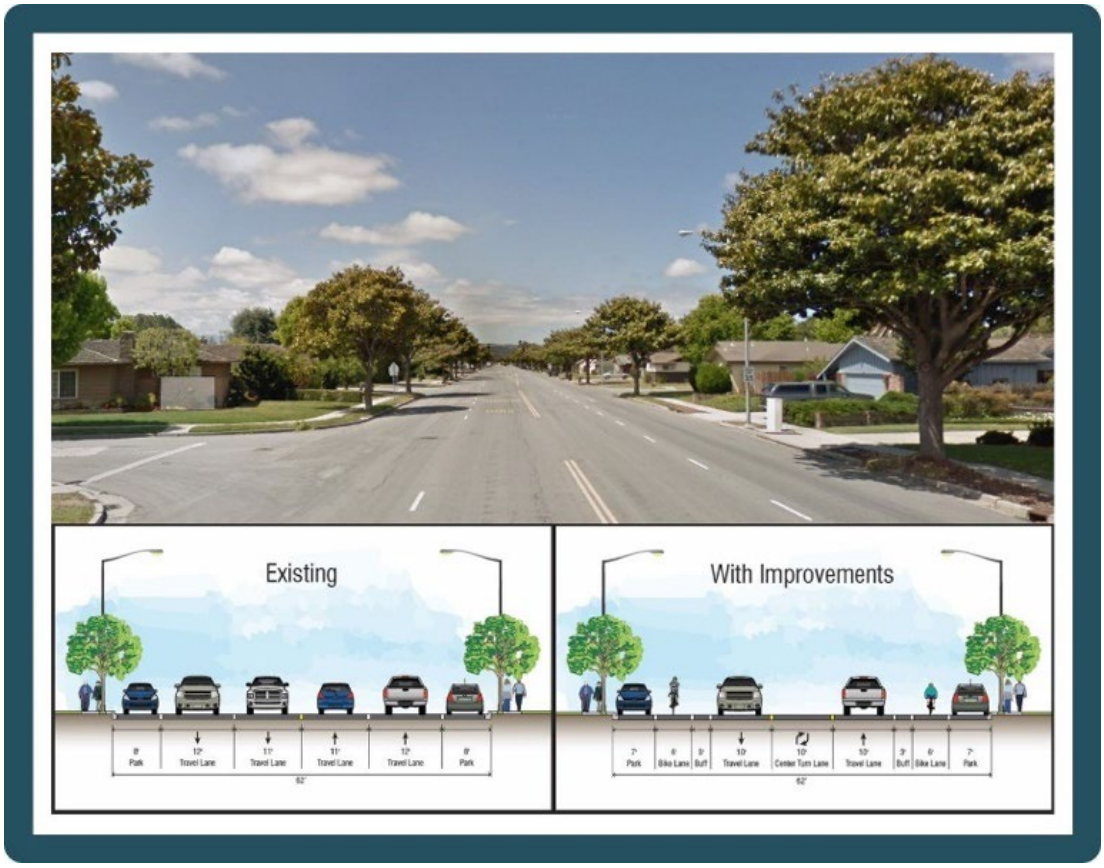


Figure 1: Roadway Configuration Before and After the improvements

PROJECT

The Downtown Salinas Complete Streets Improvements project is divided into two phases. Phase I improvements consisted of improvements along Alisal Street from Acacia Street to Front Street. Figure 2 illustrates the project limits and locations of pedestrian crosswalk improvements. Phase II of the complete streets project will include improvements on Lincoln Street and Main Street.

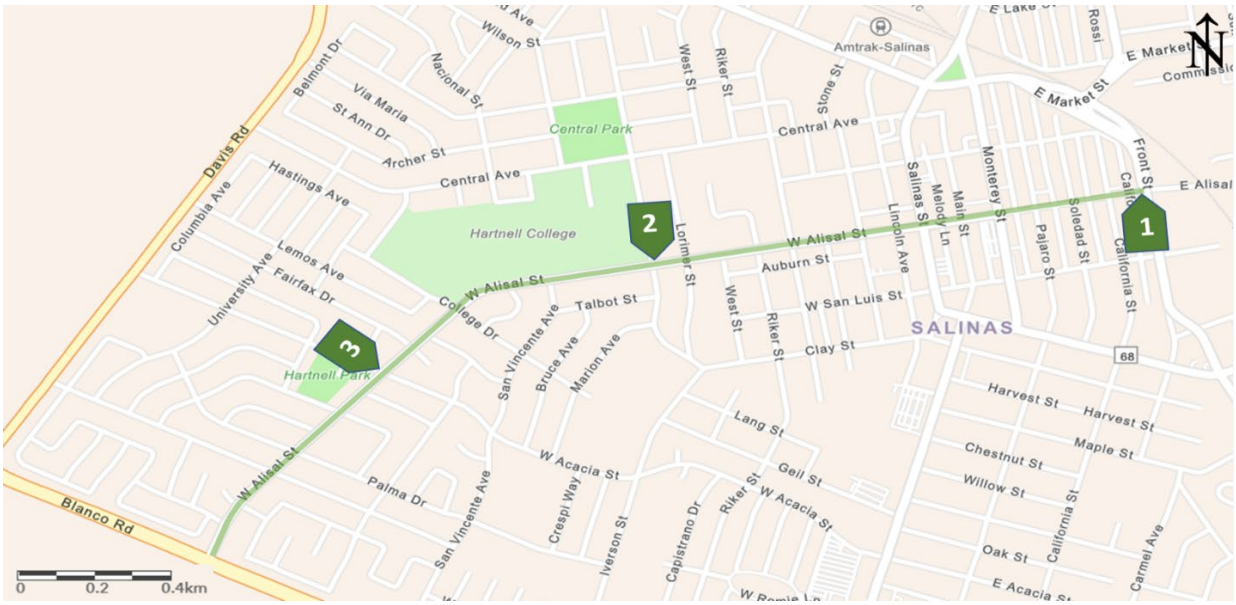


Figure 2: Project Limits and Study intersections

Phase I improvements along Alisal Street included the following:

1. Travel lanes reduction from two lanes in each direction to one lane in each direction with a center turn lane. This lane reduction facilitated the accommodation of bike lanes in each direction (refer to Figure 3).
2. High visibility crosswalks with Americans with Disabilities Act (ADA) pedestrian ramps at
    1. Front Street (refer to Figure 4)
    2. Homestead Avenue (refer to Figure 5)
    3. Acacia Street (refer to Figure 5)
3. Curb bulb-outs were included at Homestead Avenue to decrease the crossing distance.
4. Traffic signal improvements throughout the corridor.

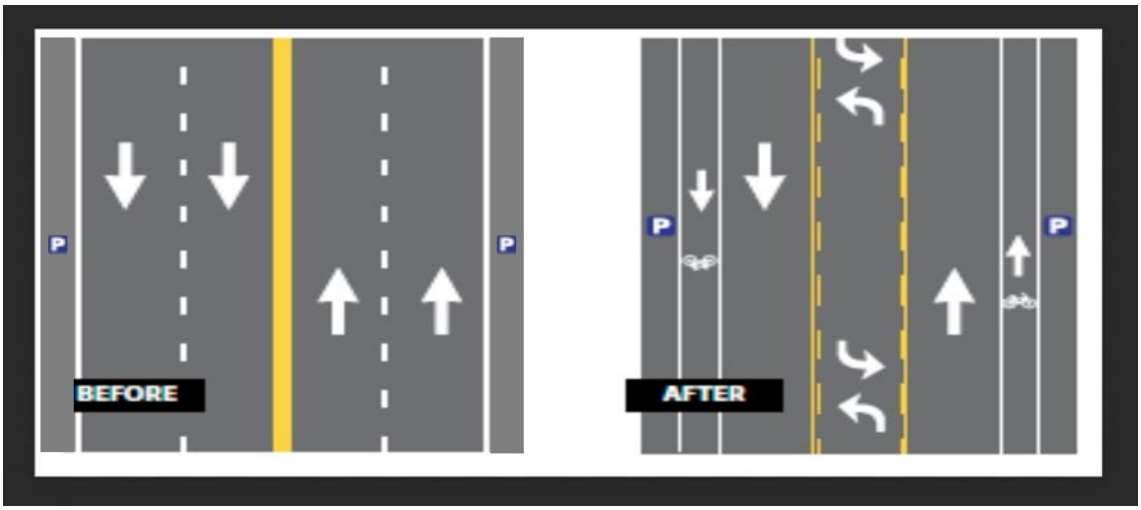


Figure 3: Roadway Reconfiguration

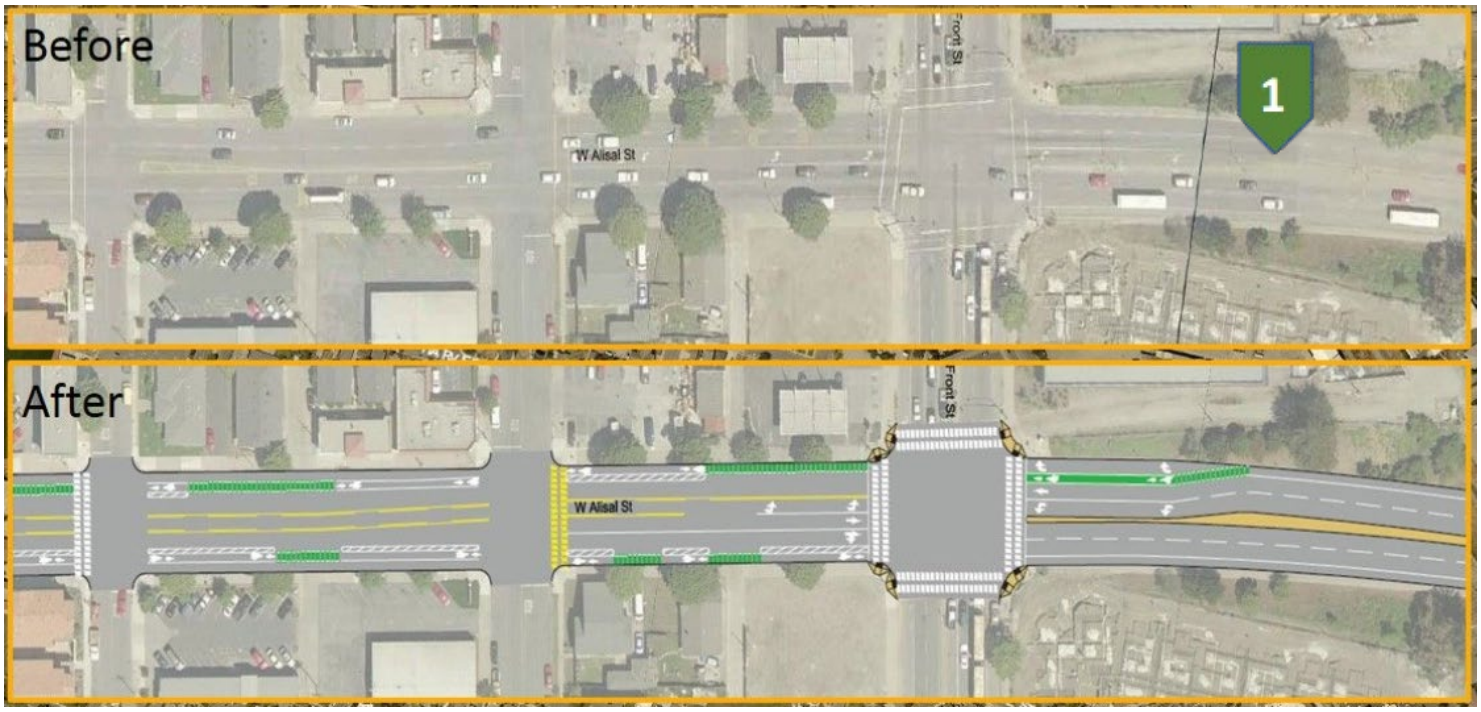


Figure 4: Improvements at Front Street

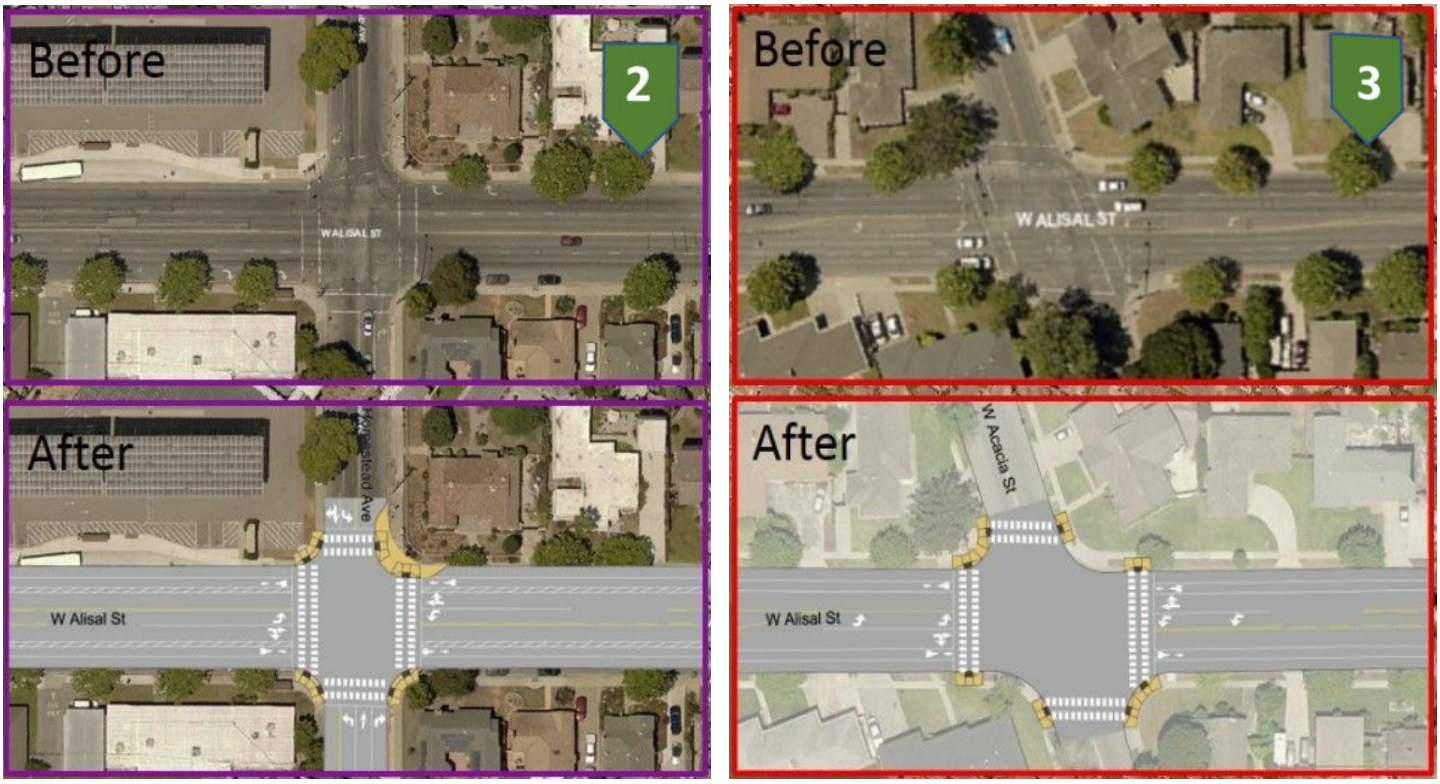


Figure 5: Improvements at Homestead Avenue and Acacia Street

EXPECTED BENEFITS OF THE PROJECT

The Downtown Complete Street Phase I project is essentially a "road diet" project along Alisal Street between Acacia Street and Front Street. Road diet projects are typically street reconfiguration projects that reduce the number of travel lanes in a street, most often reducing the number of travel lanes and adding a two-way center left-turn lane. According to Federal Highway Administration[1] (FHWA), there is strong research evidence that supports the following:

- Safety benefits can be achieved by converting four-lane undivided streets to three-lane cross-sections with two-way-left-turn lanes.
- The provision of a separate space for the exclusive use of bicycles improves safety over a shared travel lane alternative.
- Reduction in pedestrian crash risk can be achieved when crossing two- and three-lane roads compared to roads with four or more lanes.
- Reducing travel speeds helps to reduce the severity of crashes.

[1] https://safety.fhwa.dot.gov/provencountermeasures/road_diets.cfm#:~:text=Benefits%20of%20Road%20Diet%20installations,lanes%20for%20pedestrians%20to%20cross.

Data Collection

To evaluate the benefits of the road diet implementation on Alisal Street, the following data was collected in November 2019, before the project was implemented, and then again in November 2021, after the project was implemented. The data collection process followed the standard methodologies and practices commonly used by public agencies across the nation. Data were collected at locations directly impacted by the project and also at locations outside of the project limits to objectively differentiate the project impacts and changes that are non-project related. The following data sets were collected before and after the project implementation:

1. Traffic Volume and Speed
2. Travel Time Runs Along Alisal Street Corridor
3. Vehicle, Bicycle, and Pedestrian Volumes at Intersections
4. Reported Crash Data
5. Sales Tax Receipt for Business Along Alisal Street

Figure 6 shows the Average Daily Traffic (ADT) and speed data collection locations and the intersections where turning movement counts and pedestrian and bicycle counts were collected.

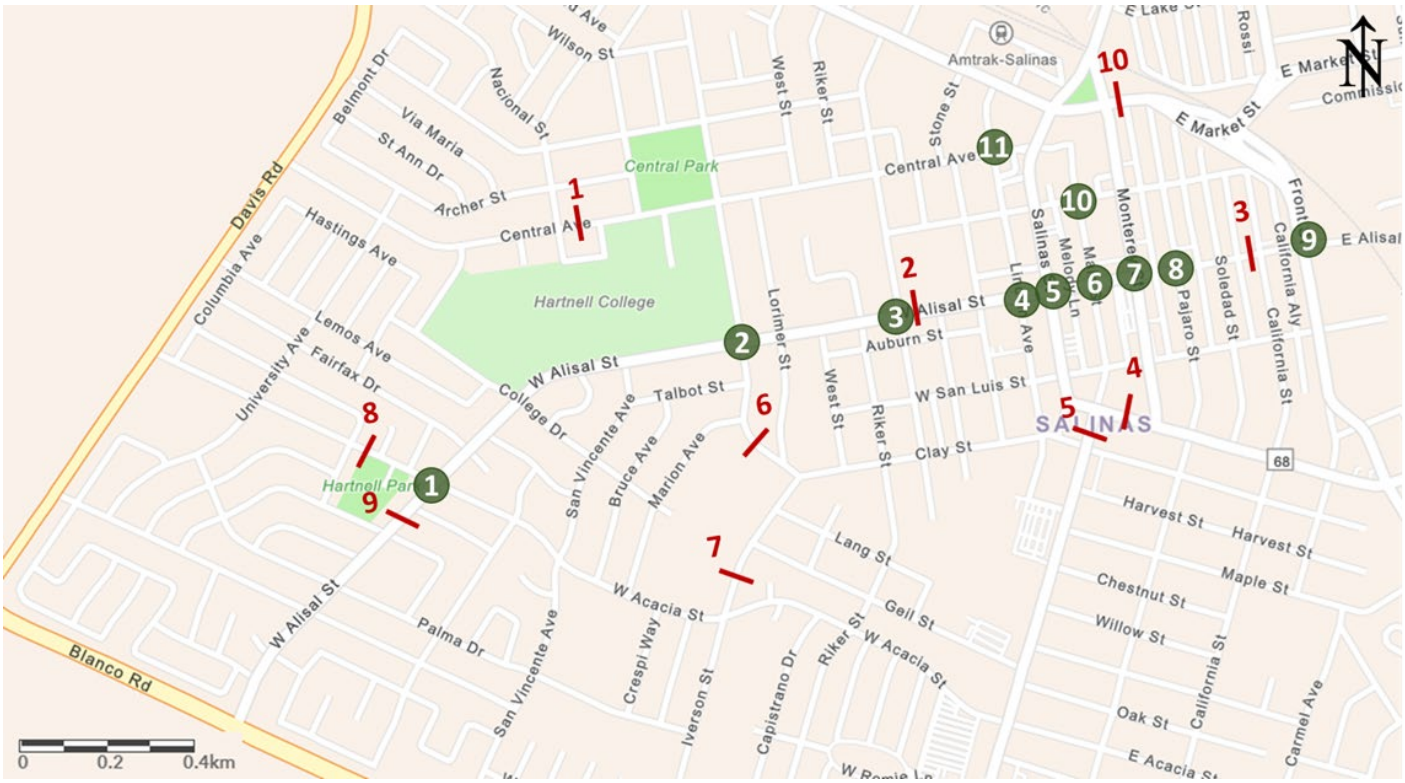


Figure 6: Data Collection Locations

List of ADT and speed data collection locations:

1. Central Avenue between Nacional Street and Cypress Street
2. W Alisal Street between Cayuga Street and Church Street
3. E Alisal Street between Soledad Street and California Street
4. John Street between Main Street and Monterey Street
5. Main Street between John Street and Winham Street
6. Homestead Avenue between Marion Avenue and Lorimer Street
7. Iverson Street between Geil Street and Acacia Street
8. Acacia Street between Camden Way and Chalon Circle
9. Alisal Street between Loma Vista Drive and Carmelita Drive
10. Market Street between Monterey Street and Pajaro Street

List of turning movement counts, pedestrian and bicycle counts were collected at intersections:

1. Alisal Street and Acacia Street
2. Alisal Street and Homestead Avenue
3. Alisal Street and Church Street
4. Alisal Street and Lincoln Avenue
5. Alisal Steet and Salinas Street
6. Alisal Street and Main Street
7. Alisal Street and Monterey Street
8. Alisal Street and Pajaro Street
9. Alisal Street and Front Street
10. East Gabilan Street and Main Street
11. Central Avenue and Lincoln Street

Mobility Trends – 2019 vs 2021

Traffic patterns have changed across the nation with changes in stay-at-home orders during the COVID-19 pandemic in 2020. Even after the restrictions are lifted, the lingering effects of the COVID-19 pandemic on roadway traffic can still be found in some places due to changes in employment and the provision of telecommuting options provided by many employers in the area. This section includes a comparison of mobility trends during the week of Jan 6, 2020 (pre-pandemic), and the week of November 15, 2021 (post-pandemic), in the City of Salinas, to gain insights into the effects of the COVID-19 pandemic on traffic data. These trends were reported by 'Replica[2]', a Big-Data tool that provides near-real-time information on traffic patterns, trends, and mobility preferences.

A summary of mobility trends is indicated in Figure 7 to Figure 9. As indicated by the mobility trends, work-based and home-based trips have increased in the City of Salinas, whereas trips for other purposes have decreased.

- Total trips in the city of Salinas have increased by approximately 34 percent.

[2] https://replicahq.com/

- Trips starting and ending within the City of Salinas have decreased by 2.5 percent.
- Home-based trips increased by 59 percent. Home-based trips have the home as either the origin or destination.
- Work-based trips increased by 71 percent. Work-based trips have the workplace as either the origin or destination.
- Trips for eating purposes decreased by 15 percent.
- Social trips have increased by 8 percent.
- Shopping trips have decreased by 2 percent.
- Recreational trips have decreased by 27 percent.
- The number of transit trips has decreased by 14 percent.

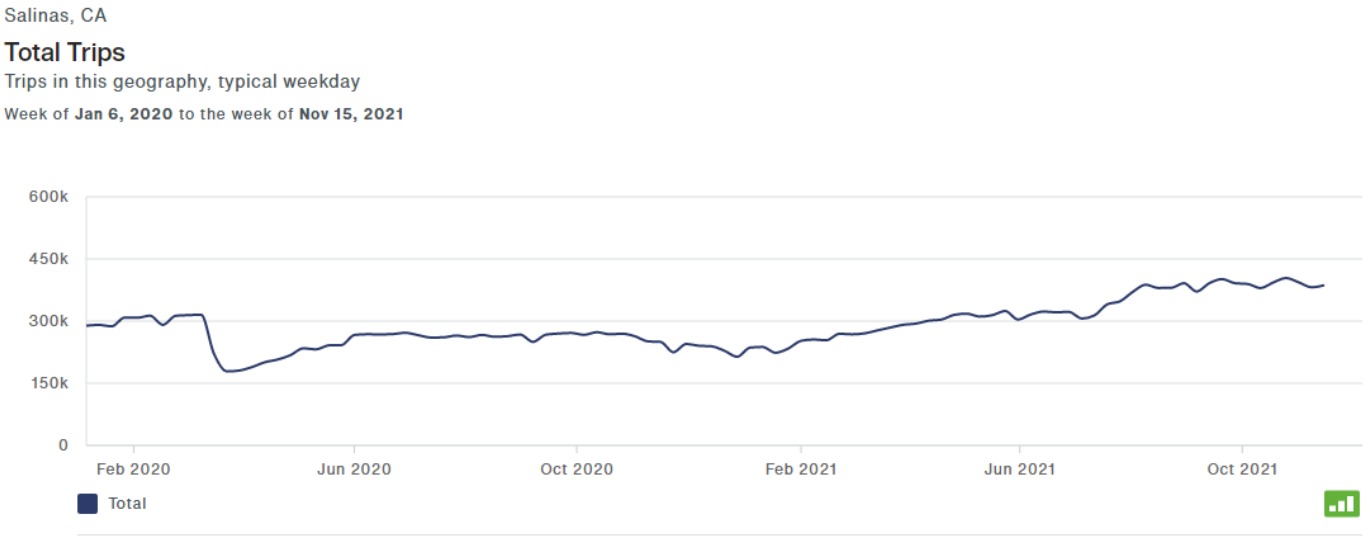


Figure 7: Total Trips in City of Salinas

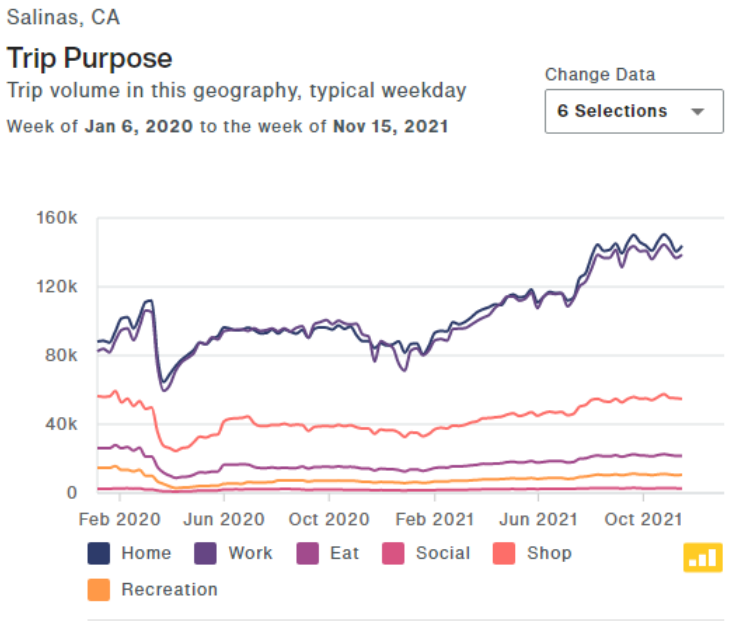


Figure 8: Number of Trips by Purpose

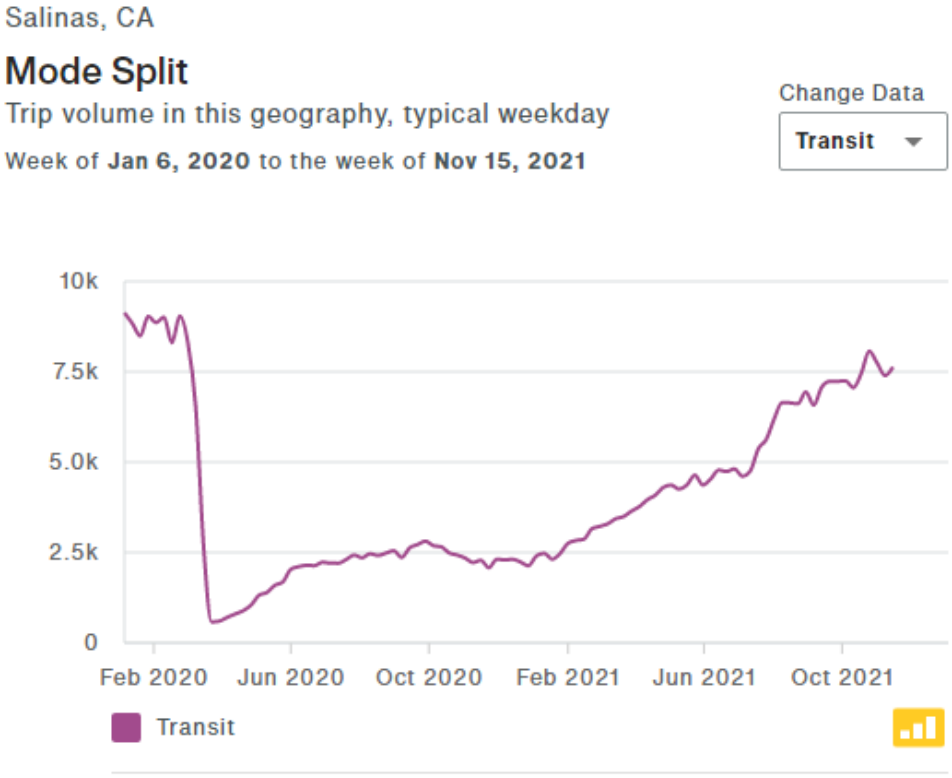


Figure 9: Transit Trends

As shown in Figure 10, the trip trends by the hour of the day have not changed much before and after the pandemic.

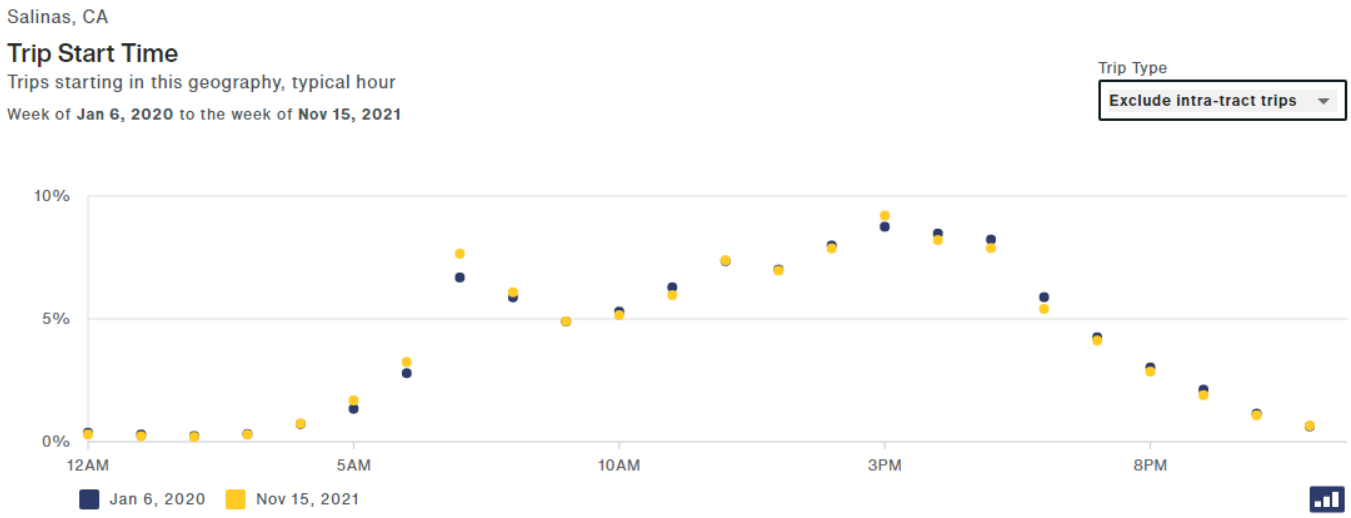


Figure 10: Trips by Hour of the Day

Data Analysis and Findings

TRAFFIC VOLUME AND SPEED DATA

24-hour Automatic recorder counts of traffic volume and speed were taken at ten (10) locations along Alisal Street and other corridors in the project vicinity for three (3) days in November 2019 and three (3) days in November 2021. With the road diet implementation, a reduction in traffic volume on Alisal Street is expected. Traffic volume and speeds on Alisal Streets and other segments in the vicinity were collected to capture the impacts of project implementation on traffic and speeds. The findings are summarized in Table 1.

Alisal Street Traffic Volume and Speed Findings

1. Traffic volumes within Alisal Street declined an average of 27 percent.
2. Speeds within Alisal Street decreased by an average of 2 mph.
3. The number of vehicles traveling at 10+ mph over the posted speed limit within Alisal Street decreased by 61 percent.

AreaTraffic Volume and Speed Findings

1. Traffic volumes within the vicinity of Alisal Street declined by an average of 13 percent.
2. Speeds within the adjacent corridors decreased by an average of 1 mph.
3. The number of vehicles traveling 10+ mph over the posted speed limit increased on John Street and Homestead Avenue while the number decreased for other locations.

The average percentage of vehicles traveling at 10+ mph over the posted speed limit in the area decreased by 54 percent.

There is an overall decrease in traffic volume and speed within Alisal Street and the adjacent corridors. There is no indication that the traffic is diverted from Alisal Street to the adjacent streets due to the capacity reduction on Alisal Street. Traffic speeds within Alisal Street have decreased but the prevailing speed would still justify maintaining the posted speed limits. The number of vehicles traveling at 10+ mph over the posted speed limit within Alisal Street and within the adjacent corridors declined significantly.

Table 1: Traffic Volumes and Speed

Street		Volume (ADT)	Volume Change		85% (mph)	10+ mph over speed limit	
			Vehicles	%		Vehicles	%
Central Ave	Before	6,130	-1,767	-29	34	52	-29
	After	4,364			34	37	
W Alisal St	Before	13,040	-4,115	-32	33	27	+
	After	8,926			31	47	
E Alisal St	Before	13,494	-3,739	-28	33	436	-67
	After	9,755			31	146	
John St	Before	13404	-1,095	-8	32	8	+
	After	12,309			30	39	
Main St	Before	24,230	-2,482	-10	29	33	-94
	After	21,749			26	2	
Homestead Ave	Before	3,626	-566	-16	30	13	+
	After	3,061			29	21	
Iverson St	Before	4,044	-343	-8	29	53	-75
	After	3,701			30	13	
Acacia St	Before	5,210	-671	-13	36	463	-78
	After	4,539			35	104	
Alisal St	Before	11,061	-2,266	-20	41	212	-58
	After	8,795			38	68	
Market St	Before	21,286	-3,185	-15	34	1,236	-48
	After	18,101			33	639	

TURNING MOVEMENT COUNTS AT INTERSECTIONS

Turning movement counts were collected at intersections along Alisal Street during the AM, mid-day, and PM peak periods on November 21, 2019, and November 16, 2021. These counts were collected at nine (9) intersections along Alisal Street and two (2) other intersections in the vicinity. The traffic volumes were tabulated and compared between before and after project conditions for Alisal Street intersections and non-Alisal Street intersections. Using the insights

provided by Replica's mobility trends, efforts were made to differentiate the impacts of the project and changes that are not project related.

Vehicular Traffic volumes

With the road diet implementation, the vehicular capacity of Alisal Street has decreased, and hence the traffic volumes are expected to decrease. The vehicular volumes are presented in Table 2 and the summary of the changes before and after the project implementation is provided in Table 3. The vehicular volumes at intersections at Alisal Street intersections are illustrated in Figure 11.

1. The traffic volume reduction on Alisal Street is observed more at the intersection located in the middle of the project limits as compared to the intersections in the outer project limits. This indicates that the volume reduction on Alisal Street intersections is due to the reduced capacity of the roadway.
2. The percentage reduction in traffic at the Alisal Street intersections is similar during all three peaks, including the AM Peak, mid-day peak, and PM peak.
3. The percentage reduction in traffic at non-Alisal Street intersections is significantly higher during the mid-day peak as compared to the AM and PM peaks. The higher decrease in mid-day peak could be attributed to the lower number of trips to restaurants in the downtown area because of the effects of the pandemic. The mid-day peak volumes may not be the best metric to evaluate the impacts of the project.

Table 2: Traffic Volumes at Intersections

Location	AM Peak		Noon Peak		PM Peak	
	Before	After	Before	After	Before	After
	Total Volume	Total Volume	Total Volume	Total Volume	Total Volume	Total Volume
Alisal Street Intersections						
1. Alisal St/Acacia St	1,436	1,229	1,037	921	1,638	1,264
2.Homestead Ave/ Alisal St	1,525	1,223	1,151	844	1,662	1,122
3.Church St/Alisal St	1,193	948	1,074	794	1,362	948
4.Lincoln Ave/Alisal St	1,465	1,075	1,428	1,007	1,737	1,140
5.Salinas St/Alisal St	2,027	1,407	1,946	1,332	2,302	1,392
6.Main St/Alisal St	1,196	828	1,394	966	1,578	1,047
7.Monterey St/Alisal St	1,628	1,193	1,767	1,419	2,127	1,665
8.Pajaro St/Alisal St	1,432	1,185	1,564	1,161	1,979	1,457
9.Front St/Alisal St	2,552	2,274	2,411	2,177	2,931	2,768
Non Alisal Street Intersections						
10.Main St/Gabilan St	397	381	602	463	594	504
11.Lincoln Ave/Central Ave	792	755	1607	638	916	745
Total	15643	12498	15981	11722	18826	14052

Table 3: Traffic Volumes at Intersections - After vs Before

Location	AM peak	Noon Peak	PM Peak	Daily
Alisal Street Intersections	-21%	-23%	-26%	-24%

Other Intersections	-4%	-50%	-17%	-29%
Total	**-20%**	**28%**	**-27%**	**-24%**

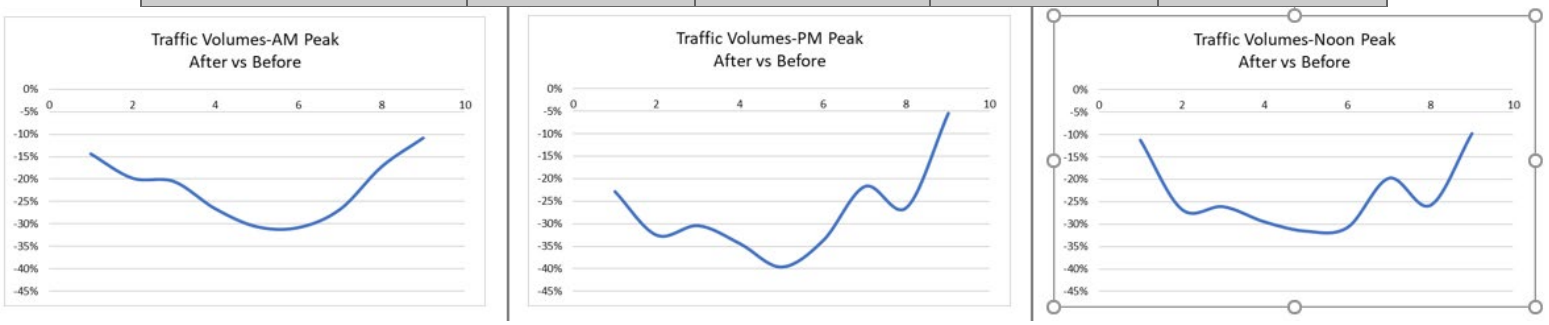


Figure 11: Traffic Volumes at Intersections

The decrease in vehicle traffic volumes both at Alisal Street intersections and at non-Alisal Street intersections indicates that the decrease in traffic volumes at Alisal Street intersections cannot be attributed to the project improvements alone. The lingering effects of the COVID-19 pandemic situation can be the additional cause for this decrease. The fact that the decrease in traffic at Alisal Street intersections during the AM Peak and PM Peak is more than the decrease in traffic at other intersections, it may be concluded that the project contributed to traffic volume reduction on Alisal Street, which was expected.

BICYCLE AND PEDESTRIAN VOLUMES

Bicycle and pedestrian volumes were collected at intersections along Alisal Street during the AM, mid-day, and PM peak periods on November 21, 2019, and November 16, 2021. For comparison purposes, bicycle and pedestrian volumes were collected at two other intersections outside of Alisal Street.

Pedestrian Volumes

The project improvements included pedestrian safety features such as high visibility crosswalks and ADA ramp improvements at Front Street, Homestead Avenue, and Acacia Street, and curb bulb-outs at Homestead Avenue. The project did not include any improvements that have the potential to increase the pedestrian volumes along the Alisal Corridor and hence increase in pedestrian volumes with the project implementation is not expected. The following observations can be made with the pedestrian counts collected at nine (9) intersections along Alisal Street and two (2) other intersections in the vicinity (Table 4).

1. Pedestrian volumes have decreased after the project both at intersections along Alisal Street and other intersections in the project vicinity by approximately 38 percent. The overall decline in pedestrian volumes indicates that the project improvements did not have a direct impact on changes in pedestrian volumes.

Table 4: Pedestrian Volumes

Location	AM Peak		Noon Peak		PM Peak	
	Before	After	Before	After	Before	After
	Total Volume	Total Volume	Total Volume	Total Volume	Total Volume	Total Volume
1.Alisal St/Acacia St	24	23	14	8	39	12
2.Homestead Ave/ Alisal St	61	47	69	40	69	22
3.Church St/Alisal St	142	57	144	72	87	37
4. Lincoln Ave/Alisal St	48	34	177	69	60	35
5. Salinas St/Alisal St	21	24	175	26	55	34
6.Main St/Alisal St	47	36	189	138	52	62
7.Monterey St/Alisal St	31	28	45	55	44	32
8.Pajaro St/Alisal St	16	21	29	18	27	19
9.Front St/Alisal St	22	14	13	19	19	19
10.Main St/Gabilan St	107	72	354	271	168	108
11.Lincoln Ave/Central Ave	64	41	77	53	32	28
Total	583	397	1286	769	652	408

Bicycle Volumes

The project improvements included the implementation of bicycle lanes along Alisal Street. While having a dedicated space for bicycles primarily increases the safety of bicyclists, it could also promote increased usage of the space by bicyclists. The following observations were made on how the bicycle volumes changed after the project is implemented in comparison to the bicycle volumes before the project (Table 5 and Table 6).

1. The bicycle counts along Alisal Street decreased in the AM peak significantly (31%).
2. The bicycle counts along Alisal Street decreased moderately (8%) at the noon peak.
3. The bicycle counts along Alisal Street increased at the PM peak (15%).

Table 5: Bicycle Volumes

Location	AM Peak		Noon Peak		PM Peak	
	Before	After	Before	After	Before	After
	Total Volume	Total Volume	Total Volume	Total Volume	Total Volume	Total Volume
1. Alisal St/Acacia St	3	1	5	2	3	9
2.Homestead Ave/ Alisal St	6	1	5	6	5	11
3.Church St/Alisal St	7	1	5	4	3	3
4.Lincoln Ave/Alisal St	8	2	11	6	3	4
5.Salinas St/Alisal St	1	6	5	3	5	6
6.Main St/Alisal St	1	2	5	9	4	3
7.Monterey St/Alisal St	2	1	6	9	2	4
8.Pajaro St/Alisal St	5	4	13	8	8	3
9.Front St/Alisal St	2	6	8	11	8	4
10.Main St/Gabilan St	6	1	5	8	6	5
11.Lincoln Ave/Central Ave	6	1	5	8	7	5
Total	47	26	73	74	54	57

Table 6: Bicycle Volumes at Intersections - After vs Before

Location	AM peak	Mid-Day	PM Peak	Daily
Alisal Street Intersections	-31%	-8%	15%	-7%

A decrease in bicycle volumes was observed along Alisal Street during the AM peak and noon peak, while there is an increase in bicycle volumes during the PM peak. The increase in PM peak bicycle usage along Alisal Street may indicate the use of the new bicycle lanes by recreational bicycle users but cannot be concluded without additional analysis.

TRAVEL TIME

With the project, the lane configuration on Alisal Street is changed reduced from two vehicle travel lanes in each direction with no center lanes to one lane in each direction with a center turn lane and bicycle lanes. With the decrease in vehicle roadway capacity, there is a concern of potential congestion and longer travel times. To evaluate the impact of modified lane configuration on Alisal Street, travel time runs were conducted along Alisal Street between Acacia Street and Front Street on November 19, 2019, and November 16, 2021. The stats analysis summary of travel time runs is summarized in Figure 12.

The results indicate that the average travel time has increased for both eastbound and westbound directions during the AM peak and mid-day peak but decreased during the PM peak. The combined increase in the travel time overall during the peak periods is five (5) percent. Average speed and total delay statistics indicate the same similar trend. With a combined decrease of four (4) percent decrease in average speed and five (5) percent decrease in total delay, the project implementation has a calming effect on Alisal Street traffic.

The differences in AM peak/Mid-day peak and PM peak travel time and delay results can be attributed to the differences in traffic signal operations by the time of day. Observations by city staff over the past two years from the onset of the COVID-19 pandemic indicate that the traffic conditions in the city have been highly volatile with drastic changes from week to week. This situation poses challenges with the traffic signal timings. The Alisal Street Corridor signals currently operate on a coordinated time of day plan during the PM peak and use peer-to-peer functions during all other hours of the day including AM peak and Mid-day peak hours.

In addition to the decrease in lane capacity, other reasons can be attributed to the delays on Alisal Street after project implementation. The traffic signals on Alisal Street now have longer red times when compared to before with the incorporation of a protected left-turn phase and exclusive pedestrian phase. The pedestrian exclusive phase is not well received by the users as indicated by the field observations made by the city staff and the feedback received by the city from the public. Field observations indicate that the compliance to the pedestrian exclusive phase is poor and that pedestrians still prefer to cross the streets with the traffic flow instead of waiting for the exclusive pedestrian phase.

The following recommendations are made to mitigate the increase in delays on Alisal Street.

1. Remove the exclusive pedestrian phase that is causing unnecessary delays to pedestrians and vehicles.
2. Consider a Leading Pedestrian Interval (LPI) on all crossings. An LPI typically gives pedestrians a 3-7 second head start before the vehicles are given a green indication. This head start can better establish the presence of pedestrians in the crosswalk before vehicles have priority to turn right or left.
3. To address the unpredicted traffic conditions, adaptive traffic signal timing is recommended on Alisal Street. Adaptive signal control technology adjusts the timing of red, yellow, and green lights to accommodate changing traffic patterns and ease traffic congestion.



Figure 12: Travel Time Runs - Before and After

REPORTED CRASHES

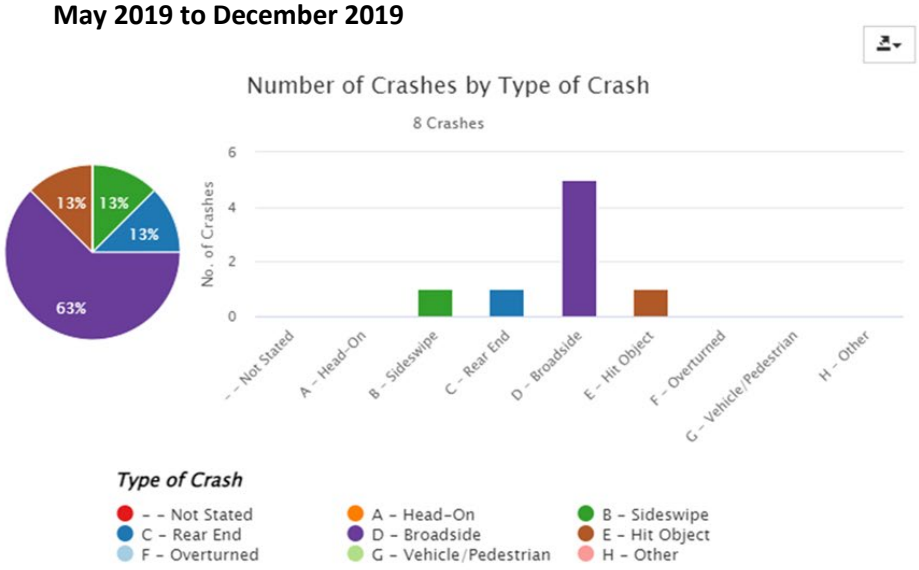
The timeline of the project's construction was from April 2020 to April 2021. Reported crashes were evaluated in the months from May to December before and after the implementation of a new roadway configuration using crash records from the Statewide Integrated Traffic Records System (SWITRS) and the Salinas Police Department. There were 8 reported crashes along Alisal Street from Acacia Street to Front Street in eight months of 2019, and 12 reported crashes in

eight months of 2020. This number has been reduced to three (3) in 2021. This accounts for a 63 percent reduction of crashes in 2021 when compared to crashes in 2019.

Transportation Injury Mapping System[3] data was used to analyze the type of crashes reported during these three years. The year 2020 was skipped for comparisons to avoid any impacts of the COVID-19 pandemic. Figure 13 illustrates the type of crashes reported on Alisal Street in the years 2019 and 2021. The decrease in broadside crashes may indicate benefits from the new protected left-turn phase. This is a small sample size that does not indicate definitive safety benefits of project implementation. It is recommended that the city continues to collect collision data to measure the safety effectiveness of the project.

[3] https://tims.berkeley.edu/

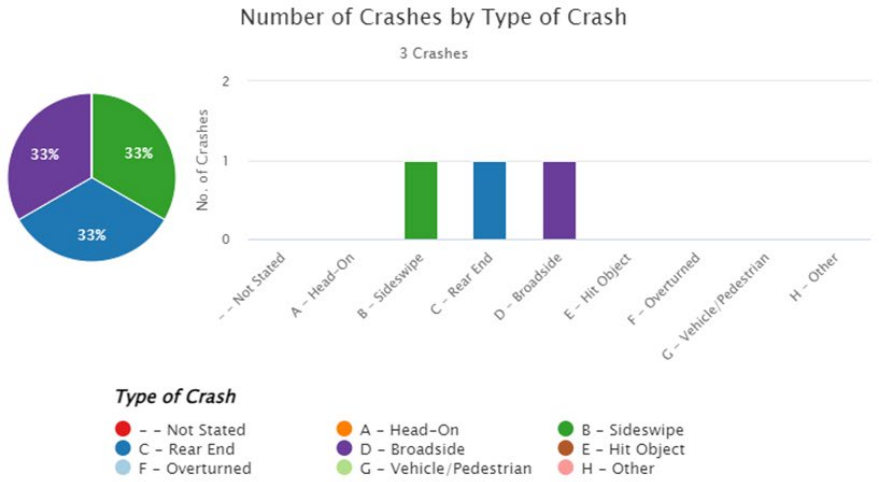
May 2019 to December 2019



Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	1	12.50%
C - Rear End	1	12.50%
D - Broadside	5	62.50%
E - Hit Object	1	12.50%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	0	0.00%
H - Other	0	0.00%

May 2021 to December 2021



Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	1	33.33%
C - Rear End	1	33.33%
D - Broadside	1	33.33%
E - Hit Object	0	0.00%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	0	0.00%
H - Other	0	0.00%

Figure 13: Reported Crashes – Before vs After

ECONOMIC EFFECTS

Sales tax receipts were analyzed to evaluate the impacts of the project on businesses along Alisal Street. This dataset is the best available indicator of economic activity in the area. However, it does not reflect business activity in the area that is not subject to sales tax, such as personal services (lawyer, dentist, plumber, etc.). Sales tax data for four quarters in three categories were compared before and after the project's implementation. The three categories are Food Products, General Retail, and All Others.

1. **Food Products:** Category that includes food stores (non-grocery), quick service restaurants, grocery stores, casual dining, and wineries.

2. **General Retail:** Category that includes women's apparel, art/gift/novelty stores, sporting goods/bike stores, jewelry stores, and specialty stores.
3. **All Others:** Category that includes all other businesses that are not included in the Food Products and General Retail categories.

Figure 14 summarizes the sales tax receipts for businesses near Alisal Street Corridor. Below are the key findings of the analysis:

1. Sales tax receipts in 2020 are significantly lower than in other years and are not used for comparison purposes.
2. Sales tax receipts in the "Food Products" category in 2021 are one (1) percent less than that of 2019.
3. Sales tax receipts in the "General Retail" category in 2021 are twelve percent less than that in 2019.
4. Sales tax receipts in the "All Others" category in 2021 are eight (8) percent more than that of 2019.
5. Over Sales tax receipts in 2021 is five (5) percent more than that of in 2019.

There may be several factors influencing the sales tax revenues. A substantial decrease in sales tax revenue in 2020 indicates that the COVID-19 pandemic did affect the sales tax revenues. The economy has re-opened in 2021 and the effects of the COVID-19 pandemic on sales are presumed to be subsided. However, the 5 percent increase in sales tax revenue may not be completely attributed to the project improvements.

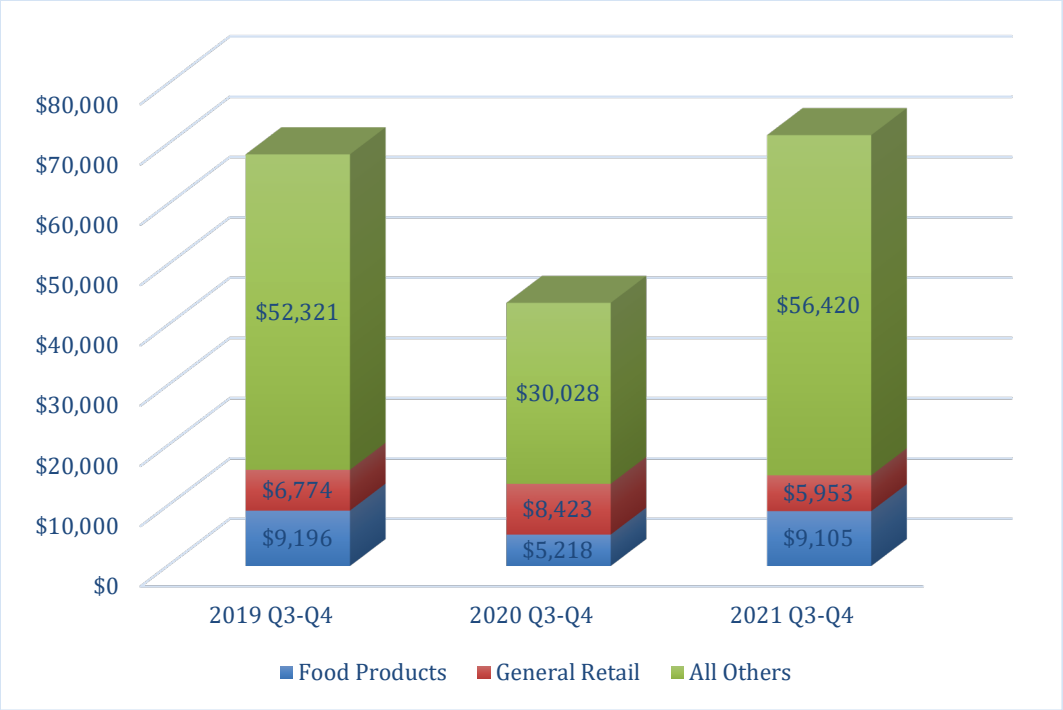


Figure 14: Summary of Sales Tax Receipts

Conclusions

The Alisal Street Complete Streets project is a road diet project with the following assumed benefits.

- Improved safety through the reduction of crashes and severity of crashes
- Create a calmer traffic environment on Alisal Street through speed reduction
- Enhance travel for bicyclists
- Improved pedestrian safety

While this report attempts to quantify the benefits of the project improvements on Alisal Street, an attempt has been made to assess the project impacts on traffic volumes and speeds on adjacent streets as well.

It should also be noted that the project is implemented during the COVID-19 pandemic when traffic on roadways is lower than usual conditions. The traffic volumes collected on Alisal Street and adjacent corridors in November 2021 are lower than the traffic volumes collected in November 2019 indicating that the traffic conditions did not reach the pre-pandemic conditions even when the data from Replica indicated that there is an overall increase in trips to and from Salinas in 2021. Because of this the data analysis also focused on differentiating project impacts and non-project impacts where needed. Comparisons were made between the post-project

conditions and pre-pandemic conditions in 2019 omitting the conditions in 2020 to avoid the effects of pandemic conditions on the data collected.

Based on the findings of the data analysis, the key conclusions are:

- There is an overall decrease in traffic volumes and speed within Alisal Street with the implementation of complete streets features.
- The project implementation did contribute to traffic calming on Alisal Street.
- Traffic Speeds on Alisal Street have declined but the prevailing speeds would still justify keeping the posted speed limits.
- The number of vehicles traveling 10+ mph over the posted speed limit declined significantly within Alisal Street (61 percent) and the adjacent corridors (54 percent).
- The traffic volumes have decreased on adjacent corridors. There is no indication that the traffic is diverted from Alisal Street to the adjacent streets due to the roadway capacity reduction on Alisal Street.
- There is an overall decline in pedestrian volumes along Alisal Street and other intersections by 38 percent. The overall decline in pedestrian volumes indicates that the project improvements did not have a direct impact on changes in pedestrian volumes. Travel pattern changes due to the COVID-19 pandemic may be attributed to this change.
- The bicycle counts along Alisal Street decreased in the AM peak (31 percent) and mid-day peak (8 percent) while the bicycle counts increased in the PM peak by 15 percent. The increase in the PM peak bicycle usage for recreational purposes along Alisal Street may be attributed to the project improvements but cannot be concluded without additional analysis.
- The average travel time has increased in both eastbound and westbound directions during the AM peak and Noon peak. The average travel time has decreased during the PM peak. The decrease in PM peak traffic volume is more than the decrease in AM peak and noon peak traffic volumes. In addition to a travel lane removal, there are other factors like the exclusive pedestrian phase contributing to delay and subsequent reduction of travel times on Alisal Street. The following recommendations are made to mitigate the unnecessary delays.
    a. Remove the exclusive pedestrian phase
    b. Consider the implementation of LPI
    c. Consider adaptive signal timing strategies on Alisal Street Corridor
- A reduction of 63 percent in overall crashes is observed post-project implementation. The reduction of broadside crashes may be attributed to new protected left-turn phase improvements. However, the sample size of crashes is small. It is recommended that the city continuously monitor the crashes to measure the safety effectiveness of the project.
- Sales tax receipts for businesses near Alisal Street Corridor have increased by five (5) percent. There may be various factors influencing this increase and may not be attributed to project improvements.

Alisal Street Complete Streets Before and After Study

This is an information report only. There is no recommend motion.

SALINAS
RICH IN LAND | RICH IN VALUES

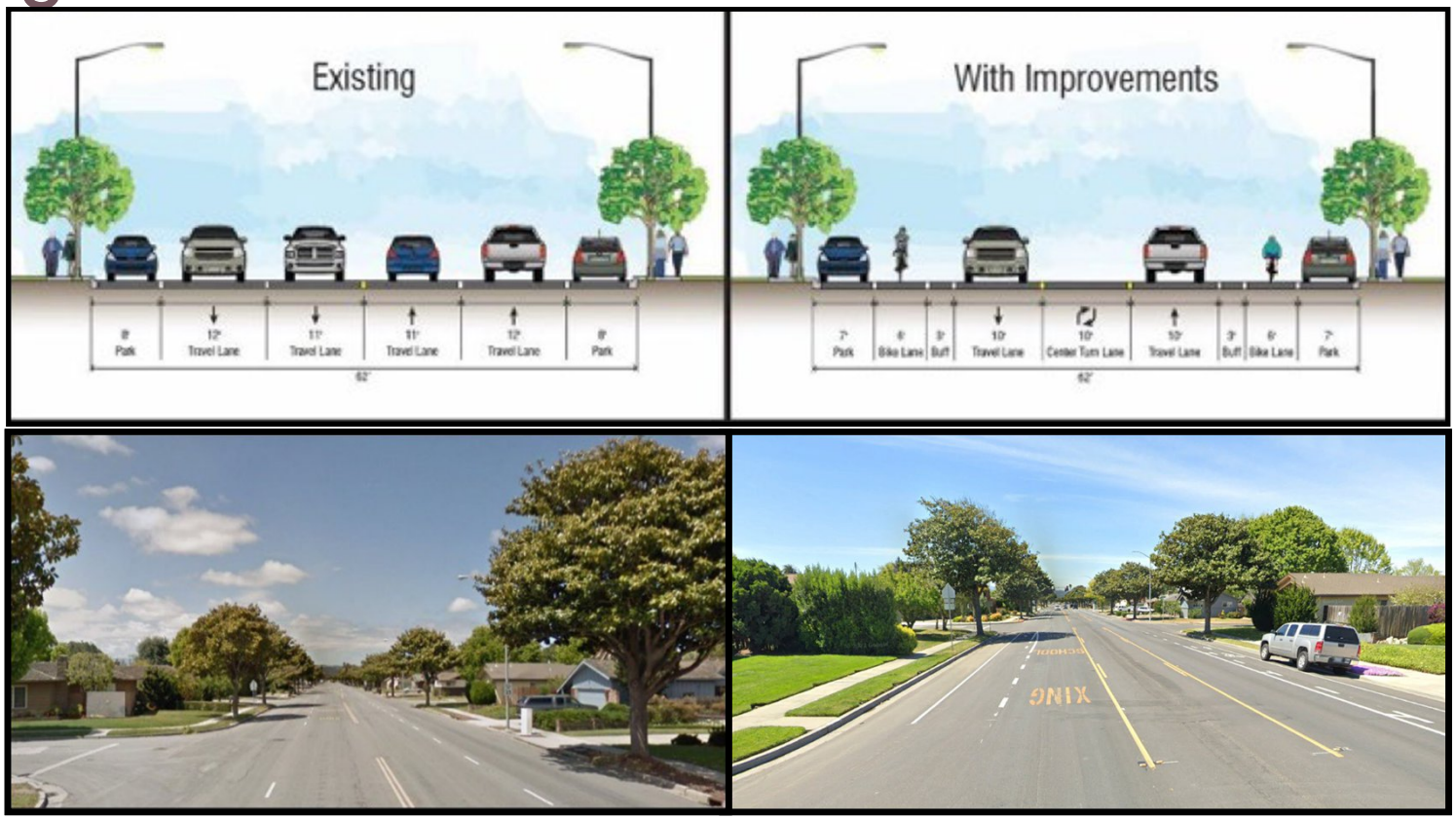
Andrew Easterling, Traffic Engineer
Public Works Department
October 4, 2022

Executive Summary

- The City recently completed a long-planned project on Alisal Street
- The project reconfigured the street from 4 lanes to three 3 lanes from Front Street to Blanco Road, and installed dedicated bike lanes, enhanced crosswalks, and provided protected left turn phases at the traffic signals.
- The City collected traffic data before and after the project to analyze the effects of the Downtown Complete Streets Project along Alisal Street. This report summarizes the before and after data collected by City staff.



Background


Existing
8' Park
12' Travel Lane
11' Travel Lane
11' Travel Lane
12' Travel Lane
8' Park
62'
With Improvements
7' Park
6' Bike Lane
3' Buff
10' Travel Lane
10' Center Turn Lane
10' Travel Lane
3' Buff
6' Bike Lane
7' Park
62'

Findings

Data Collected November 2019, and

November 2021

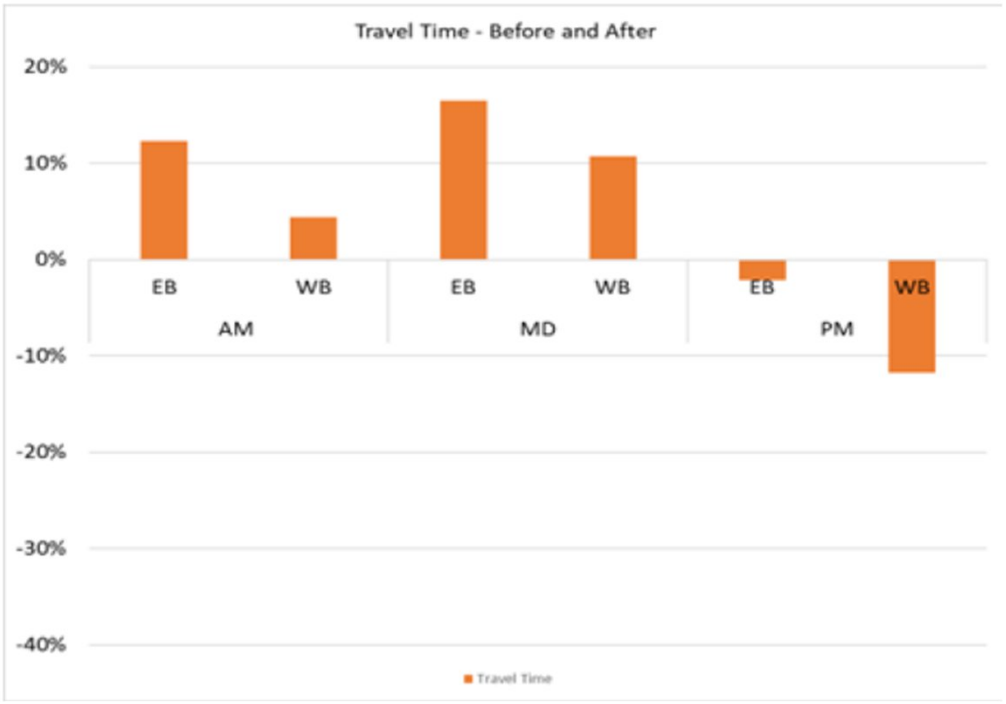
Street		Volume (ADT)	Volume Change		85% (mph)	10+ mph over speed limit	
			Vehicles	%		Vehicles	%
Central Ave	Before	6,130	-1,767	-29	34	52	-29
	After	4,364			34	37	
W Alisal St	Before	13,040	-4,115	-32	33	27	+
	After	8,926			31	47	
E Alisal St	Before	13,494	-3,739	-28	33	436	-67
	After	9,755			31	146	
John St	Before	13404	-1,095	-8	32	8	+
	After	12,309			30	39	
Main St	Before	24,230	-2,482	-10	29	33	-94
	After	21,749			26	2	
Homestead Ave	Before	3,626	-566	-16	30	13	+
	After	3,061			29	21	
Iverson St	Before	4,044	-343	-8	29	53	-75
	After	3,701			30	13	
Acacia St	Before	5,210	-671	-13	36	463	-78
	After	4,539			35	104	
Alisal St	Before	11,061	-2,266	-20	41	212	-58
	After	8,795			38	68	
Market St	Before	21,286	-3,185	-15	34	1,236	-48
	After	18,101			33	639	

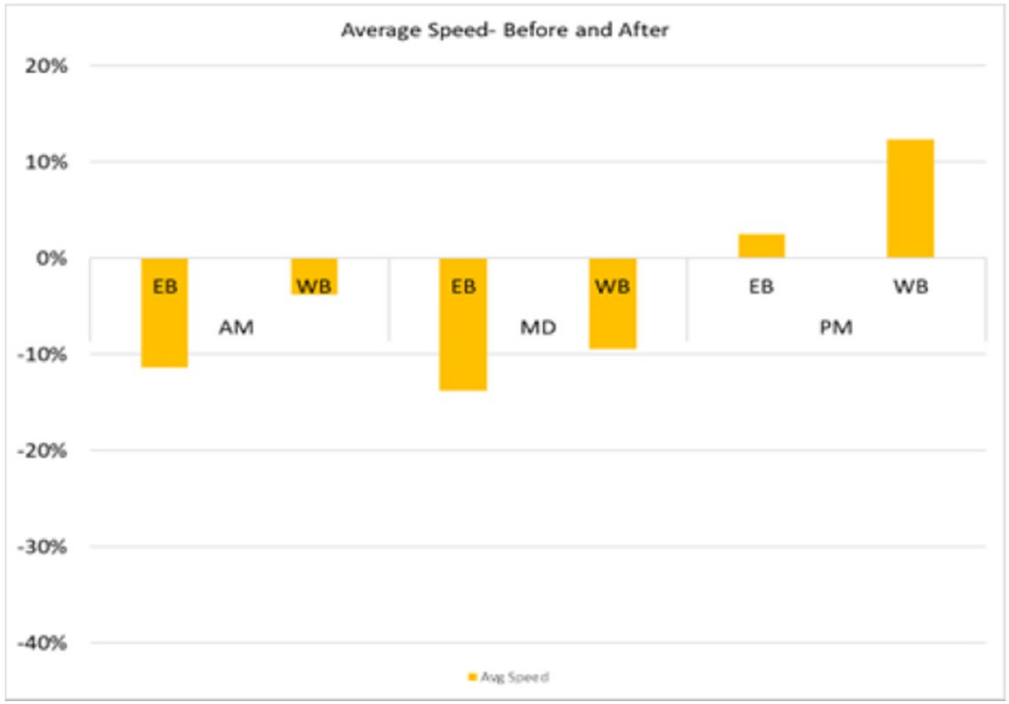
Findings

Intersection Volumes	AM Peak	Noon Peak	PM Peak	Peak Average
Vehicles	-21%	-23%	-26%	-24%
Pedestrians	-31%	-40%	-37%	-36%
Bikes	-31%	-8%	+15%	-7%

Data Collected November 2019, and November 2021

Findings


Travel Time - Before and After
20%
10%
0%
-10%
-20%
-30%
-40%
EB
WB
EB
WB
EB
WB
AM
MD
PM
Travel Time

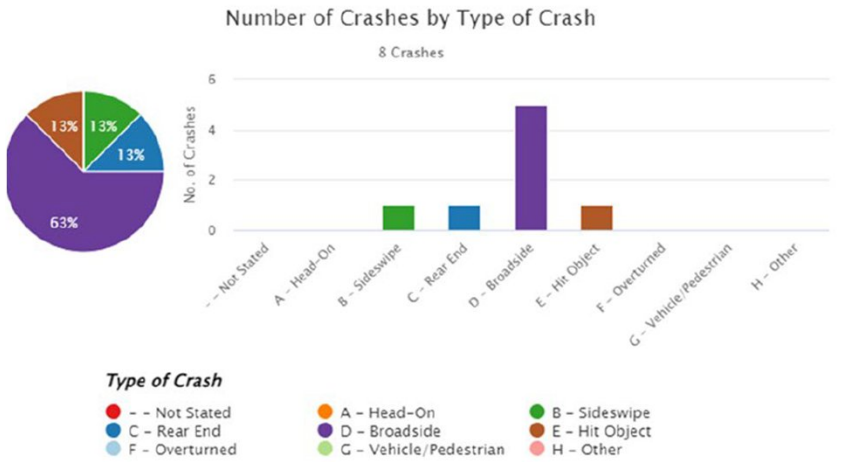

Average Speed- Before and After
20%
10%
0%
-10%
-20%
-30%
-40%
EB
WB
EB
WB
EB
WB
AM
MD
PM
Avg Speed

Findings

63% Reduction in overall Collisions

80% Reduction in Broadside Collisions

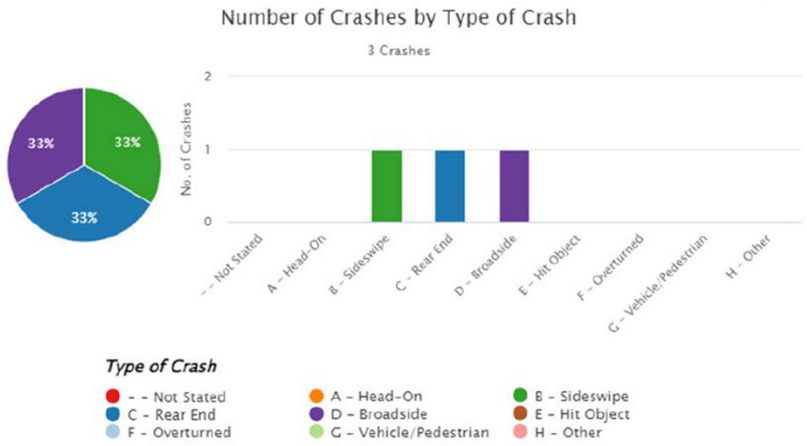
May 2019 to December 2019



Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	1	12.50%
C - Rear End	1	12.50%
D - Broadside	5	62.50%
E - Hit Object	1	12.50%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	0	0.00%
H - Other	0	0.00%

May 2021 to December 2021



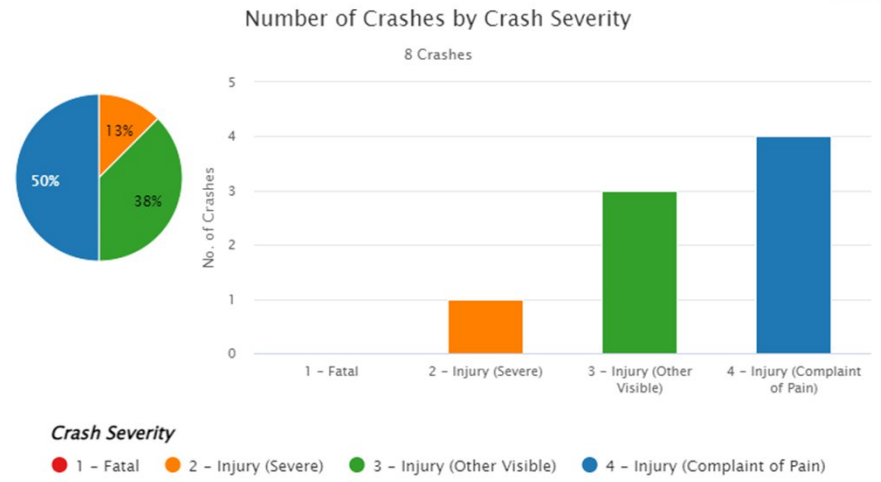
Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	1	33.33%
C - Rear End	1	33.33%
D - Broadside	1	33.33%
E - Hit Object	0	0.00%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	0	0.00%
H - Other	0	0.00%

Findings

Overall Collision Severity Reduction.

May 2019 to December 2019

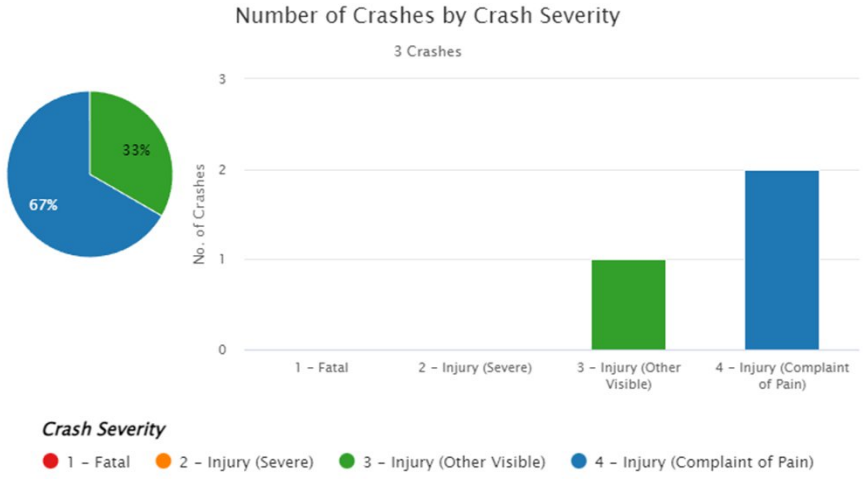


Show Zero

Crash Severity	Count	%
1 - Fatal	0	0.00%
2 - Injury (Severe)	1	12.50%
3 - Injury (Other Visible)	3	37.50%
4 - Injury (Complaint of Pain)	4	50.00%

1 Pedestrian
1 Bike

May 2021 to December 2021



Show Zero

Crash Severity	Count	%
1 - Fatal	0	0.00%
2 - Injury (Severe)	0	0.00%
3 - Injury (Other Visible)	1	33.33%
4 - Injury (Complaint of Pain)	2	66.67%

0 Pedestrian
0 Bike

Findings

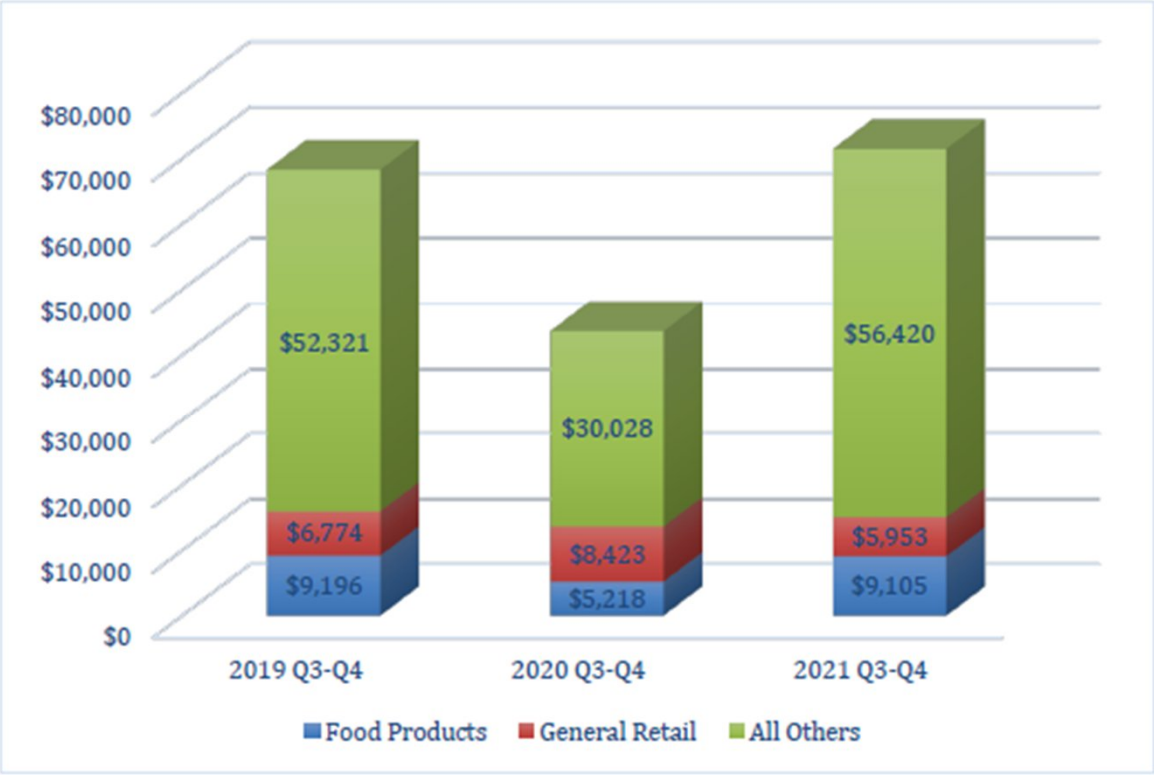


Figure 14: Summary of Sales Tax Receipts

Project Recognition

ITE
14,946 followers
4mo •

The City of Salinas Downtown Complete Streets Project implemented a road diet, converting a 4-lane road to a 3-lane road with buffered bike lanes. The lane reduction provided critical #safety improvements to all roadway users without removing nearly any on-street parking. Read more: https://lnkd.in/gR_R3xmc #LeadWithInfrastructure #ITEpublicagencyshowcase ITE Western District ITE Safety Council



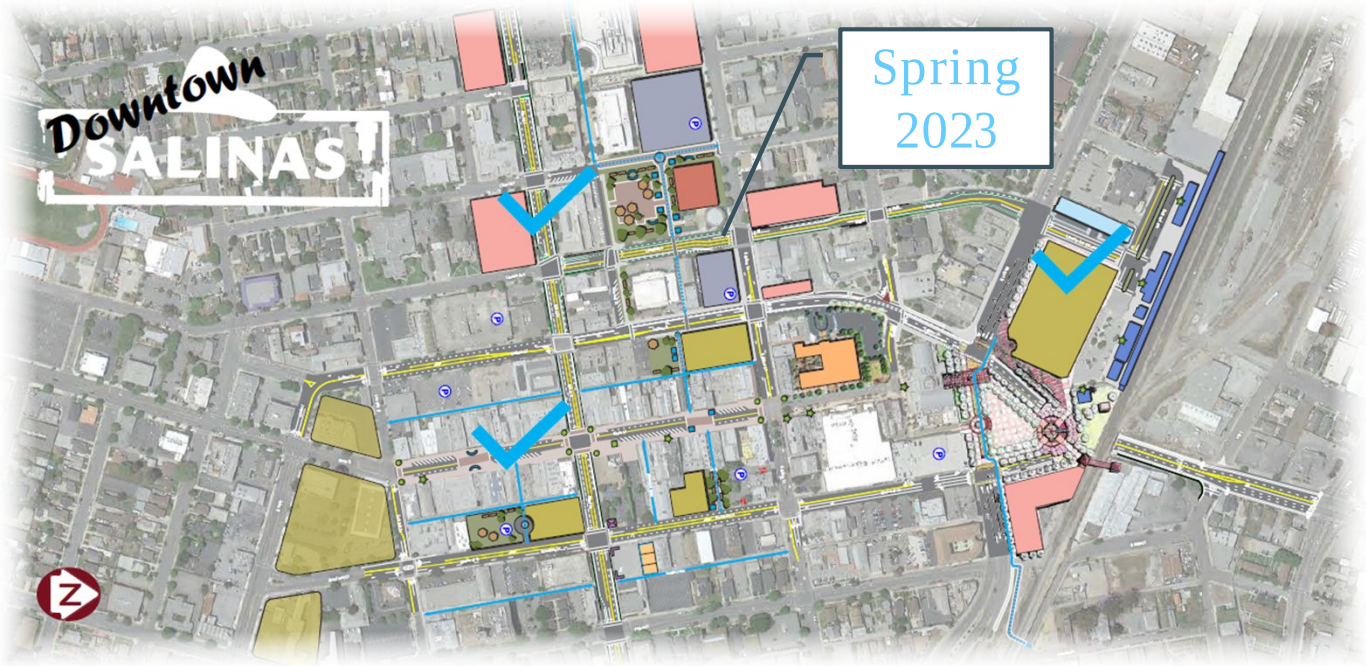
Public Agency Showcase

ite.org • 13 min read



Next Steps

- The City has received feedback from residents and downtown stakeholders.
- Criticism related to delays and signal operations has been a common concern.

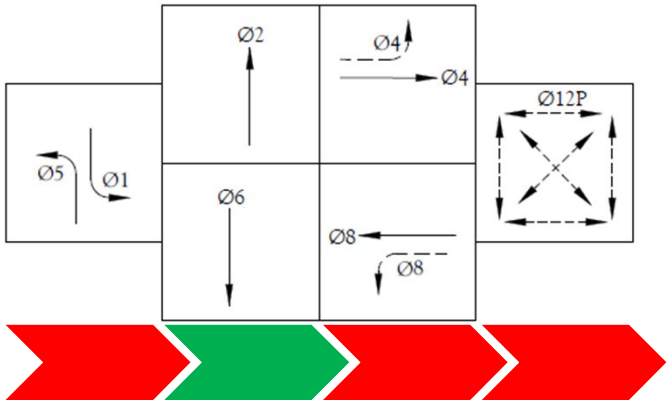


Next Steps

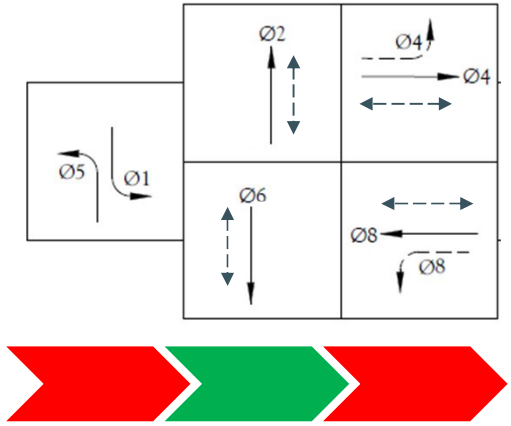
Options the City can consider to improve traffic flow



110 seconds



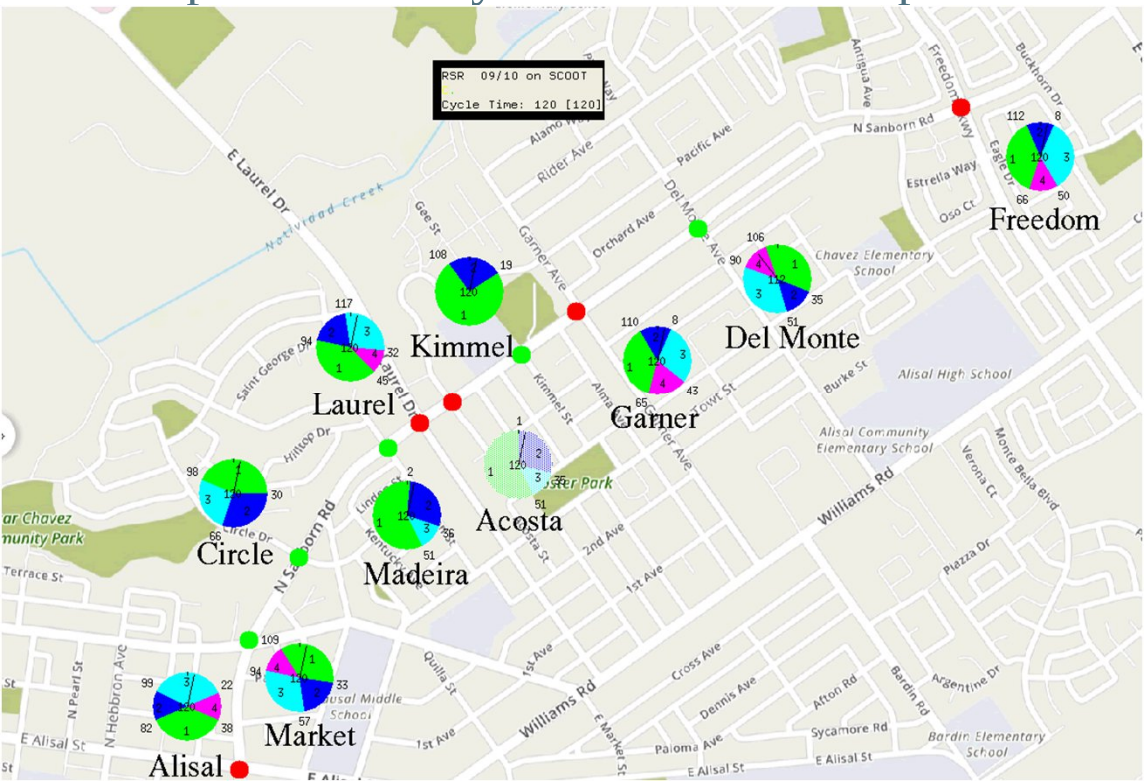
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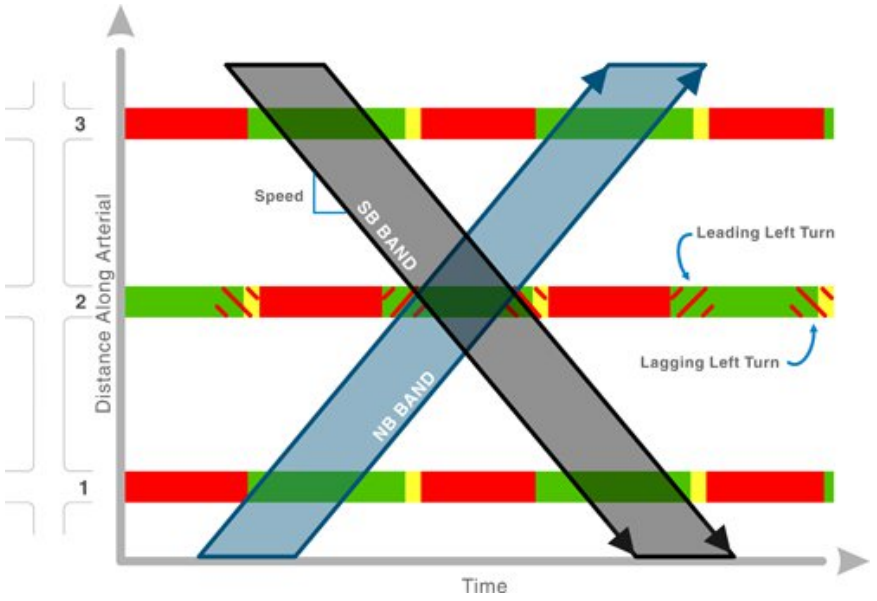


85 seconds

Next Steps

Options the City can consider to improve traffic flow





Recommendation

Receive the presentation and provide feedback.



File #: ID#22-518, **Version:** 1

Monterey-Salinas Transit (MST) Bus Stops Red Zones

Approve a Resolution establishing a total of approximately 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION**

FROM: **DAVID JACOBS, P.E., L.S., PUBLIC WORKS DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

TITLE: **MONTEREY-SALINAS TRANSIT (MST) BUS STOPS RED ZONES**

RECOMMENDED MOTION:

A motion to approve a Resolution establishing 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street.

RECOMMENDATION:

It is recommended that the City Council approve a Resolution establishing 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street.

DISCUSSION:

Monterey Salinas Transit (MST) is the provider of public transit services throughout Monterey County and operates an extensive network of bus routes through Salinas. On February 10, 2022, the Traffic and Transportation Commission received a presentation on the Comprehensive Operational Analysis (COA). This included re-evaluating where and how often the bus should run in and around Salinas. The COA was adopted by the MST board on February 14, 2022 (Attachment 1). The network changes are now starting to go into effect.

Line 49 – Santa Rita via Northridge currently services the Santa Rita community on Bolivar Street, Van Buren Avenue between Bolivar Street and San Juan Grade Road, and San Juan Grade Road between Van Buren Avenue and North Main Street. MST is expanding its service along Van Buren Avenue and updating the bus stop locations to its Line 49. MST is requesting the installation of bus stop red zones to ensure buses can access the curb at the new bus stops. Each stop will require 90 feet of clear curbside access to ensure a 40-foot-long bus can access the curb. At Van Buren Avenue near Russel Road 90 feet of curbside is proposed as a bus stop red zones. At Van Buren Avenue near Eisenhower Street the proposed bus stop is located between two 20-foot-wide driveways and only 50 feet of curbside is proposed as bus stop red zone. These red zones will include the letters “BUS ZONE” in white stencil on the top of the red curb makings. Parking in a bus zone is a higher citation than parking in a typical red zone.

Line 45 – East Market-Creekbridge currently provides service between the Salinas Transit Center, East Market St, North Sanborn Rd, Freedom Parkway, Constitution Blvd and Independence Blvd (Creekbridge), East Boronda Rd and Northridge Mall. MST is modifying the route to provide a loop at Creekbridge and drop service on Boronda Rd and Northridge Mall. The loop will include new stops at Nantucket Blvd at Independence Blvd, Nantucket Blvd at Hemingway Dr, Nantucket Blvd at Declaration St, Constitution Blvd at Nantucket Blvd, and Constitution Blvd at Beacon Hill Dr. Each of the new bus stop locations for Line 45 are currently no parking zones, and no additional red zones would be required.

Several of the proposed new bus stops will require ADA landings adjacent to the face of curb. The City will coordinate the installation of the new ADA landings using the job order contract. MST will reimburse the City the cost of the installations.

TRAFFIC AND TRANSPORTATION COMMISSION:
At its September 8th, 2022 the Traffic and Transportation Commission voted unanimously (6-0) to approve a motion recommending to City Council the approval of a Resolution establishing 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street.

CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consist of operation and minor alteration of an existing City street.

STRATEGIC PLAN INITIATIVE:

Bus stops red zones support the Council's goal of "Public Safety" and "Infrastructure and Environmental Sustainability".

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund with the proposed improvements. MST will reimburse the City for the cost to install the red zones and the ADA landings.

Scope of Work	Estimated Cost
Red Zones (Installed by City Staff)	$200.00
3 MST Landings (JOC Contractor)	$9,114.00
Total Estimate	**$9,314.00**

ATTACHMENTS:
Resolution
Attachment 1: MST Comprehensive Operational Analysis
Attachment 2: MST Existing Network Map
Attachment 3: Proposed Changes to Lines 45 and 49
Attachment 4: Proposed Bus Stop Red Zones

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

A RESOLUTION ESTABLISHING A TOTAL OF APPROXIMATELY 140 FEET OF BUS STOP RED ZONES ALONG VAN BUREN AVENUE SOUTH OF RUSSELL ROAD AND VAN BUREN AVENUE NORTH OF EISENHOWER STREET

WHEREAS, On February 14, 2022 the Monterey-Salinas Transit agency adopted the Comprehensive Operational Analysis which proposes modifications to the existing network of bus routes in the City of Salinas; and

WHEREAS, the Monterey-Salinas Transit agency is now preparing to re-route segments of lines 45 and 49; and

WHEREAS, two new red zones are required for new proposed Monterey-Salinas Transit stops on Van Buren Avenue; and

WHEREAS, Public Works staff recommend that the City Council approve a Resolution establishing 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street; and

WHEREAS, The Traffic and Transportation Commission unanimously (6-0) to approve a motion recommending to City Council the approval of a Resolution establishing 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street; and

WHEREAS, the City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consist of operation and minor alteration of an existing City street; and

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby approves a Resolution establishing 140 feet of bus stop red zones along Van Buren Avenue south of Russell Road and Van Buren Avenue north of Eisenhower Street.

PASSED AND APPROVED this 4th day of October, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

MST
MONTEREY-SALINAS TRANSIT

Comprehensive Operational Analysis
Final Network Plan

"Advocating and delivering quality public transportation as a leader within our community and industry."



February 2022

JARRETT WALKER + ASSOCIATES

AMMA TRANSIT PLANNING

CJI Research

DAN BOYLE & ASSOCIATES, INC.

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Appendix A - Summary of Phase 2 Public Outreach Meetings

1 Introduction

Why does MST's network of bus lines need a redesign?

Monterey-Salinas Transit (MST) is considering significant changes to its bus network in the course of this study, the Comprehensive Operational Analysis (COA). These changes are being proposed in response to:

- An initial assessment of the issues faced by the existing network, detailed in the Choices Report[1].
- A consultation with stakeholders and members of the public about their values and priorities for transit; and conversations with bus riders about their experiences with the existing system.
- Direction from the MST Board of Directors' Operations Performance Committee to make changes that respond to the concerns we heard.

The key reasons for change are summarized in this section.

1. The last full system review was over two decades ago.

Many transit agencies review their entire network every five to ten years, to make sure service matches the community's needs. The last time MST undertook such a comprehensive study was in the late 1990s.

Many changes have taken place in and around Monterey County since then. But without consistent policy on where and how much service to provide, MST has responded separately to many individual requests for service. This approach has helped meet well-identified needs, but has not always contributed to more effective service for everyone.

1 The full Choices Report and other materials related to this study can be consulted on MST's website at http://mst.org/coa

2. Most lines operate at very low frequencies.

The result is a network of many overlapping lines, each doing something that someone requested, but mostly running too infrequently to be worth the wait for anyone else travelling in the same direction.

Only two MST lines consistently run every 30 minutes or better on weekdays: Line 41 in Salinas, and Line 20 from Monterey to Salinas. Almost everything else runs once an hour or less[2].

In fact, nearly half of MST lines operate once an hour or less[3], connecting small numbers of people to specific buildings or facilities. These specialized and very infrequent services tend to overlap with other lines, resulting in a very complex web of service. The same trip might require using different routes at different times of day, and take very different amounts of time, regardless of traffic conditions.

This is especially pronounced in the Monterey and Seaside area shown in Figure 1. Many of the lines on this map operate less than once an hour, and have very short unique segments. **Because each line has to operate on its own schedule, overlapping lines don't result in high combined frequency.**

For example, there may be four direct buses per hour between Monterey Transit Plaza and Del Monte Center on weekdays from 7 AM to 6 PM. However, during that eleven hour span, there are at least nine 30-minute gaps between southbound buses.

2 There are two main exceptions: (a) the JAZZ A and B, which each run every 36 minutes on weekdays, and combine to every 18 minutes on Fremont Blvd., and (b) Line 24 from Monterey to Carmel Valley, which operated every 40 minutes on weekdays until September 2021..

3 As of early 2021, 14 of the 32 MST lines currently in operation run eight times per day or less.

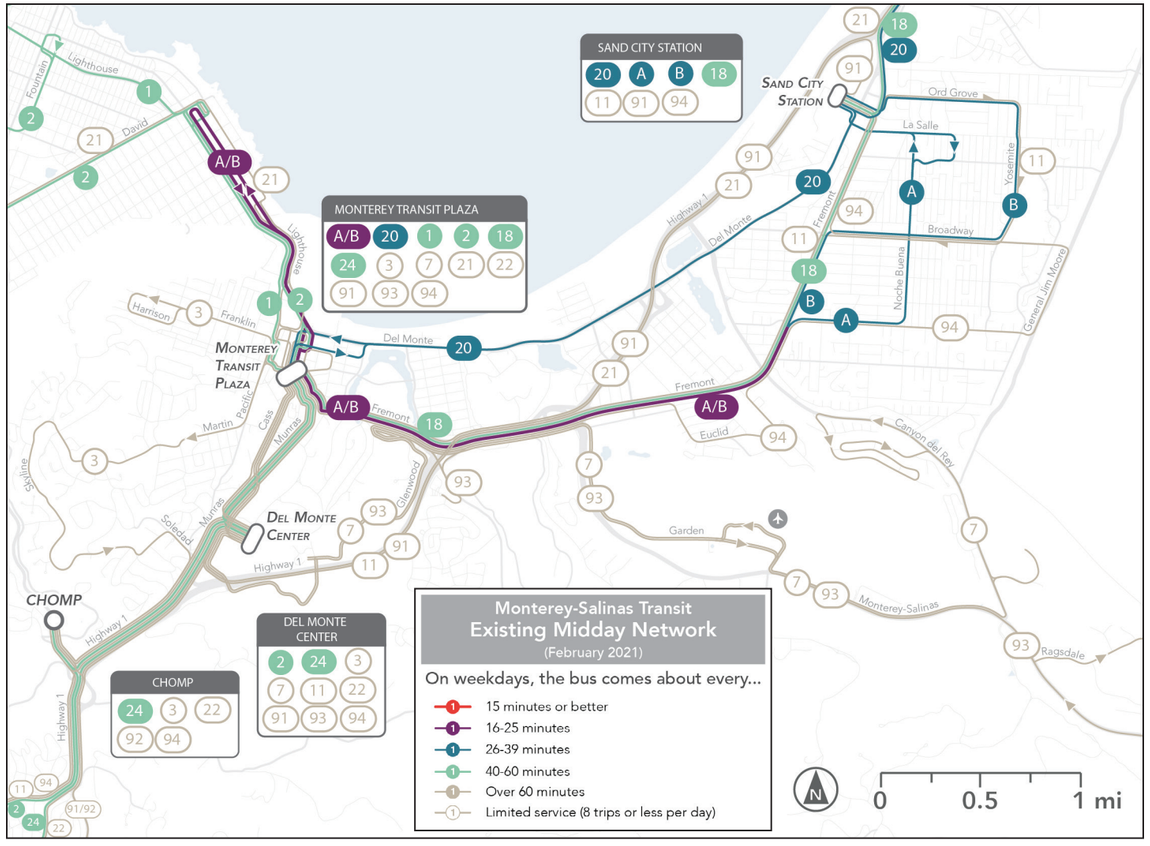


Figure 1: Map of MST's fixed-route network in Monterey and Seaside, with lines color-coded by frequency.

A number of MST lines operate just a few times per day, connecting small numbers of people to specific buildings or facilities.

3. It can take a very long time to get from A to B, even when those places are nearby.

Transit is useful to people when it extends the range of places they can go. But **low frequencies mean that few people can use transit to get anywhere in a reasonable amount of time.** This is true even when travelling relatively short distances, as in the following examples.

Example: How do you get from Seaside to Pacific Grove?

Let's imagine you are a retail worker living in the center of Seaside, and you need to reach your job at Country Club Gate Center in Pacific Grove (6 miles away) for the start of your shift at noon on weekdays. Here's what you would need to do:



1 Hour 29 Minutes
5 minutes walking, 55 minutes waiting, 29 minutes riding

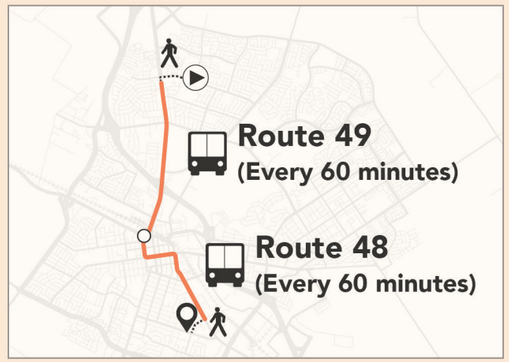
- Start trip at home at Olympia & Terrace (Seaside) at 10:31am.
- Walk 3 minutes to the stop at Olympia & Broadway.
- Wait 5 minutes for Jazz B to the Aquarium.
- Ride **Jazz B** for 23 minutes to Foam & Irving (Monterey).
- Arrive 11:02am. Wait 16 minutes for Line 2. Get on at 11:18am.
- Ride **Line 2** for 6 minutes to Forest & Forest Hill (Pacific Grove).
- Walk 2 minutes to get to Country Club Gate Center at 11:26am.
- Wait 34 minutes for start of work at 12:00pm.

Notice that this trip includes a total of only 29 minutes actually riding the bus, and that *you would spend more time waiting at your destination than you would getting there.*

The key problem in this example is the low frequency of Line 2. If Line 2 came every 30 minutes instead of once an hour, this could halve the length of the trip. In that case, you could catch a later Jazz B at 11:15, wait only 10 minutes in Monterey to connect to Line 2 at 11:48, and wait only 6 minutes at the end, for a total of 48 minutes.

Example: How do you get from North Salinas to South Salinas?

Let's imagine you are a hospital worker living near North Salinas High School. You need to reach your job at Salinas Valley Memorial Hospital (4.5 miles away) for the start of your shift at 9 AM on weekdays. Here's what you would need to do:



1 Hour 20 Minutes
17 minutes walking, 42 minutes waiting, 21 minutes riding

- Start trip at Alvin & McKinnon (Salinas) at 7:40am.
- Walk 11 minutes to the stop at Main & Alvin.
- Wait 5 minutes for Line 49 to Salinas.
- Ride **Line 49** for 14 minutes to Salinas Transit Center.
- Arrive 8:10am. Wait 20 minutes for Line 48. Get on at 8:30am.
- Ride **Line 48** for 7 minutes to Abbott & Los Palos.
- Walk 6 minutes to get to Salinas Valley Memorial Hospital at 8:43am.
- Wait 17 minutes for start of work at 9:00am.

Notice that this trip includes a total of only 21 minutes actually riding the bus, and that *you would spend more time waiting at Salinas Transit Center than on either bus.* A fit adult could walk from Salinas Transit Center starting at 8:10 AM and arrive at the hospital at the same time as someone who had waited for Line 48. They might even be able to walk the whole way from home.

The key problem in this example is both low frequencies and the lack of a timed transfer at Salinas Transit Center. If Lines 48 and 49 were timed to arrive together at Salinas Transit Center at 8:25 AM and leave together at 8:30 AM, you could leave home 15 minutes later. If they both came every half hour and were timed to leave Salinas Transit Center at 8:15 AM and 8:45 AM, you could leave home 30 minutes later, for a 48 minute trip.

These are just two of many possible examples. Many prominent destinations are served once an hour or less, and people traveling to them by transit would have similar or even longer trips.

4. Where people live and work has changed.

The last 25 years have seen important shifts in where people live and work. Since the late 1990s:

- The population of the greater Monterey area and rural areas of the North County have stagnated.
- Marina experienced a significant decline in the 2000s, but has had the strongest growth of any community in Monterey County in the 2010s and continues to have the largest number of ongoing residential development projects.
- Salinas has grown slightly but unevenly. The population has grown significantly in North Salinas, while it has tended to decline or stagnated in East and South Salinas.
- Cities in the Highway 101 corridor south of Salinas grew strongly in the 2000s, but that growth slowed down significantly in the 2010s.
- The prominence of the military as a source of economic development has decreased following the closure of Fort Ord.
- The agriculture, retail, service, hospitality and higher education sectors have all become correspondingly more important.

Although some cities on the Monterey Peninsula are now showing renewed interest in growth and development, **the structure of existing water rights means that future growth will likely be concentrated in the Highway 101 corridor south of Salinas.**

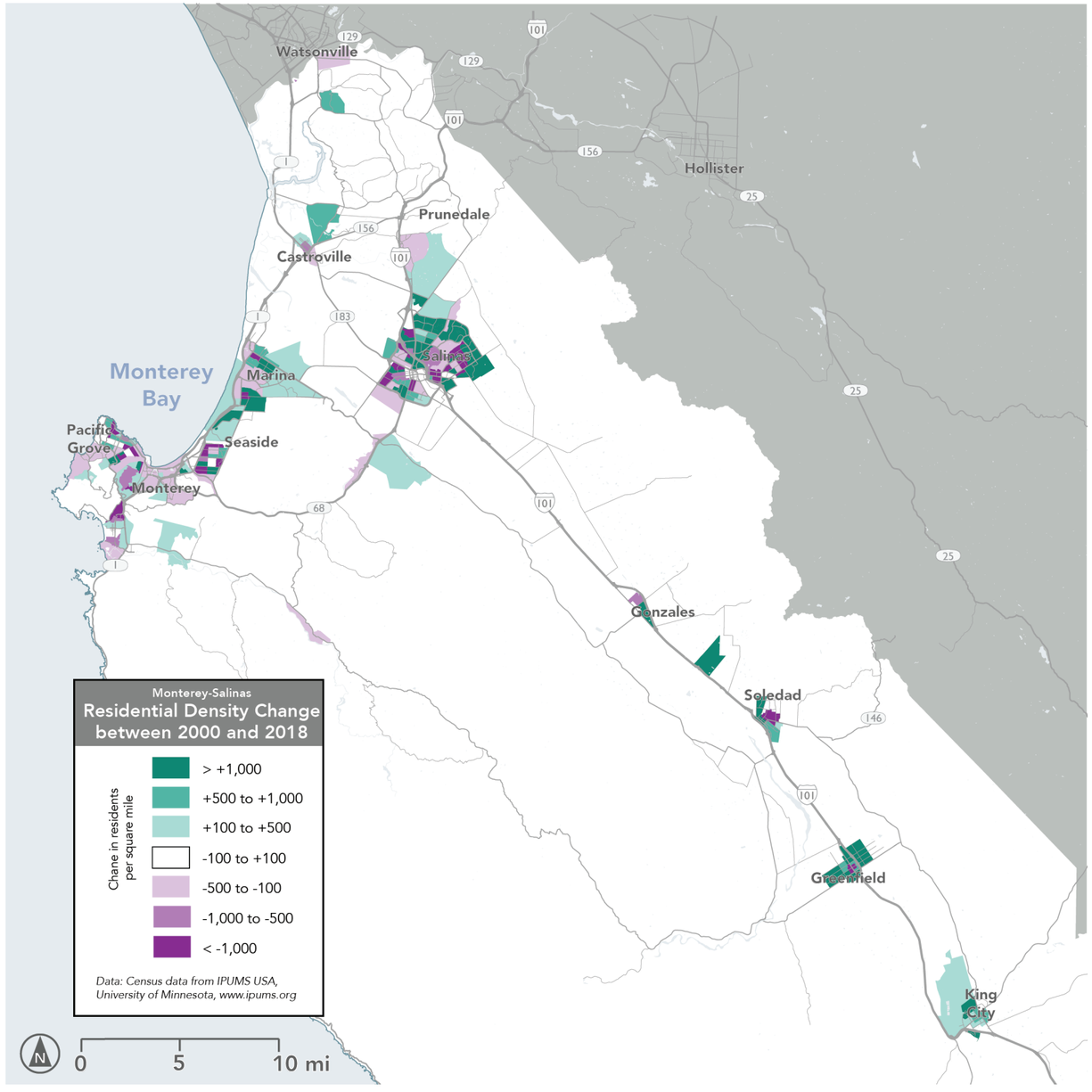


Figure 2: Regional map of change in population density. Growth has largely been concentrated in the outer neighborhoods of Salinas and in the cities of Gonzales, Soledad, Greenfield and King City.

5. There is unmet demand for service in Salinas.

Salinas is the largest population and job center in Monterey County, accounting for 36% of the population and 30% of jobs. There are good reasons to think many of the trips that happen in Salinas could be served by transit.

For one, Salinas is relatively compact and dense. The entire city of 155,000 people fits in a 5x5 mile area, and a large share of its jobs are located either Downtown or on long, straight main streets. As a result:

- Most bus stops in Salinas are located within a 1/2-mile of several thousand residents.
- Many of the places people need to go can be reached in a relatively short trip, that could be effectively served by frequent transit.

Salinas also has a relatively high poverty rate, implying that many people are in need of public services, including transportation. Many people in Salinas live in large households, where there are often fewer cars than people who need to go places.

Despite this, large parts of the city are served by lines that operate once an hour or less. With such infrequent service, an able bodied adult can walk most of the way across Salinas in the time it takes before the next bus comes. But very few people have the time to do that.

	Population	Jobs	% MST Service *(Fall 2020)*	% MST Ridership *(Fall 2020)*
Monterey Bay and Peninsula *(includes Carmel, Del Monte Forest, Pacific Grove, Monterey, Del Rey Oaks, Seaside, Marina)*	27% (115,000)	28% (48,000)	52% (2,000 hours/week)	45% (13,000/week)
Salinas *(includes Salinas, Boronda)*	36% (157,000)	30% (51,000)	35% (1,350 hours/week)	42% (12,200/week)

Figure 3: Table comparing the population and ridership in the Monterey and Salinas areas to the amount of MST weekly scheduled in-service hours.

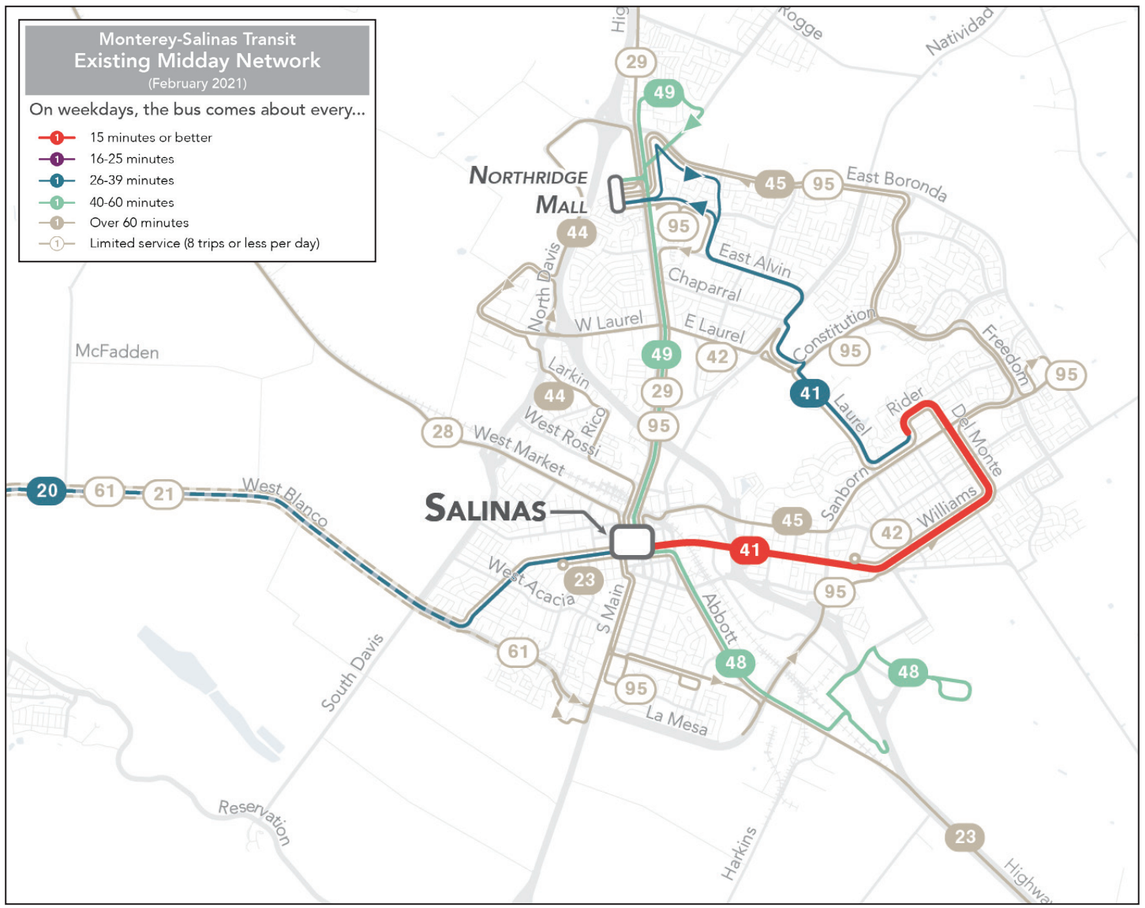


Figure 4: Map of MST's fixed-route network in Salinas, with lines color-coded by frequency. All but two lines (20 and 41) operate once an hour or less.

6. The pandemic has brought more focus onto equity issues.

Establishing the way out of pandemic-era planning is another key reason for this study.

During the pandemic, both MST service levels and ridership declined considerably. Comparing Fall 2019 to Fall 2020:

- MST reduced service by over 30%.
- Weekday ridership was almost 75% lower, from over 13,500 to less than 3,700 boardings per day on fixed routes.
- Weekend ridership was about 60% lower, and at par with weekdays. On weekends, boardings went from about 9,000 boardings per day to just under 3,500 per day.

The pandemic especially caused much lower peak-hour demand. Prior to March 2020, MST experienced significantly higher ridership on weekdays between 7:00 AM and 8:00 AM and between 2:00 PM and 5:00 PM, and provided a higher level of service in response.

As schools, offices, and many hospitality businesses either closed or significantly reduced their operations, rush hour ridership came down to midday levels. Figure 6 shows that MST experienced about the same level of ridership from 7:00 AM to 6:00 PM, and no longer provided additional service at peak hours.

In addition, **ridership declines were considerably less steep in areas with many low-income people of color, suggesting that a large share of pandemic-era transit riders have been essential workers.**

This is consistent with trends in transit ridership observed throughout California and nationwide.

As the pandemic evolves and recedes, it will remain important to understand the needs of the people whose travel purposes are so essential that they continued even in a public health emergency.

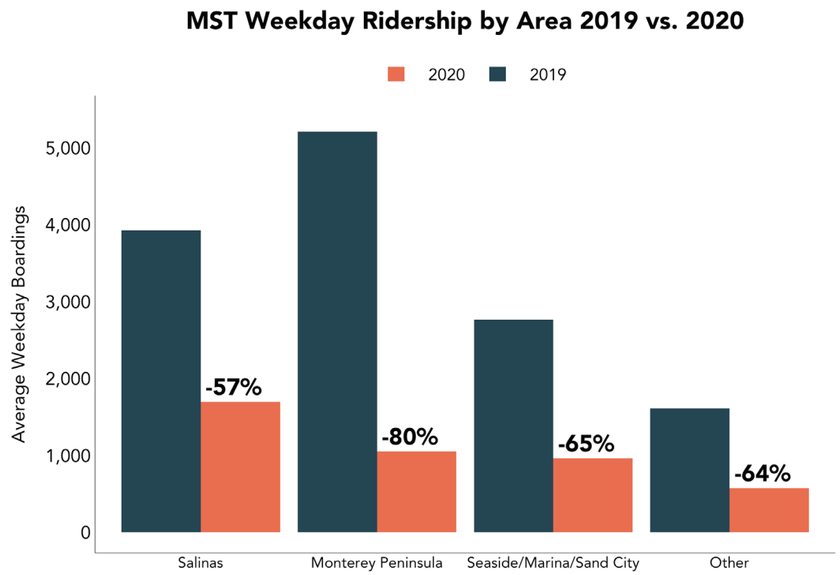
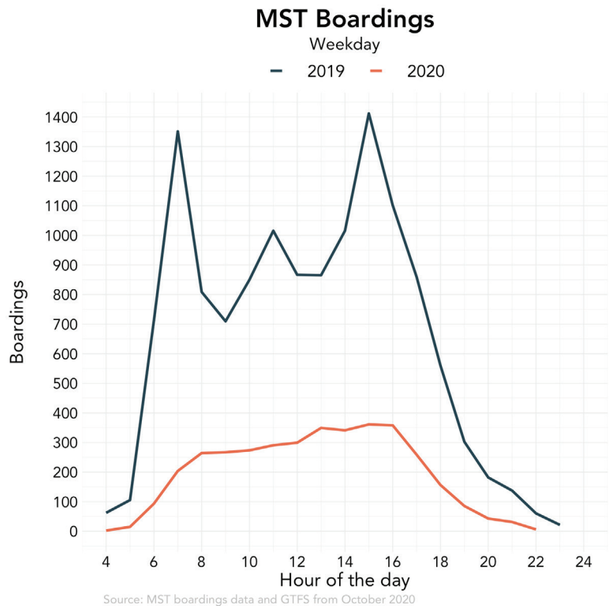


Figure 5: How MST ridership changed from Fall 2019 to Fall 2020, by area of Monterey County.



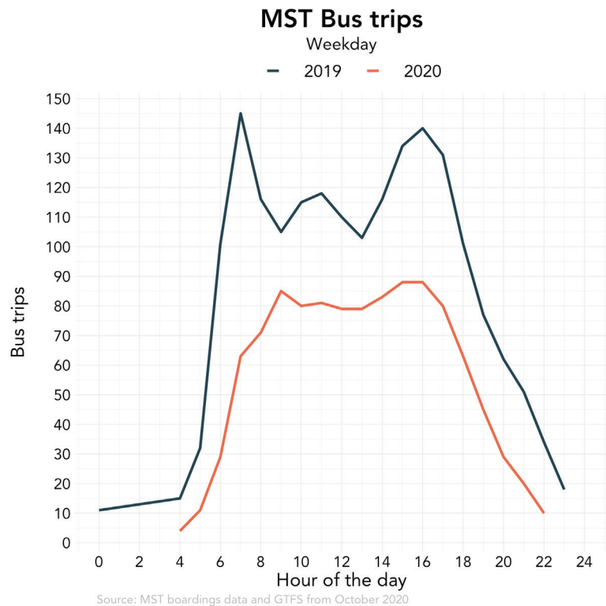


Figure 6: How MST boardings (left) and total bus departures (right) per hour on weekdays changed from Fall 2019 to Fall 2020.

The Challenge of Planning a Good Transit Network in Monterey County

1. Relatively few people live in dense parts of cities.

Fixed-route transit relies on the ability and willingness of strangers to share a vehicle. To make this possible, several people along any bus line need to be interested in going to places the bus is going. To achieve high ridership, you must have many people near bus lines going to many destinations.

There are people and jobs throughout Monterey County. But **there are very few places where many people live in close proximity, or where many jobs are located in a small area.**

Almost all of those places appear shaded in color on the map in Figure 7, and all of MST's most productive lines (in ridership terms) focus on these areas:

- JAZZ A/B: Monterey-Seaside-Sand City.
- Line 18: Monterey-Seaside-Marina
- Line 20: Salinas-Marina-Sand City-Seaside-Monterey
- Line 41: East Salinas-Downtown Salinas
- Line 49: North Salinas-Downtown Salinas

With few exceptions[1], these are the areas where a well-funded, well-designed and well-operated transit system might be expected to generate high ridership, in the absence of a global pandemic. Taken together, they account for only half the population and jobs of Monterey County.

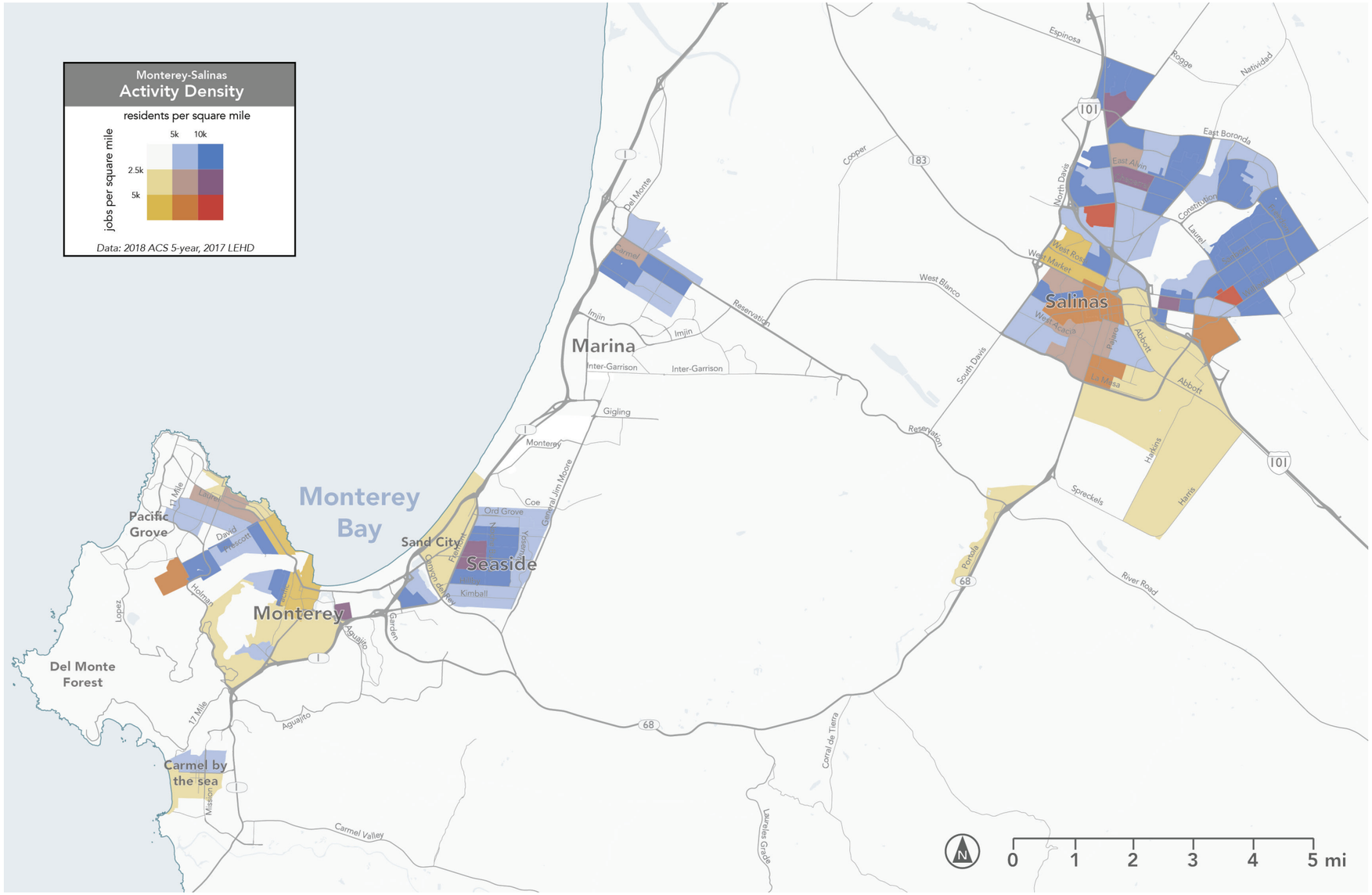


Figure 7: Map of combined population and job density in the greater Monterey and Salinas areas.

1 Most notably CSUMB, which does not appear in this map but is a large and growing center between Downtown Marina and Seaside.

2. There is no one "Downtown."

Even in a spread-out community, it may be possible to generate significant transit ridership if there are places where almost everybody needs to go on a regular basis.

We can identify these places on a map, by counting how many jobs are within walking distance of any point. Offices, retail, hotels, restaurants, social services, colleges, hospitals and many other destinations are all places where there are jobs and where people need to go. Places where many such destinations are within walking distance of each other are natural hubs for transit service.

The map in Figure 8 shows us that the largest such centers are in Downtown Monterey and Downtown Salinas. This is why MST builds most of its service around the Monterey Transit Plaza and the Salinas Transit Center.

But the map also shows a major challenge in generating high ridership even with this design: **neither of the county's two largest centers account for a large share of county-wide jobs[1].**

This reflects what anyone who lives in Monterey County already knows: there's no one "Downtown" where someone could go for nearly everything they might need.

That means that **any successful transit system in Monterey County needs to connect the centers of Monterey and Salinas with a wide variety of smaller destinations that also generate many trips, like colleges, hospitals, smaller town centers and suburban shopping centers.**

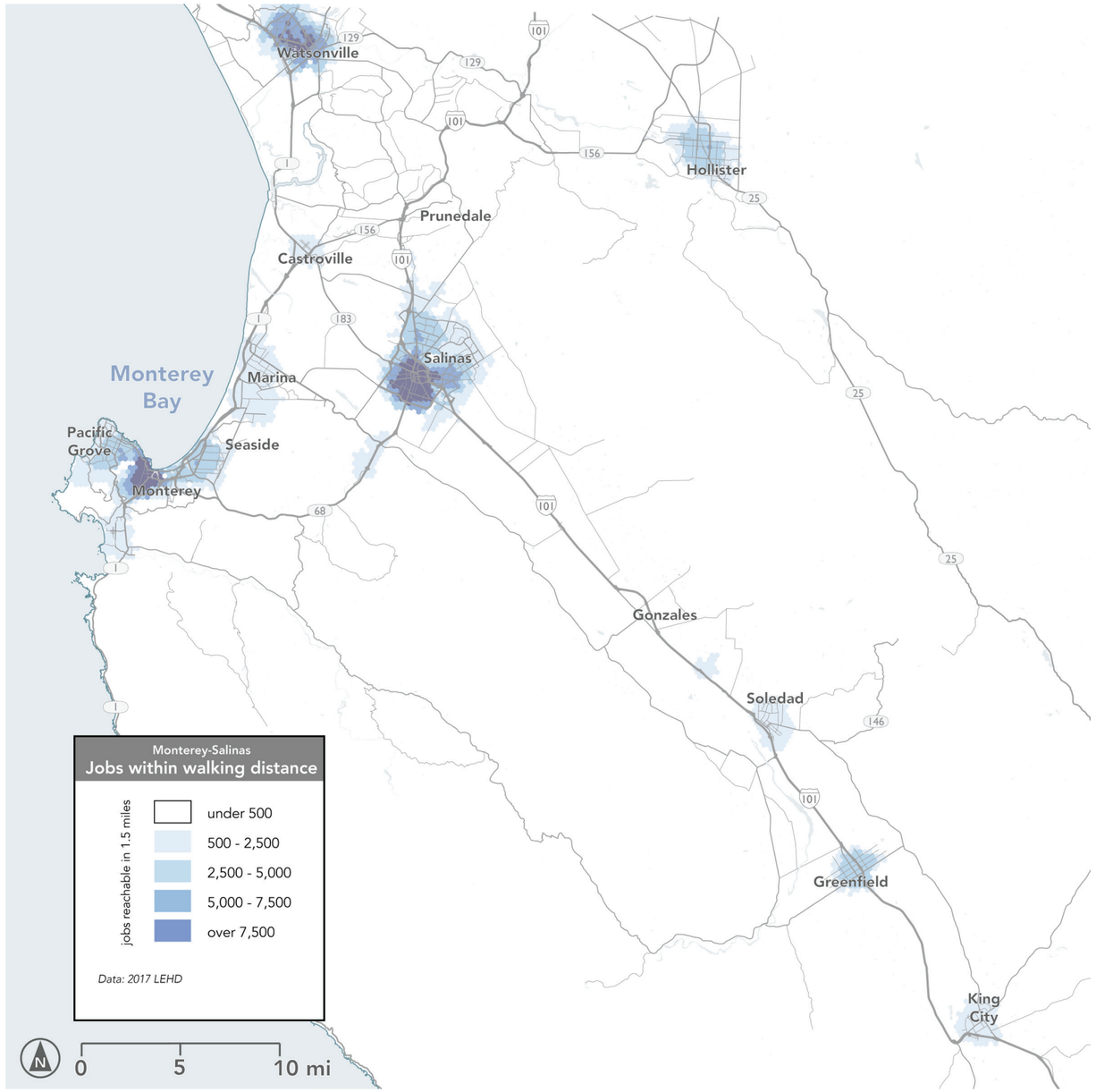


Figure 8: Regional map showing the number of jobs within walking distance, defined as 1.5 miles, or a 30 minute walk by an able-bodied adult.

1 There were over 170,000 civilian jobs in Monterey County in 2017. The most central point in Downtown Monterey was within 1.5 miles of 9,900 jobs (6% of county-wide jobs). The most central point in Downtown Salinas was within 1.5 miles of 14,900 jobs (9% of county-wide jobs).

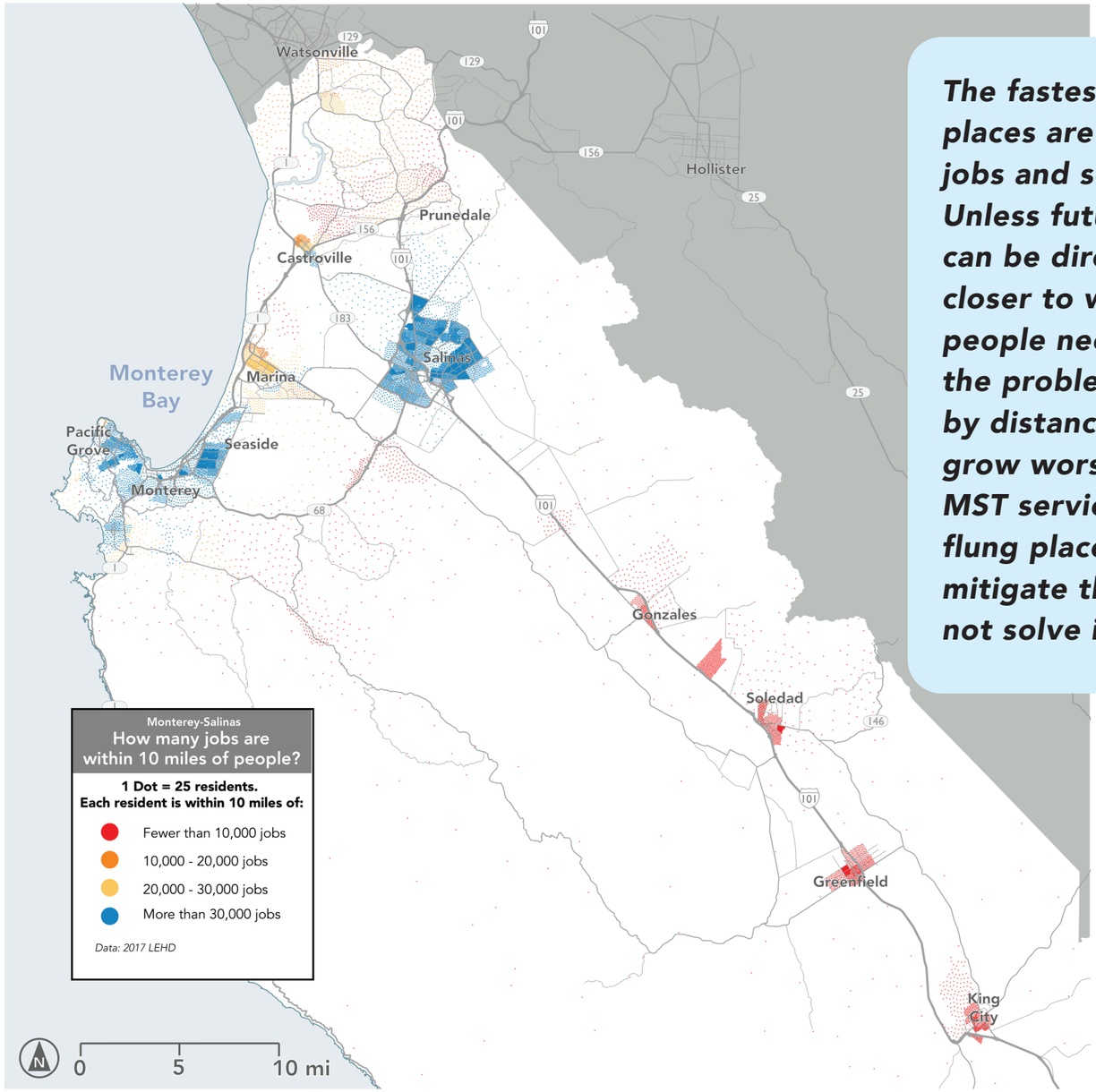
3. A growing number of people live very far from the places they need to go.

The places that are growing the fastest are the places that are the farthest from significant concentrations of jobs: Marina, and the cities of Gonzales, Soledad, Greenfield and King City.

Even in a future with fast bus service and more rail, **when so many people live so far away from the places they need to go, someone has to pay the price of distance.** Distance must be crossed, which takes time and money that can't be spent towards other things people value. This means:

- More people bear the cost of owning and maintaining more cars, to access opportunities that might be accessible by transit if they lived closer in.
- Those who can't drive or get a ride from a friend spend hours on transit, and hours waiting, to cover that distance.
- To serve these often disadvantaged communities more equitably, MST needs to spend more of its budget on distance, which means less can be spent on high frequencies or long hours of service, undermining ridership potential.
- A long cascade of social, health, economic and environmental problems follow.

This network redesign examines ways that transit access can be increased despite the high cost of distance. But unless future housing development can be redirected closer to where most people work, shop, and access services, the problems caused by distance will grow worse, and transit alone will not be the savior.



The fastest growing places are far from jobs and services. Unless future housing can be directed closer to where people need to go, the problems caused by distance will grow worse. More MST service to far-flung places can only mitigate this issue, not solve it.

Figure 9: Regional map showing the number of people living in locations that are near many jobs (in blue) vs. in locations that are near very few jobs (in red).

2 Key Choices in Redesigning the Network

Ridership vs. Coverage

The MST COA is a unique opportunity to rethink the purpose of Monterey County's transit system. The most basic choice is the degree to which the transit system should be pursuing ridership or coverage.

What is planning for High Ridership?

Designing a network for **high ridership** serves several popular goals, including:

- Enabling people to use transit to easily get to many jobs and services.
- Minimizing pollution and climate impact by replacing car trips with transit trips.
- Limiting the growth of congestion.
- Supporting dense and walkable development.

Prioritizing ridership means buses come more often and are convenient for more trips (higher frequency, longer hours) **but are available only in places where many people, jobs and destinations are located.**

What is planning for High Coverage?

Designing a transit system for **high coverage** serves different popular goals:

- Ensuring that as many people as possible have insurance against isolation through access to some transit service, no matter where they live.
- Ensuring that every community in the county has some service, even if relatively few people live and work there.

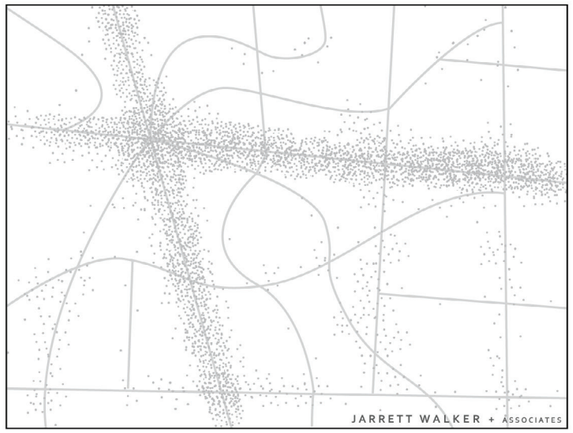
Prioritizing coverage means buses serve as many places as possible, but because they are spread out they don't come often (once an hour or less) **and aren't convenient for many trips.**

Why can't MST do both?

MST can pursue high ridership and extensive coverage at the same time, but the more it pursues one, the less it can provide of the other. Every dollar that is spent providing high frequency along a dense corridor is a dollar that cannot be spent bringing transit closer to each person's home.

At the moment, about 40% of MST fixed-route service is targeted to maximizing ridership, while the remaining 60% is oriented toward coverage.

Should MST focus more on the services likely to generate the highest ridership, or continue to focus on covering as many places as possible?



Imagine you are the transit planner working in this fictional neighborhood.

The dots scattered around the map are people and jobs.

The 18 buses are the resources the town has to run transit.

Before you can plan transit routes, you must first decide: What is the purpose of your transit system?

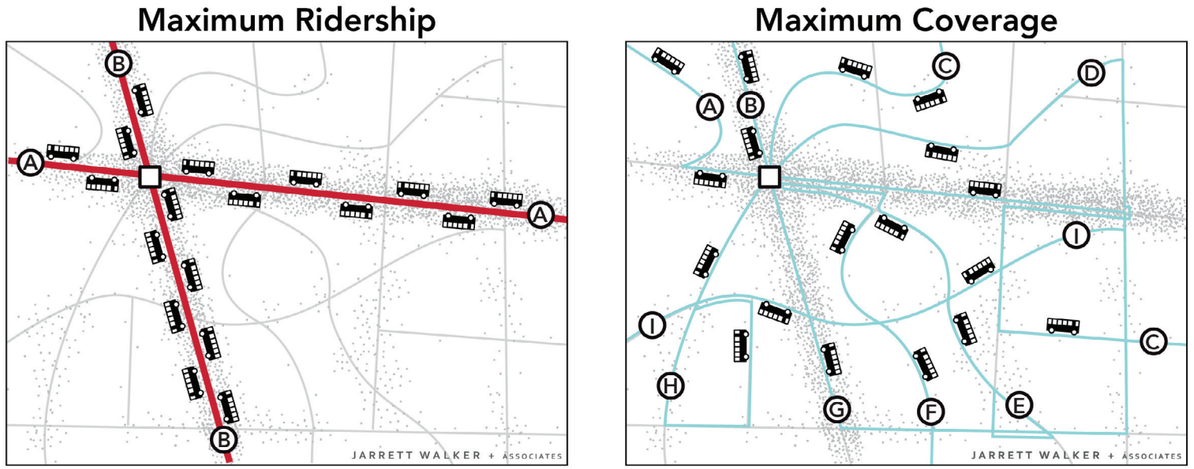


Figure 10: Comparing an imaginary town where transit is run with the goal of maximizing frequency and ridership (left) vs. the same town where transit is run with the goal of providing a little service near everyone (right). The maximum ridership (left) network has very frequent service, but only on the roads where the most people live and work. The maximum coverage network has service on every road, but it doesn't come very often.

Local vs. Regional Service

Because MST is the transit agency for all of Monterey County, there will always be a tension in deciding how much transit service should be provided for:

- Local trips, mostly in the greater Monterey and Salinas areas.
- Regional trips connecting all parts of the county to Salinas, Monterey, Watsonville and points beyond.

This tension is inevitably bound up in the ridership vs. coverage trade-off, because:

- Longer lines cost more to operate at the same frequency than shorter lines.
- Longer lines cross large areas where no one gets on the bus, so they serve fewer riders for every hour the bus runs.

This means that regional bus service tends to be more expensive to operate than local lines, while serving fewer passengers.

This is especially true for MST's longest lines, like Line 23 (Salinas to King City); Line 84 (King City to Paso Robles); or the pre-pandemic lines to San Jose and Santa Cruz.

The more MST spends on regional service, the fewer resources are available to provide lower-cost, higher-ridership lines in urbanized areas. But if MST did not provide regional lines to the small towns in southern and northern Monterey County, it is unlikely anyone else would step in.

How much of MST's service should be oriented toward the greater Salinas urban area vs. the greater Seaside-Monterey urban area vs. regional service?

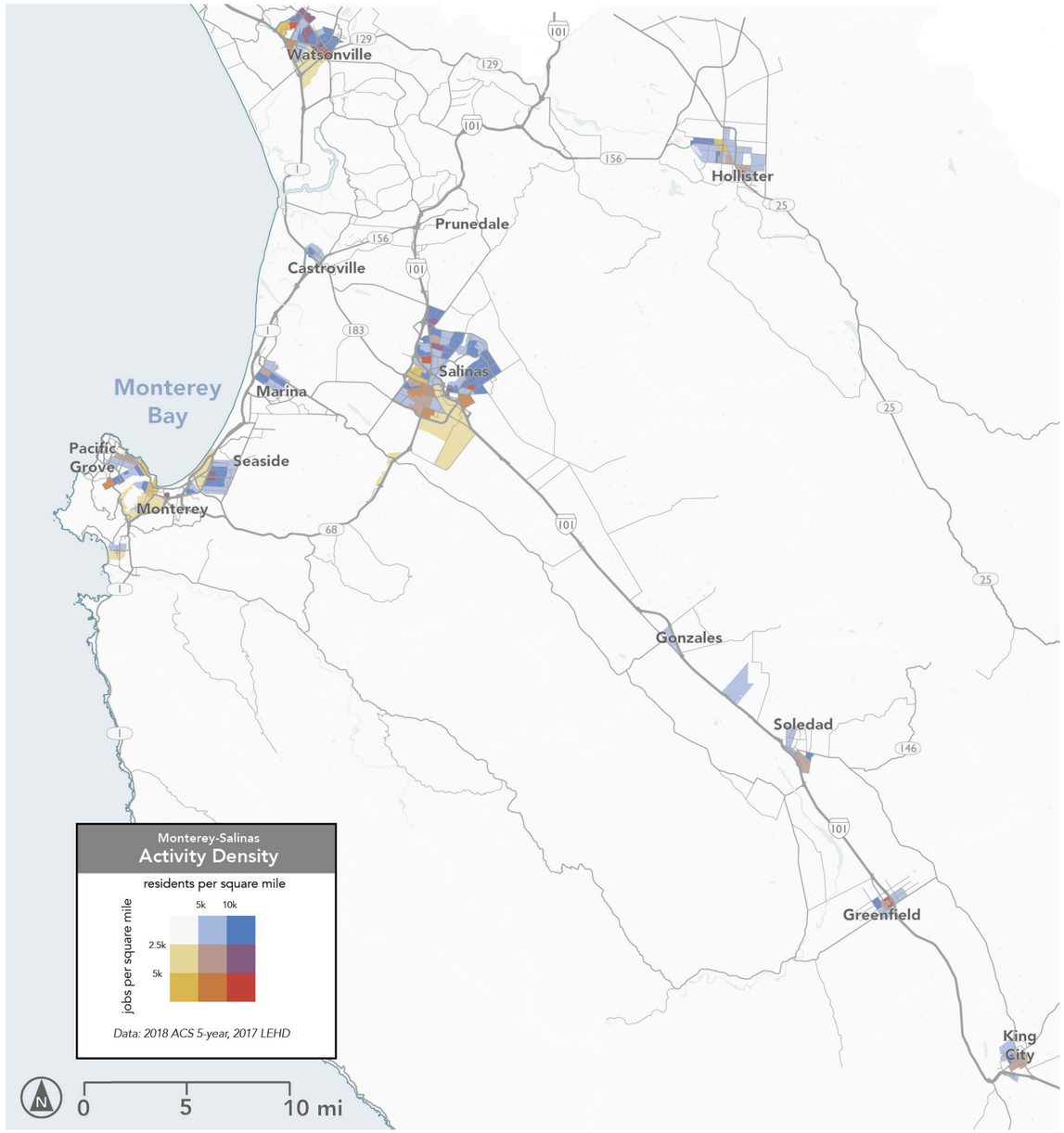


Figure 11: Regional map of combined population and job density.

Equality vs. Equity

Should MST focus mostly on the travel needs of disadvantaged communities, or consider all travel demand equally regardless of people's circumstances?

Almost everybody needs to go places on a regular basis. But some people have fewer choices than others about how to get around.

- **People who don't own cars** can't drive their car to get around. But this does not always mean they need transit. Many people without cars choose to live in a location where they can walk or bike to the places they need to go. They may use transit only occasionally, and even then they may have other options like a taxi or ridehailing service like Uber and Lyft.
- Some **seniors and people with disabilities** can't drive, and so they are more likely to need public transit to get around. Many of the people who fit this description will also have difficulty using transit and may require ADA complementary paratransit (MST RIDES).
- **People with low incomes** generally have fewer choices about where to live, and whether or not that place is near the places they need to go. They are less likely to own a reliable car, and more likely to live in a household with fewer cars than drivers. These factors make it more likely that a low-income person might need to use transit. But if transit isn't available or convenient enough, they are more likely to rely on friends and family to give them rides, or to walk or bike very long distances.

In 2014, Monterey County voters decided to support the transit needs of seniors, veterans and people with disabilities by paying for extra transit service. Measure Q collects an 1/8-cent sales tax that goes to funding six fixed bus lines and all of the county's paratransit trips.

But **there has been no explicit funding commitment** (by voters or otherwise) **to prioritize needs of people with low incomes**, who tend to have the fewest choices about where they need to go and how to get there.

MST does not currently have the funding tools to make a commitment comparable to Measure Q. But MST could decide to prioritize low-income communities in planning its general-public services, particularly for the portion of services dedicated to coverage.

Would that be the right decision? It depends on your values.

If you are most interested in universal coverage with basic transit service, you might not want to see service to some communities prioritized over others.

If you are most interested in a system that maximizes ridership, you might not want to prioritize service to far-flung and isolated low-income areas.

Public outreach suggests that such "purist" views about the ridership vs. coverage trade-off are rare. Local opinion somewhat favors a stronger focus on ridership, but overwhelmingly favors prioritizing the needs of disadvantaged people and communities in designing transit service.

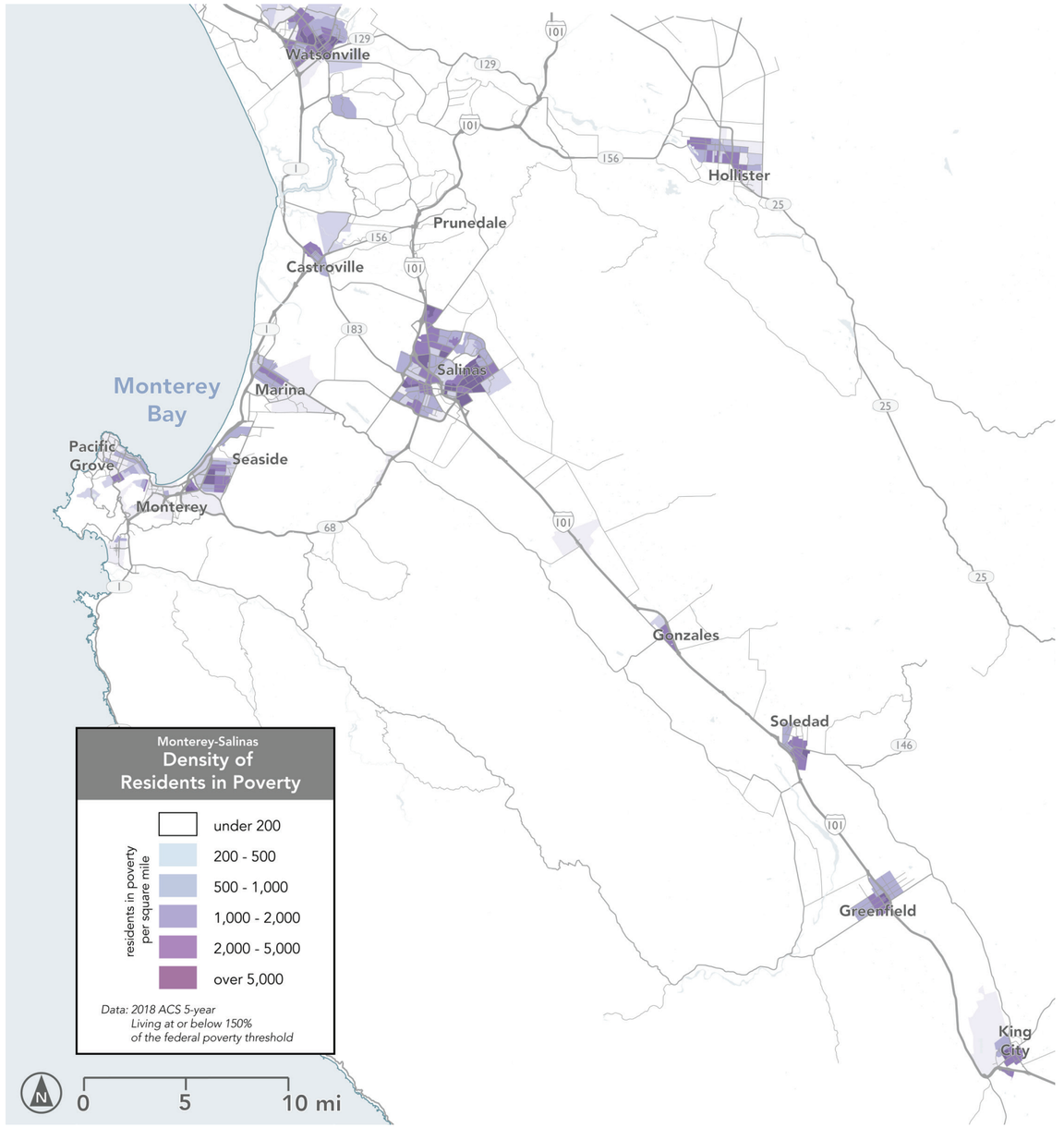


Figure 12: Regional map of the density of people living in households below 150% of the federal poverty line.

3 How Public Input Shaped This Plan

Phase 1: Understanding the Community's Values and Priorities

Initial Outreach Process

In the first half of 2021, MST and the consultant team conducted outreach to hear the community's opinion on the key choices for the transit network. A more complete description of this process is available in the Choices Report and its appendices. Broadly speaking, we heard from:

- **Stakeholder groups**. Small group interviews were conducted with over 80 community groups to secure their input regarding transit needs and priorities.
- **Regular MST riders.** Nine focus groups were conducted with English and Spanish-speaking MST riders to explore their experiences with and priorities for the transit network.
- **Members of the general public.** A statistically representative survey of 500 households throughout Monterey County was conducted via telephone, to assess how the general population believes MST should allocate services and resources.

The community values transit for ethical and practical purposes.

When members of the public were asked to rate how important it would be for MST to focus on any of twelve aspects of service design, a majority considered all of them to be either "extremely" or "very" important. Very few consider any of them unimportant.

Simply put, people value public transit, and differences of opinion are matters of degree. Also, they are decisive: almost everyone expressed an opinion. Very few answered "Not sure."

The service design aspects that the greatest percentages of respondents rated as "extremely important" are of two types:

- **Empathetic.** Ethically, **people feel it is important to serve those in need because of age, disability, or lack of a personal vehicle.** These factors were rated as "extremely important" by the largest numbers of respondents.
- **Instrumental.** As a practical matter, **service is important to the extent it is useful.** Specifically, this includes **getting people to jobs, school, and shopping, as well as reducing pollution/greenhouse gases.**

Factors least highly valued are special services for tourists and service to all corners of Monterey County, including places where few people would use it.

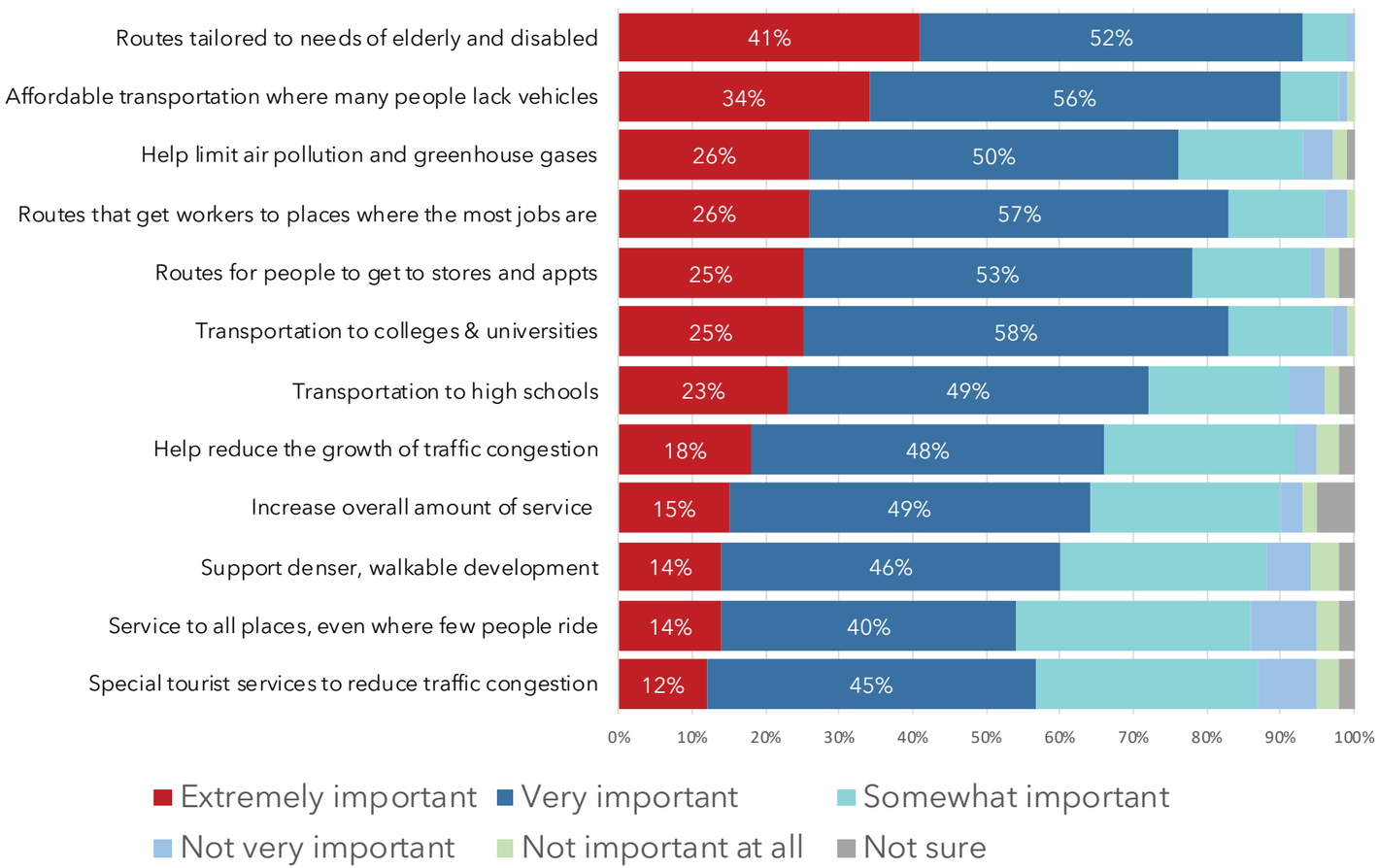


Figure 13: How Monterey County residents rated the importance of different possible priorities for MST transit service in a phone survey.

Frequency is more valued than coverage. Serving those who need it matters most.

Broadly speaking, **people in Monterey County appear willing to invest more in high-frequency services, but only if the remaining coverage resources are invested on meeting the needs of high-need groups.**

Stakeholder Interviews

Most interviewed stakeholders expressed a desire for more frequent transit, for reasons such as:

- "Service workers often have multiple jobs and need more frequency to make transit a viable option."
- "Lack of frequency is a barrier to use. People would rather get a ride because transit takes too long."
- "Frequent transit would open up opportunities for affordable housing grants."

However, other stakeholders noted that enhanced convenience for some should not outweigh access for those who lack transportation options.

Rider Focus Groups

Among riders, there was broad belief that if lines ran more often, more people would ride and that current riders would ride more often: "People want to ride the bus, if it's good enough."

When asked if they would trade reduced coverage for increased frequency, many riders had difficulty choosing frequency unconditionally and offered "hybrid" solutions to avoid the choice.

- "Frequency on a few well-planned routes would be better, but please focus on people who really need the service."
- "Increase frequency but offer special services for seniors and persons with disabilities."
- "Frequency, but not if it is inequitable."

Survey Respondents

These views are mirrored in what we heard from the general public. When asked directly about the key trade-offs, phone survey respondents:

- **Favored frequent, high-ridership service (64%) over extensive coverage (35%).**
- Favored focusing first on disadvantaged communities (69%) over treating all communities equally (30%).

The strength of feeling in favor of service for those who need it most was even more evident in questions about which types of service MST should prioritize: **over 90% of respondents thought that "routes tailored to the need of the elderly and disabled" and "affordable transportation where many people lack vehicles" were either "extremely" or "very" important.**

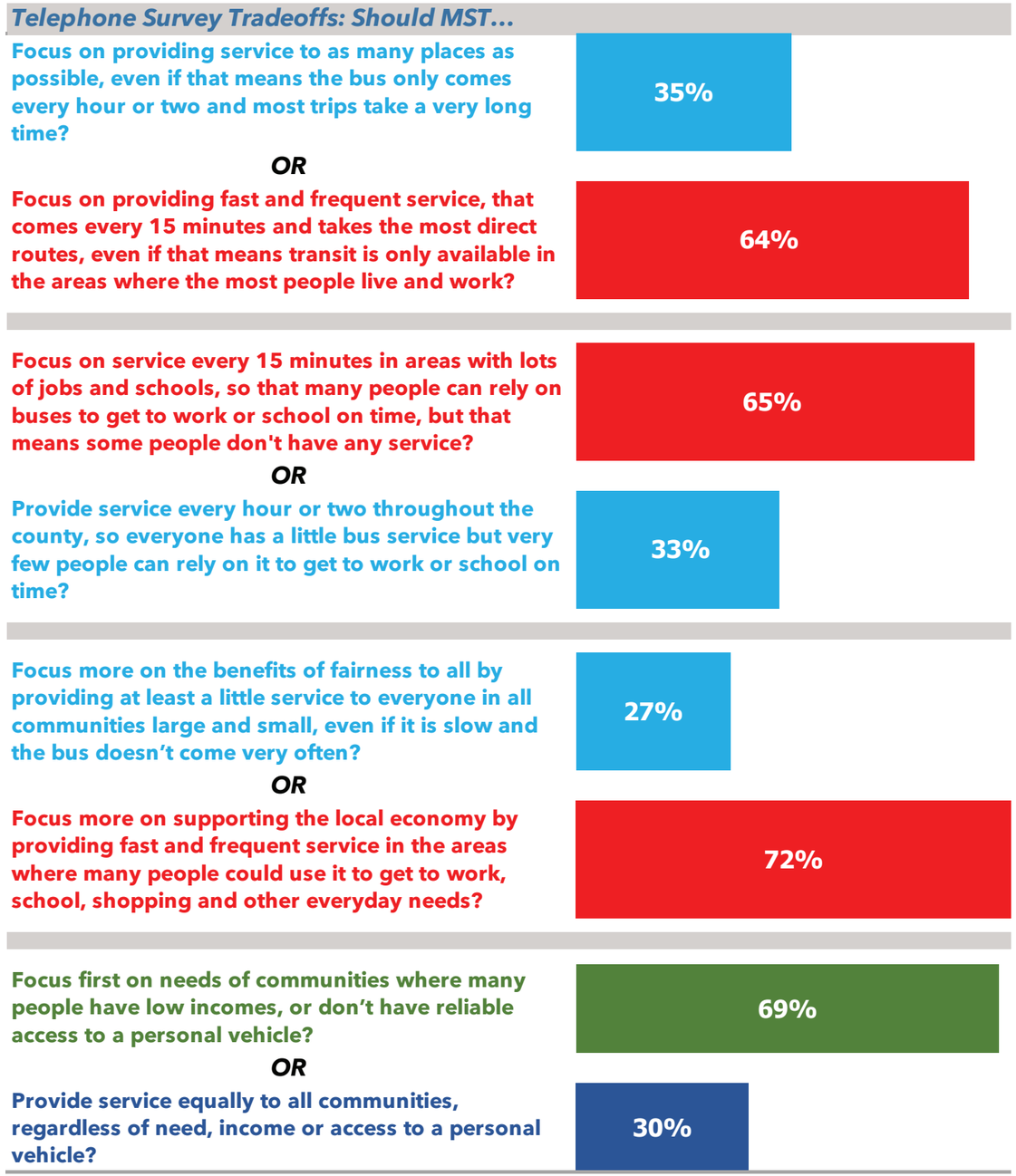


Figure 14: How Monterey County residents responded to key trade-offs in a phone survey.

Phase 2: Input Received on the Draft Plan

Draft Plan Development

The values and priorities expressed by the public in Phase 1, along with a technical assessment of the state of MST's network and services, were summarized in the Choices Report, released in May 2021.

Based on the assessment presented in that report, the MST Board of Directors Operations Performance Committee directed the project team in June to develop a network plan that would:

- Focus a little more on ridership and frequency, and a little less on coverage to as many places as possible.
- Prioritize the travel needs of people in low-income communities.
- Shift more service to Salinas and regional needs.

The project team, in collaboration with representatives from local governments, developed a Draft Plan that was released for public comment in early September.

Outreach Process

Over the course of September and October, the team gathered feedback on the Draft Plan by reaching back out to stakeholders, regular riders and members of the public through:

- Virtual public meetings held in English and Spanish, and available on YouTube.
- Three focus group meetings with MST riders contacted in Phase 1, including two in English (Peninsula, Salinas and South County) and one in Spanish (countywide).
- Four stakeholder group meetings, where we heard from representatives of 30 business, non-profit and government organizations located throughout Monterey County.
- An online community survey on the Draft Plan that received 190 responses. The survey was provided in English and Spanish, and was promoted on MST's website and social media, through e-mails to stakeholder groups, and with advertisements at transit centers and on the bus.

Key Comments and Concerns

The following are recurring comments received from multiple sources over the course of Phase 2 outreach. A report on all comments received in meetings is in Appendix A to this report.

Positive comments about increased frequency, timed transfers, and shorter travel times.

These elements of the Draft Plan were highly regarded by stakeholders and riders, ***if accompanied by reduction or elimination of transfer fares.*** We heard comments such as "Timed transfers are an excellent idea," "The reductions in travel time will be a huge help for Hartnell students, particularly [...] from South County", and "Increased frequencies will help workers."

Positive comments about new routes in Salinas.

The proposed routes to Salinas Adult School, Natividad Hospital and South Salinas were very popular in meetings and the survey.

Requests to continue serving Social Service Agencies near Salinas Airport.

This was the strongest concern about the Draft Plan in meetings, and the second most frequent concern in the online survey. Route 48 previously served several County social service departments, including the MCDSS One Stop Center near Salinas Airport. The Draft Plan route would require riders to walk ½ mile or more to reach these facilities.

Desire for restoration of long-distance services, especially to San Jose.

Restoring service to San Jose was raised in several meetings, and was the most common request in the online survey. While advocates acknowledged that most ridership is very occasional, they saw it as important to provide CSUMB students with a link to the Bay Area, provide access to San Jose airport, connect to VTA and Caltrain, provide access to higher paying jobs, and serve regional medical trips. Other requests for long-distance service included continuing existing service to Big Sur, and restoring pre-COVID service to Santa Cruz.

Desire for later service in the evening.

Survey respondents in several areas requested later service, including in Salinas, Carmel, Pacific Grove and North County.

Some concern about lack of direct route from CSUMB to Monterey.

Staff and students at CSUMB expressed some concern about the lack of a direct route from CSUMB to downtown Monterey. While they understood the timed transfer being proposed, they wondered if it would be reliable.

Concerns about safety and sanitation at transit centers.

The expectation of more transfers heightens the importance of security and sanitation at the transfer centers. Concerns about this were raised in both phases of outreach.

Many questions about how changes will be communicated.

Stakeholders and riders asked how the Final Plan would be communicated by MST. Many stakeholders were eager to help educate their constituents about revised services, but wondered what tools they would have to work with. CSUMB students and staff were concerned about how to make the system "less confusing" for students and how to educate them about MST earlier in their time at CSUMB.

How Comments on the Draft Plan Were Incorporated in the Final Plan

The project team presented the Draft Plan and public comments to the Operations Performance Committee. Based on discussion with the committee, the following actions were taken.

1. Maintain the Draft Plan's improvements to service

The generally positive reception for the plan motivated the project team to maintain its key and most popular elements.

Keep the increased frequencies in general, timed transfers and added service in Salinas.

These elements are key to all of the positive outcomes generated by the plan, and will make MST service useful to more people on a day-to-day basis. However, the ability to maintain these elements while remaining within MST's expected financial resources, means that MST would not be able to respond to some requests.

No restored long-distance services (e.g. San Jose).

Within the resources available in the Medium Scenario, restoring long-distance routes would require reducing proposed service somewhere else, most likely in Salinas or South County. Based on the popularity of new routes and higher frequency in Salinas and South County, the project team judged that it would be preferable to maintain these improvements rather than to restore former long-distance routes.

However, as in the Draft Plan, the High Scenario includes a proposed route to Gilroy, connecting to VTA and Caltrain services to the Bay Area.

No change in service hours.

The Final Plan would generally maintain the hours proposed for service in the Draft Plan. Although MST understands the need for more late evening service, current resource constraints mean that improving evening service would have to come at the cost of reducing service levels in the daytime.

Public input received during Phase 1 suggested that this would not be acceptable to most community members. Planning the High Scenario also showed that even with increased funds, it is difficult to justify increases in evening service while providing adequate frequencies for daytime needs.

Keep service from CSUMB to Downtown Monterey more frequent, even if it requires a transfer.

Within the resources available in the Medium Scenario, direct service from CSUMB to Downtown Monterey would only operate every 60 minutes, instead of every 30. Given the popularity of increased frequencies, the team preferred to maintain higher frequency, and to minimize wait time at the first and last bus stop.

However, the issue of transfer reliability shows the importance of correctly scheduling Routes 17, 18 and 20. The project team re-checked that anticipated runtimes would make the timed transfer at Sand City possible. This will required continued attention throughout the implementation phase and once the new network is up and running.

In the High Scenario, Route 20 would operate every 15 minutes, and would connect with a shuttle service every 15 minutes to CSUMB from a stop in Marina. These higher frequencies (which rely on additional resources not currently available) would make transfers convenient even if they are not perfectly timed.

2. Restore the route to Social Services in Salinas

In response to strong feedback from the public and County Social Services employees, the project team proposes restoring the former Line 48 as new Line 96, to allow for continued service to County services at Schilling Place and La Guardia Drive. This is made possible with two changes, compared to the Draft Plan.

Fund new Line 96 with Measure Q resources, replacing old Line 48.

Many of the users with the highest need for the services on this route are seniors, people with disabilities and veterans, so it is appropriate to fund this service with Measure Q funds. However, in an effort to make judicious use of Measure Q, the new Line 96 would operate on weekdays only, at the hours when County social services and most medical services on Abbott Street are open.

For now, maintain existing Line 47 as the shuttle between the Hartnell main campus and Hartnell-Alisal.

In the Draft Plan, Hartnell-Alisal would have been connected to transit with a redesigned Line 48. In the absence of this change, the most practical way to continue service to this location is to maintain the existing Line 47 service between the two Hartnell campuses.

However, Line 47 is included in the Medium Scenario and not the Low Scenario of the Final Plan. This is to indicate that **depending on future resource constraints, MST may not be able to justify continued operation of this route using general funds.** Line 47 serves a very specific campus-to-campus need and is duplicative over much of its path with the more frequent Line 41.

4 Key Elements of the Plan

Policy Direction

After reviewing the trade-offs involved and the input received from the public, the MST Board of Directors' Operations Performance Committee has provided the following direction.

These principles were the basis for proposed changes to the MST bus network in the Draft Network Plan, and have been maintained in the Final Plan.

Ridership vs. Coverage

Direction: Focus a little more on Ridership, and a little less on Coverage.

MST's current balance of service tilts slightly toward coverage. We estimate that about 40% of existing service is ridership-oriented, while 60% is coverage-oriented.

The policy direction is to move MST's future service more toward ridership, and less toward coverage. Accordingly, **this plan would orient about 60% of service toward ridership, and 40% toward coverage.**

In practice, this means:

- **Increasing the number of lines that provide service every 30 minutes or better**, including in some locations every 15 minutes or better.
- **Reducing the number of deviations that MST's bus lines make along the way.** This allows service to be as direct as possible to every destination along the route, but will require some passengers to walk a little bit further to and from their bus stops.
- **Eliminating some of MST's very infrequent lines,** especially if they operate in areas with very low population and jobs nearby.

Despite the reduced share of coverage-oriented service, this plan would provide MST bus service within a half-mile of more people than the existing network. That is largely a result of the ways in which coverage service would be redistributed.

Equality vs. Equity

Direction: Prioritize the travel needs of people in low-income communities.

MST's existing coverage-oriented service consists of routes operating once an hour or less in a mix of suburban, small town and rural areas at all income levels.

The policy direction is to more specifically orient coverage service to meet the needs of low-income communities.

In practice, this means:

- **Ensuring coverage is maintained in low-income areas**, even though the overall share of coverage-related service will decline. The corollary to this is reducing or eliminating coverage in some affluent but very isolated or low-density areas.
- **Maintaining coverage to key public and community services** used by low-income people, even if those are located in areas that are otherwise affluent.
- **Eliminating symbolic coverage** to far-flung areas where the bus can only ever serve extremely small numbers of people.

Local vs. Regional

Direction: Shift more service to Salinas and to regional needs.

MST's existing balance of service provides about:

- 50% of service in the greater Seaside-Monterey urban area.
- 35% in the greater Salinas area.
- 15% in the rest of the county.

The policy direction is to rebalance service to provide about:

- **40% of service in the greater Seaside-Monterey urban area**
- **40% in the greater Salinas area**
- **20% in the rest of the county**

This balance is closer to the share of regional population and jobs, while acknowledging that an MST bus line is not the best tool to serve most isolated rural areas, or most agricultural jobs.

Increased service in Salinas would largely be reflected in higher frequencies, while the increase in regional service would enable service increases in the Highway 101 corridor between Salinas and King City.

Timeline and Funding Scenarios

Timeline: Fall 2022

Following on the release of the Draft Plan, Phase 2 of public input, and the incorporation of feedback into the plan, this project team is proposing this Final Plan for adoption by MST's Board of Directors in February 2022.

Because this plan would propose substantial changes in service, MST expects it will take several months before it is fully implemented. The current operator shortage in particular poses a barrier to swift implementation of the Medium Scenario. At this time, the expectation is that the redesigned network will be fully operational by late 2022.

Funding Scenarios

As a result, this plan assumes that **the redesigned network is most likely to operate with MST's resources for Fiscal Year 2023**[1], also called **the Medium Scenario.** Because future circumstances remain uncertain, this plan also includes contingencies for what to do with different resource levels:

- **The Low Scenario is a contingency** to define what might need to be cut if either (a) MST's funding sources recover more slowly than expected from the pandemic, or (b) MST is not able to hire and retain enough drivers to operate at full capacity[2].
- **The High Scenario is for future growth**. Funding for this growth could come from a new sales tax similar to Measure Q, or another funding source coming out of new state or federal programs.

MST COA - Three Funding Scenarios

*General Fund Service Only**

Resource Level	Annual MST Service Hours**	Change from existing (FY21)	Change from pre-pandemic (FY19)***
Low Scenario Assumes either general fund sources recover very slowly from the pandemic, or insufficient workforce available to operate at full capacity, or both.	163,000	**- 3.7%**	-10.4%
Medium Scenario - Most Likely Matches MST's budget and workforce targets for FY 2022-2023.	176,000	**+ 4.0%**	-3.3%
High Scenario Assumes voters pass a new sales tax including 1/8-cent for service increases, or another similarly-sized new source of funding appears.	228,000	**+ 34.7%**	+25.3%

* Includes service funded by local taxpayers through the California Local Transportation Fund (LTF), and other state and federal funding sources. Measure Q services are additional and would continue at similar levels. Services paid for by institutions (e.g. Monterey Trolley, on-campus routes at CSUMB, routes to military bases) are additional and not included in this network study.

** Service hours MST's budget could support if MST directly operated all of its bus lines. MST tends to directly operate routes that require full-sized buses. Routes with smaller buses are often operated by a private contractor at a lower cost. Actual designed levels of service in each scenario are about 10% higher as a result, matching MST's current practice of assigning ~25% of service to the contractor.

*** In addition to the losses in general fund service, about 25% of MST's service prior to 2020 was paid for by the military. Military funding for service is not currently expected to return.

Figure 15: Table detailing expected resources available for bus lines operated with MST general funds in the Low, Medium and High funding scenarios.

1 MST plans its budget according to fiscal years that start on July 1. FY 2023 starts on July 1, 2022 and ends on June 30, 2023.

2 Transit agencies nationwide, including MST, have suffered from driver hiring and retention issues since pre-pandemic times.

Existing vs. Future Network Maps – Existing

The maps on this page represent MST's existing bus lines. On these maps, each line's color represents how often the bus operates on weekdays.

The vast majority (~85%) of MST's fixed-route service is operated in the greater Seaside-Monterey and Salinas area (Figure 17). The remaining ~15% includes MST's regional lines (Figure 16).

Three lines stand out for their frequency. These are the only services that usually run every 35 minutes or better.

- Line 41, connecting East Salinas to Downtown Salinas and Northridge.
- The JAZZ A and JAZZ B, between Monterey and Seaside.
- Line 20 from Salinas to Monterey.

All of MST's other lines operate once an hour or less. These tend to have long and circuitous routings, with many deviations, intended to maximize the area covered by bus service.

On some lines, the bus follows a different route at different times of day. Not shown on these maps is the tendency for each line to have a specific timetable, with different starting and ending hours.

Reading the Maps

Throughout this report, **maps show bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

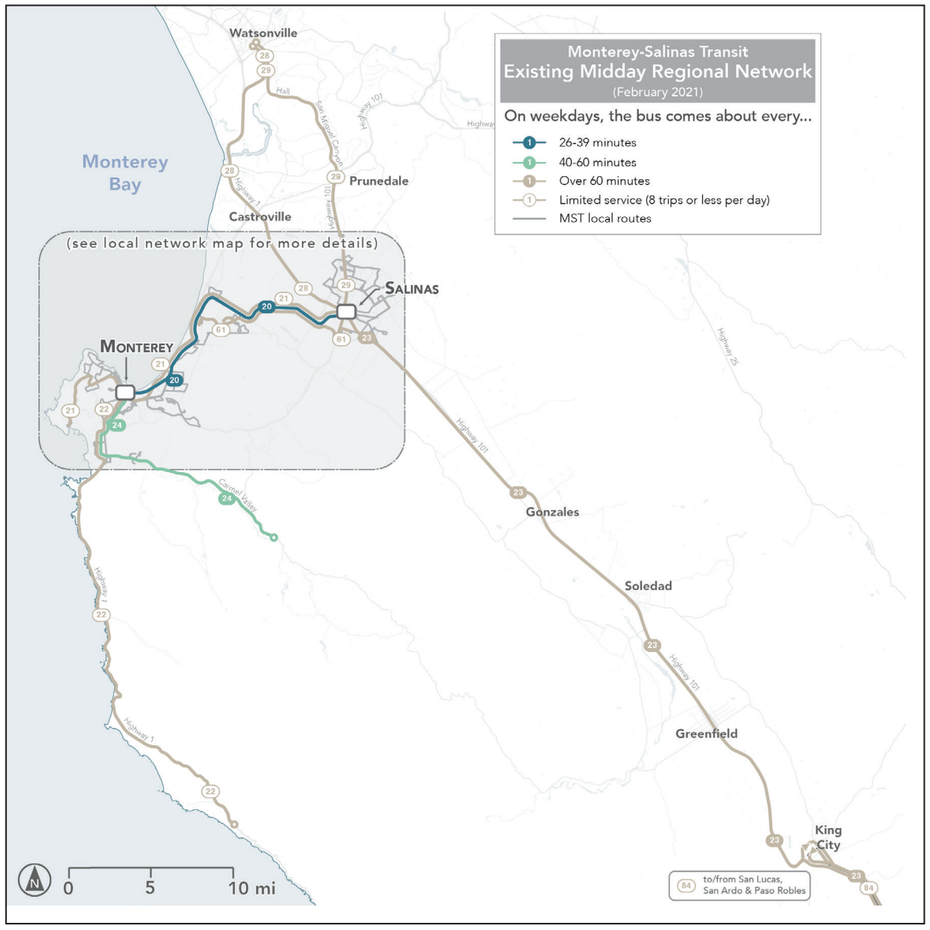


Figure 16: The existing regional transit network with routes color-coded by midday frequency.

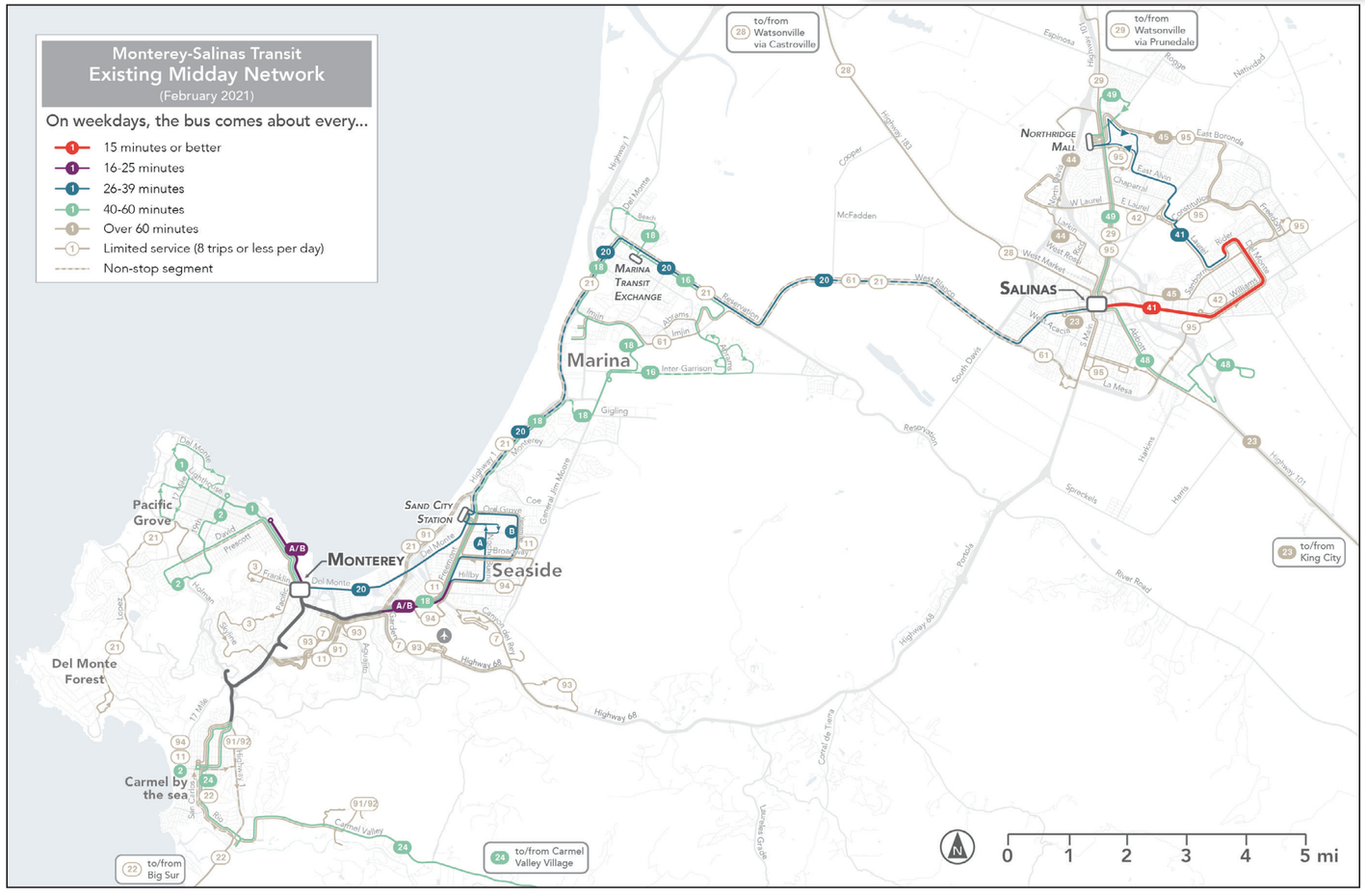


Figure 17: The existing transit network in the Monterey-Salinas area, with routes color-coded by midday frequency.

Existing vs. Future Network Maps – Medium Scenario

The maps on this page reflect the level of service MST expects to operate in 2022 and 2023. In this scenario:

- **Half of MST's bus lines would run every 15 to 30 minutes.** In addition to Lines 20, 41 and the JAZZ, this would include most of the lines operating in Salinas, and service every 30 minutes to Carmel-by-the-Sea, Downtown Pacific Grove, and CSUMB.
- This is in part because **most of the infrequent bus lines in the Peninsula would be grouped into fewer straighter lines**.
- Increased regional service would mostly be allocated to **service every hour on Line 23 from Salinas to King City.** MST would also replace general public on-call service with local circulators running every 30 minutes in Gonzales, Soledad, Greenfield and King City.
- **Hours of service would be consistent across the system.** Main routes would operate from 6 AM to 10 PM (9 PM on weekends), and most smaller routes from 7 AM to 7 PM, as shown on page 28.
- **Timed transfers would facilitate easy, consistent connections** between routes that run every 30 to 60 minutes at key locations, as shown on page 29.

The Medium Scenario is the most likely scenario. It is in effect "the plan," barring unforeseen circumstances.

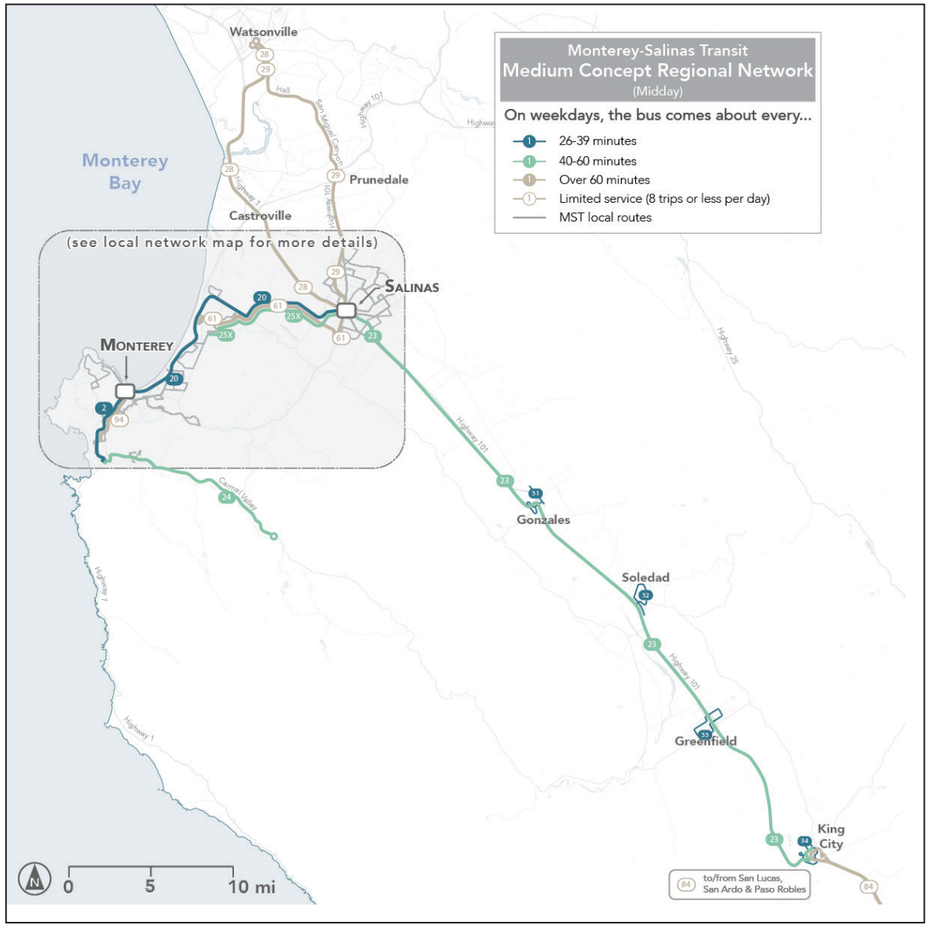


Figure 18: The Medium Scenario regional transit network with routes color-coded by midday frequency.

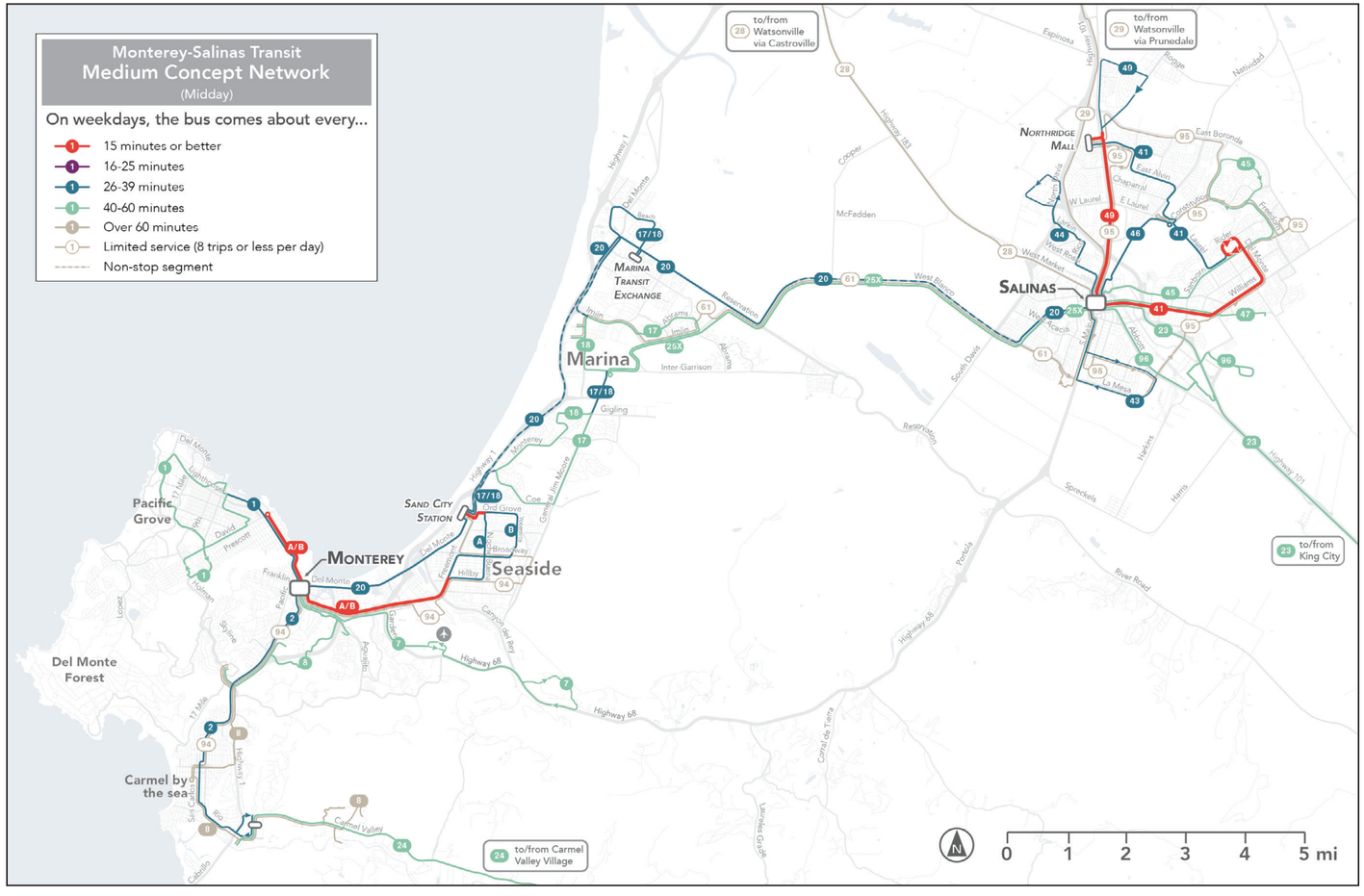


Figure 19: The Medium Scenario transit network in the Monterey-Salinas area, with routes color-coded by midday frequency.

Existing vs. Future Network Maps – Low Scenario

The maps on this page reflect the level of service MST would operate if the agency needed to implement the Final Plan with an 8% reduction in service compared to current expectations. In this scenario:

- In the greater Seaside-Monterey area, service would be similar to the Medium Scenario, but more frequent lines would end service an hour earlier in the evening.
- Service in Salinas would be a mix of routes operating every 15, 30, and 60 minutes. This would only be marginally more frequent than it is today.
- There would be fewer gains and some losses to regional service. There would be no service to the Carmel Valley, and Line 23 would operate every 90 minutes on average during weekdays.
- Timed transfers would facilitate connections between routes that operate every 30 to 60 minutes at Monterey Transit Plaza, Sand City Station and Salinas Transit Center.

The decision to implement the Low Scenario rather than the Medium Scenario may depend largely on the timing of new operator hiring. MST may need to make a

The Low Scenario is a contingency plan in case MST revenues or bus driver availability were lower than expected.

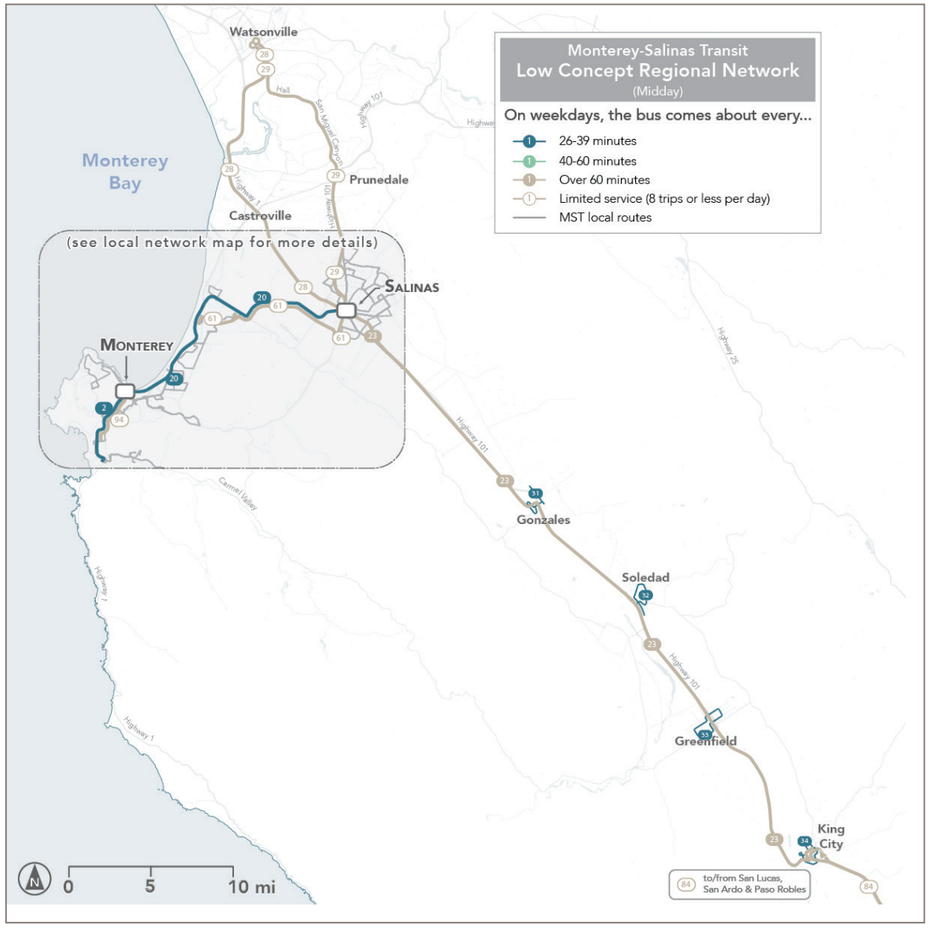


Figure 20: The Low Scenario regional transit network with routes color-coded by midday frequency.

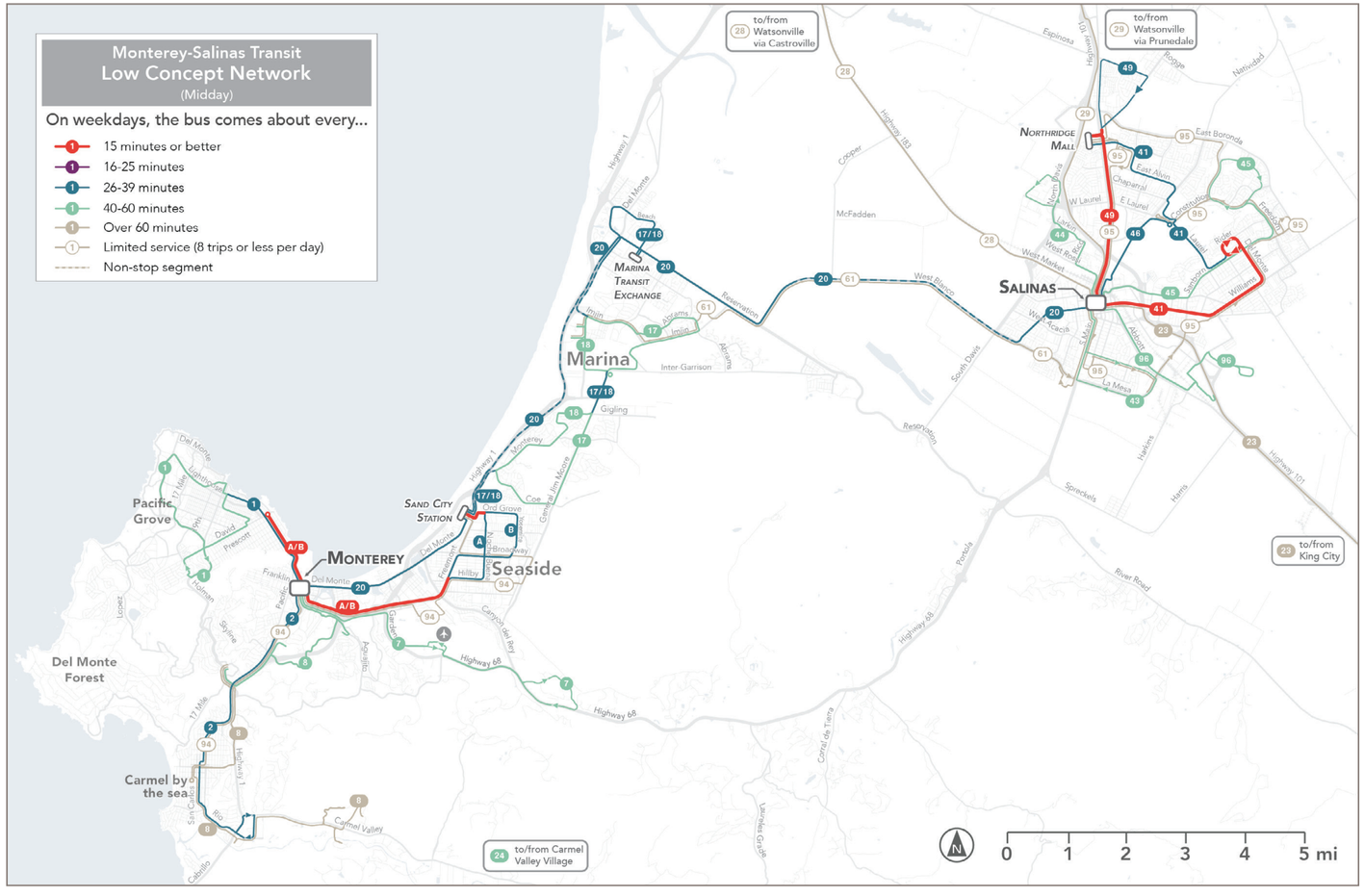


Figure 21: The Low Scenario transit network in the Monterey-Salinas area, with routes color-coded by midday frequency.

Existing vs. Future Network Maps – High Scenario

The maps on this page reflect what MST could provide if it received substantial new funding, equivalent in scale to another 1/8-cent sales tax for increased service. In this scenario:

- **Most of Salinas and much of the greater Seaside-Monterey area would have bus lines operating every 15 minutes or better.** This would include Line 41 (Alisal-Northridge), Line 49 (North Main), and Line 47 (South Main/Romie Ln.) in Salinas; Line 20 connecting Monterey, Seaside, Marina, and Salinas; the shared segments of the JAZZ A and B lines between Monterey and Seaside; and Line 15, a new shuttle between CSUMB and Line 20.
- Regional service would remain as in the Medium Scenario, but with the addition of **a new route to Gilroy, connecting to the Bay area via Caltrain and Santa Clara Valley Transportation Authority (VTA) bus lines.**
- Timed transfers would remain as in the Medium Scenario for routes operating every 30 to 60 minutes. But the importance of timed transfers would decline, since more trips could rely on frequent connections between routes operating every 15 minutes or better.

The High Scenario represents what MST could do if voters passed an 1/8-cent sales tax for increased general service.

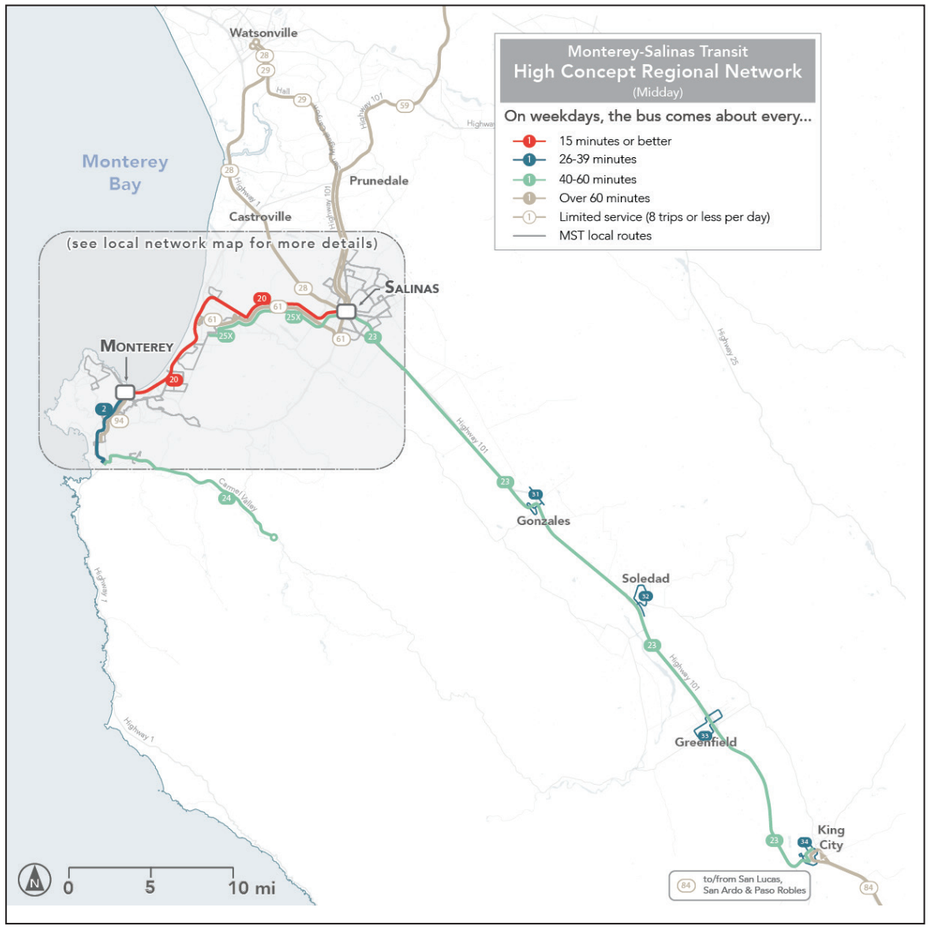


Figure 22: The High Scenario regional transit network with routes color-coded by midday frequency.

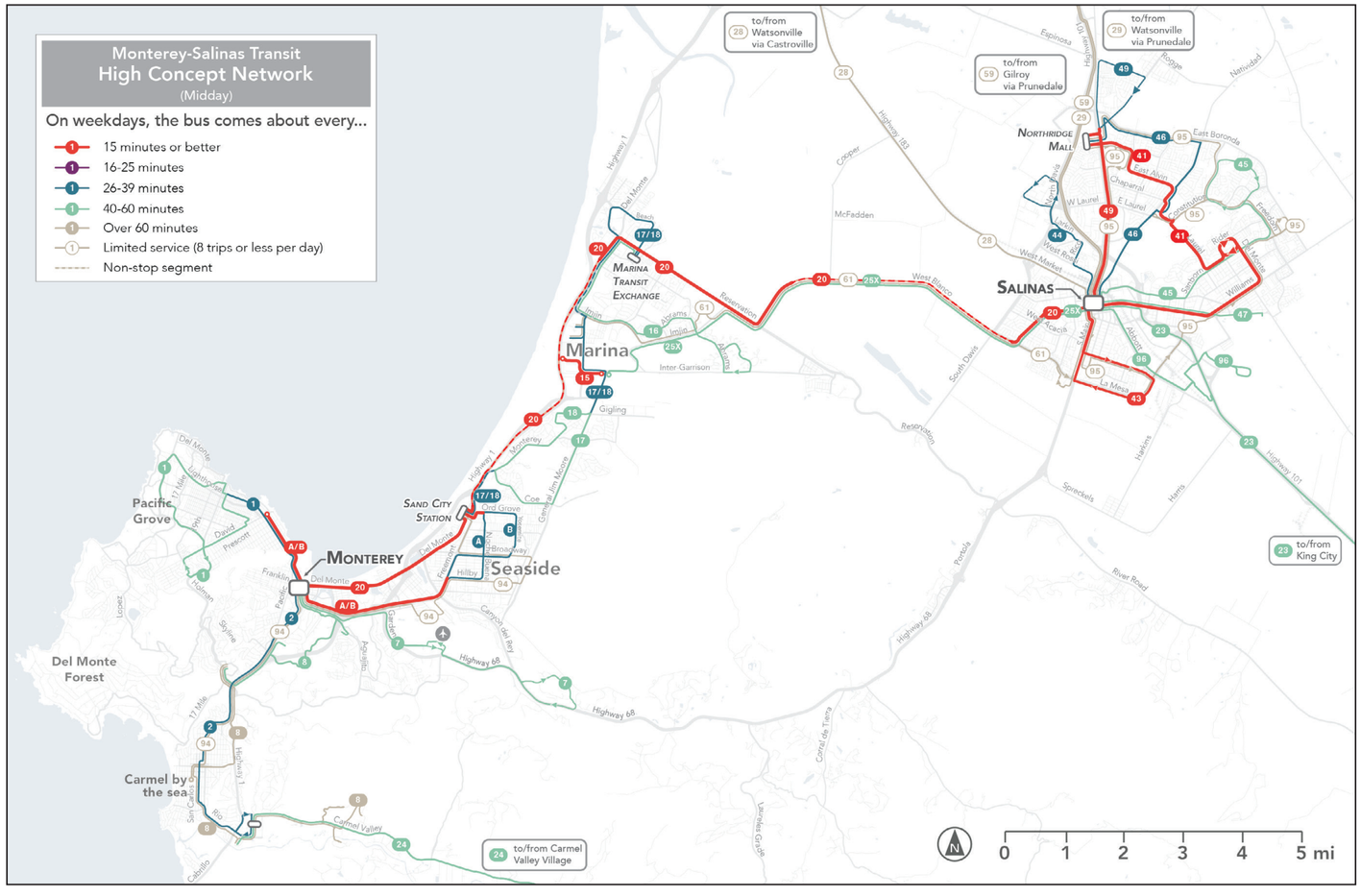


Figure 23: The High Scenario transit network in the Monterey-Salinas area, with routes color-coded by midday frequency.

Higher frequencies and more consistent hours.

To make service more convenient and legible, this plan would organize almost all MST bus lines into three categories based on their weekday midday frequency:

- Lines that run **every 15 minutes**.
- Lines that run **every 30 minutes**.
- Lines that run **every 60 minutes**.

The most frequent lines would operate every 15 minutes from 7 AM to 6 PM on weekdays. Service on these frequent lines would continue every 30 minutes or better after 6 PM and on weekends.

In the Low and Medium Scenarios, these would include:

- Line 41 (Salinas-Alisal)
- Line 49 (Salinas-North Main)
- Shared segments of the Jazz A and B (Aquarium - Seaside)

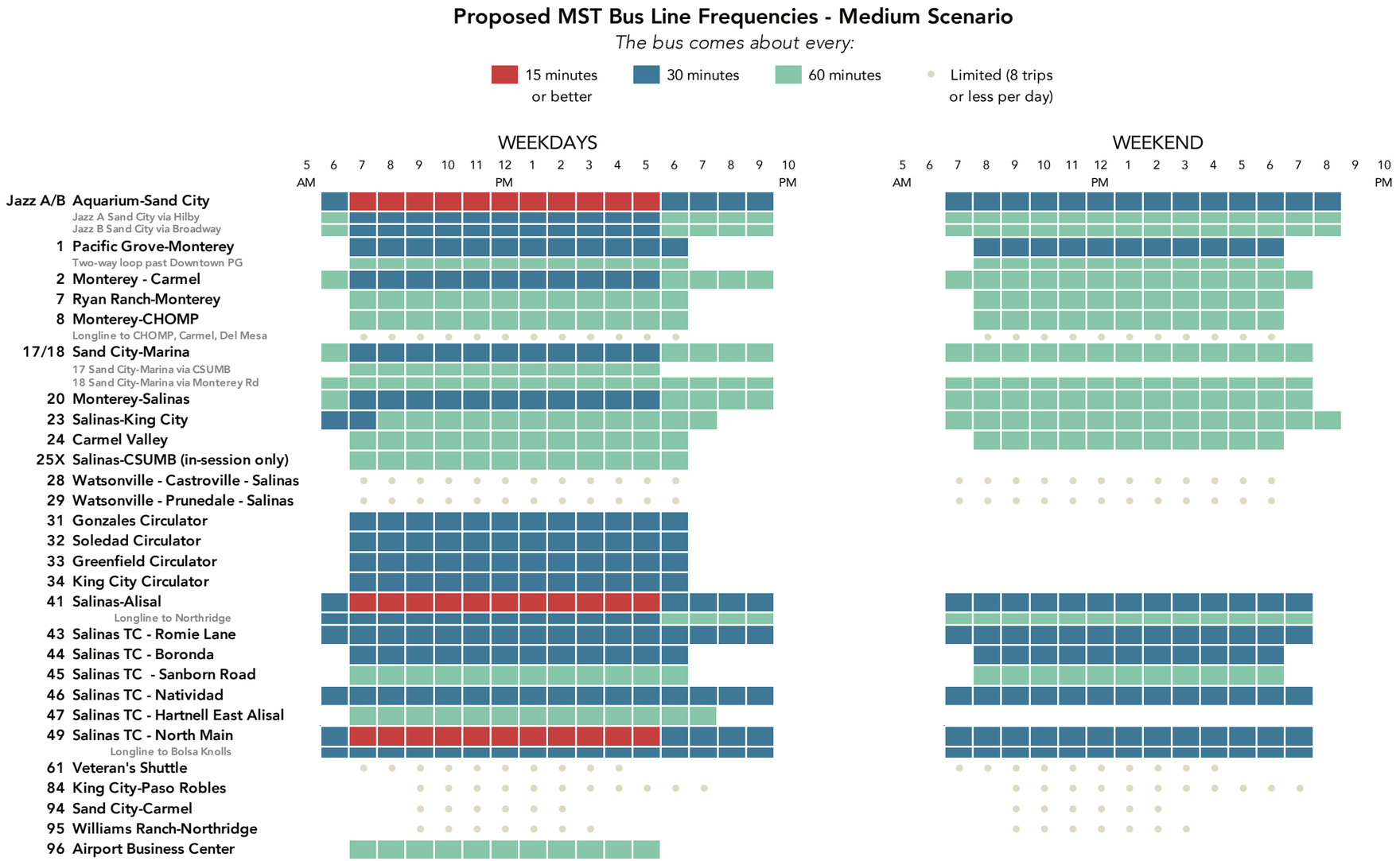
In the High Scenario, this would also include Line 15 (SURF-CSUMB Shuttle), Line 20 (Monterey-Salinas), and Line 47 (Salinas-Romie Lane).

Most urban lines would operate every 30 minutes or better from 7 AM to 6 PM on weekdays. Service on these lines would continue every 60 minutes or better after 6 PM and on weekends.

This includes routes connecting to major destinations including Natividad Hospital, CSUMB, downtown Pacific Grove, and downtown Carmel-by-the-Sea.

In the Low Scenario, frequent and main lines would end service an hour earlier, at 9 PM on weekdays and 8 PM on weekends.

Most other lines (including most regional lines) would operate every 60 minutes or better, from 7 AM to 7 PM, seven days a week. Note that Line 23 (Salinas-King City) would have slightly longer hours, and that Lines 28 and 29 would each run every 120 minutes, but combine to service every 60 minutes between Salinas and Watsonville.



Timed transfers for faster local and regional travel.

Existing Service

The existing MST network features several transfer points, where passengers can connect between several incoming bus lines. But because most lines operate on unique frequencies, have different lengths, and operate from different start and end points, **there are very few timed transfers. This means customers end up waiting a long time.**

Furthermore, MST customers are discouraged from transferring by the requirement to pay a new full fare every time they change buses.

Proposed Final Network

Figure 24 shows how this would change under the Medium Scenario of this plan.

Nearly every MST bus line in the proposed network would either:

- Run every 15 minutes or better, meaning it is always relatively easy to connect to this line, since the next bus is always coming soon (on average, in 7.5 minutes).
- Arrive at Monterey Transit Plaza or Salinas Transit Center at :10 and :40 after the hour, if it runs every 30 minutes.
- Arrive at Monterey Transit Plaza or Salinas Transit Center at :10 after the hour, if it runs every 60 minutes.

Buses would then leave Monterey Transit Plaza and Salinas Transit Center at :15 and :45 after the hour, ensuring a maximum 5 minute wait to connect between most routes. Additional timed transfers would also be available at Sand City Station (to CSUMB) and Carmel Rancho (to Carmel Valley).

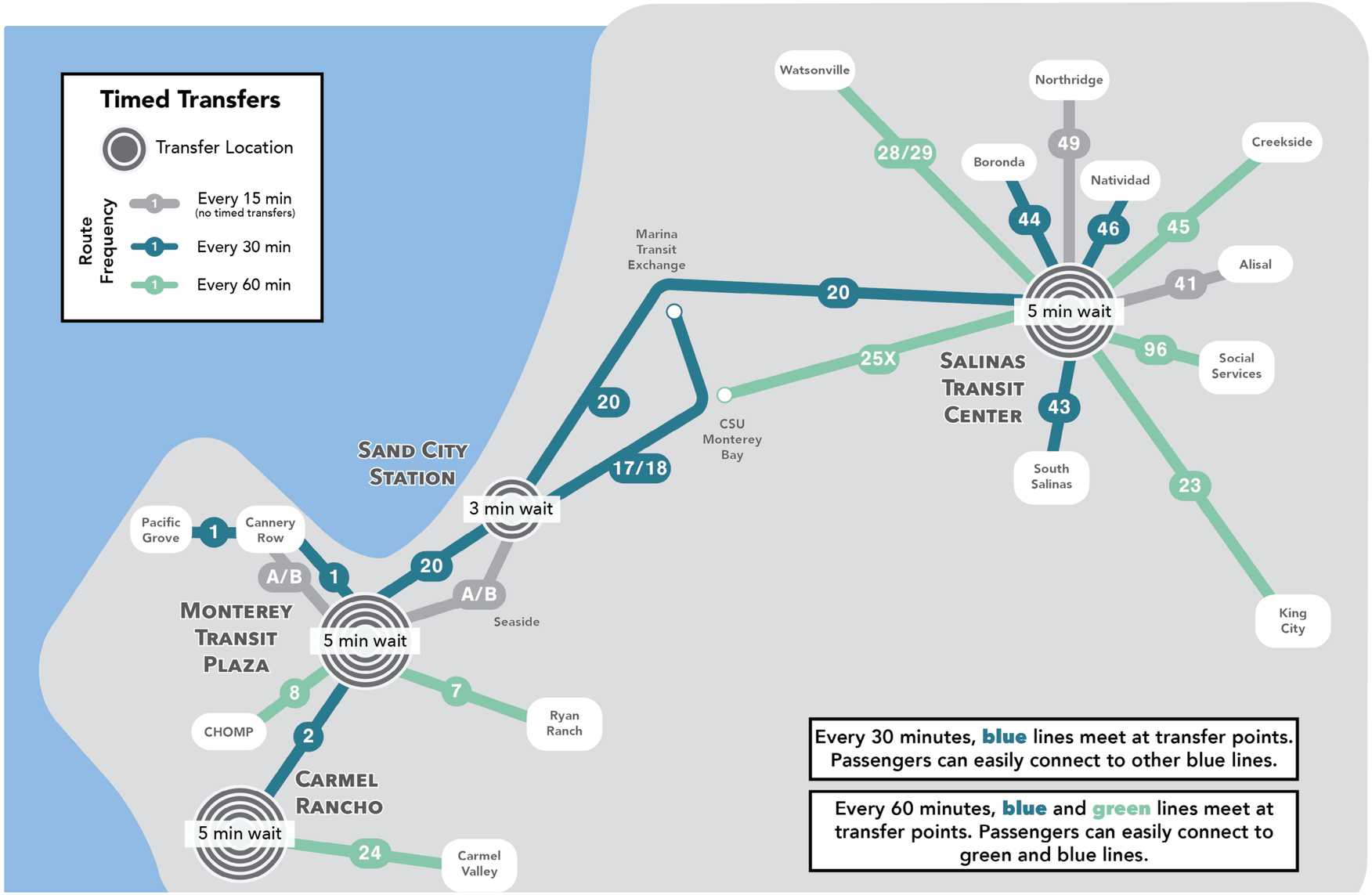


Figure 24: Diagram of the timed transfer system in the Medium Scenario.

Important note: under MST's current fare structure, each transfer requires passengers to pay a second fare. This plan assumes MST will change fares so transfers are either free or significantly discounted.

Service that is more direct, and less specialized.

Existing Service

Figure 25 (below left) shows MST's existing service in the core of the Seaside-Monterey urban area.

Many of the bus lines shown on this map overlap for long segments, deviating here and there to get service closer to a particular street or building. The light green and gold colors of these lines indicate almost all the routes shown here operate once an hour or less. As a result, many locations are accessible by more than one line, but at totally random frequencies that vary widely throughout the day.

For example, Del Monte Center is served by nine bus lines, each one of which has a slightly different path than the others to Monterey Transit Plaza and Carmel-by-the-Sea. But despite these many routes, a passenger can only rely on a trip to central Monterey or Carmel about every 30 minutes, and that trip could take one of several different routes along the way.

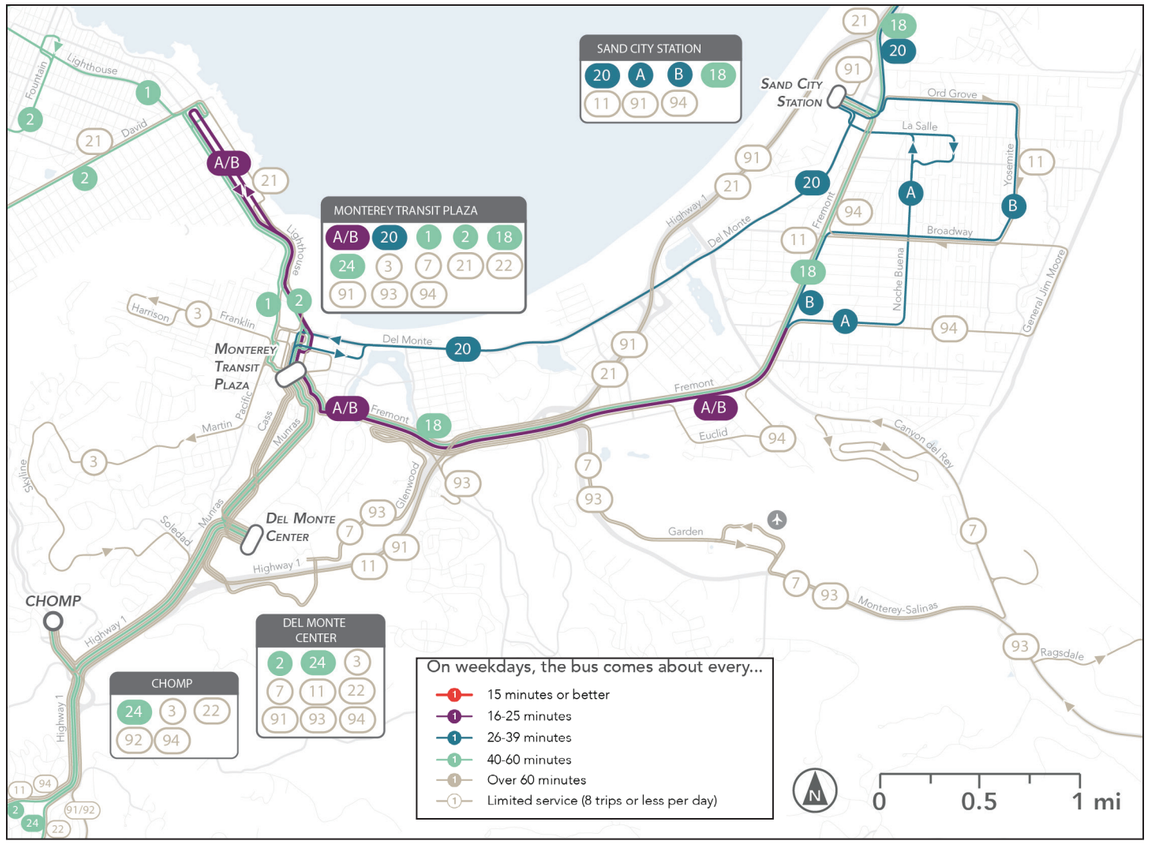


Figure 25: Existing MST bus lines in the core of the Seaside-Monterey area.

Proposed Final Plan

Figure 26 (below right) shows how service would change under the Medium Scenario. Even though the plan would include fewer routes and slightly less service overall in the Seaside-Monterey area, many places would have more frequent service.

This is because consolidating service into fewer lines makes it possible to run a regular schedule between major destinations, so a passenger can know that the next bus is always scheduled in the same amount of time, and will take the route they used last time.

In this example, Del Monte Center would only be near three bus lines, but a passenger could still count on service to central Monterey or Carmel-by-the-Sea every 30 minutes. Furthermore, that passenger would always use the same bus line, along the most direct path from Carmel to Monterey.

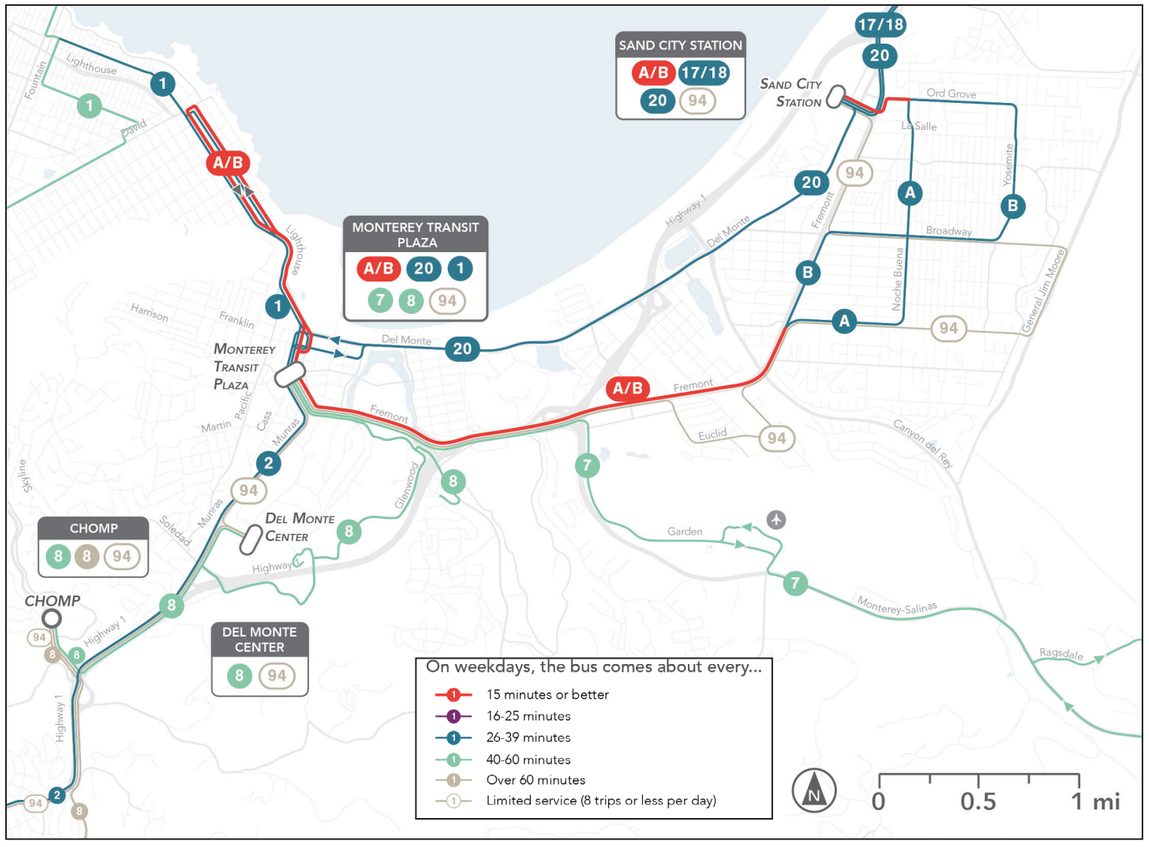


Figure 26: Proposed MST bus lines in the core of the Seaside-Monterey area in the Medium Scenario.

5 Existing vs. Proposed Service by Area

Salinas – Existing Service

Reading the Maps

The maps on this and the following page depict how MST bus lines are currently organized in Salinas, and how that would change if this plan were implemented.

These maps are annotated with comments that explain how the existing network operates, and how that would change in the future.

As in the rest of this report, **maps show bus lines color-coded by midday frequency on weekdays.**

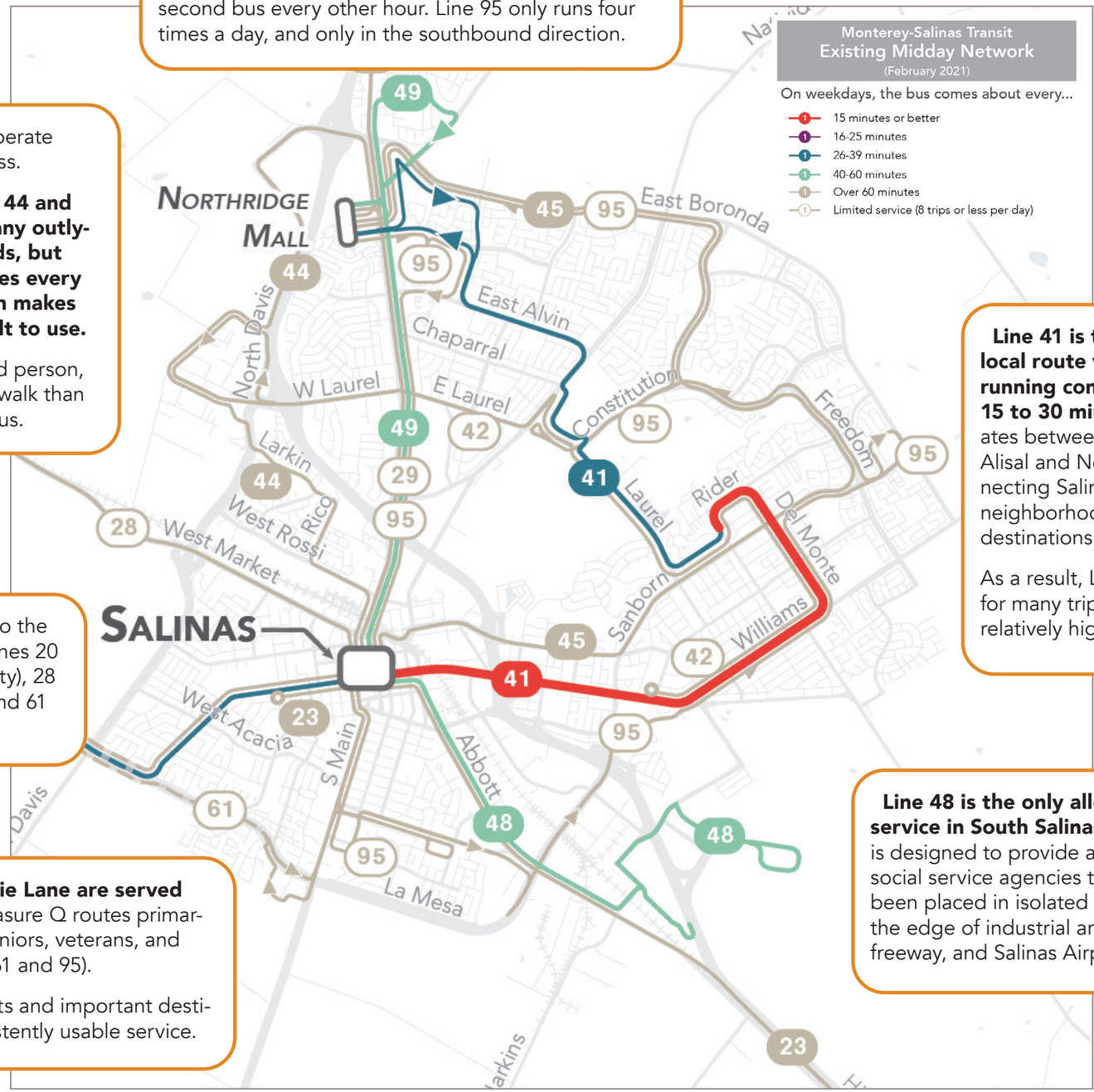
- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

There are three bus lines on North Main Street, but the bus usually comes only once an hour (on Line 49). When Line 29 is in operation, there is a second bus every other hour. Line 95 only runs four times a day, and only in the southbound direction.

Most bus lines operate once an hour or less.

Services like Line 44 and Line 45 cover many outlying neighborhoods, but the bus only comes every 75 minutes, which makes them very difficult to use.

For an able-bodied person, it's often faster to walk than wait for the next bus.



Line 41 is the only local route with service running consistently every 15 to 30 minutes. It operates between Downtown, Alisal and Northridge, connecting Salinas' densest neighborhoods to its largest destinations.

As a result, Line 41 is useful for many trips and generates relatively high ridership.

Salinas is connected to the rest of the region by Lines 20 (Monterey), 23 (King City), 28 and 29 (Watsonville), and 61 (Marina-VA Clinic)

South Main Street and Romie Lane are served just a few times a day by Measure Q routes primarily targeted for the needs of seniors, veterans, and people with disabilities (Lines 61 and 95).

That leaves many jobs, residents and important destinations a long walk from consistently usable service.

Line 48 is the only all-day local service in South Salinas. Its routing is designed to provide access to social service agencies that have been placed in isolated locations at the edge of industrial areas, the 101 freeway, and Salinas Airport.

Salinas – Medium Scenario

Reading the Maps

As in the rest of this report, this map **shows bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

How Timed Transfers Would Work

Timed transfers would make it possible to connect from one bus line to another without a long wait.

Blue lines would arrive at Salinas Transit Center at :10 and :40 minutes after the hour, and leave at :15 and :45.

Green lines would arrive at Salinas Transit Center :10 minutes after the hour, and leave at :15.

Lines 28 and 29 would alternate, but there would always be a departure to Watsonville at :15 after the hour as well.

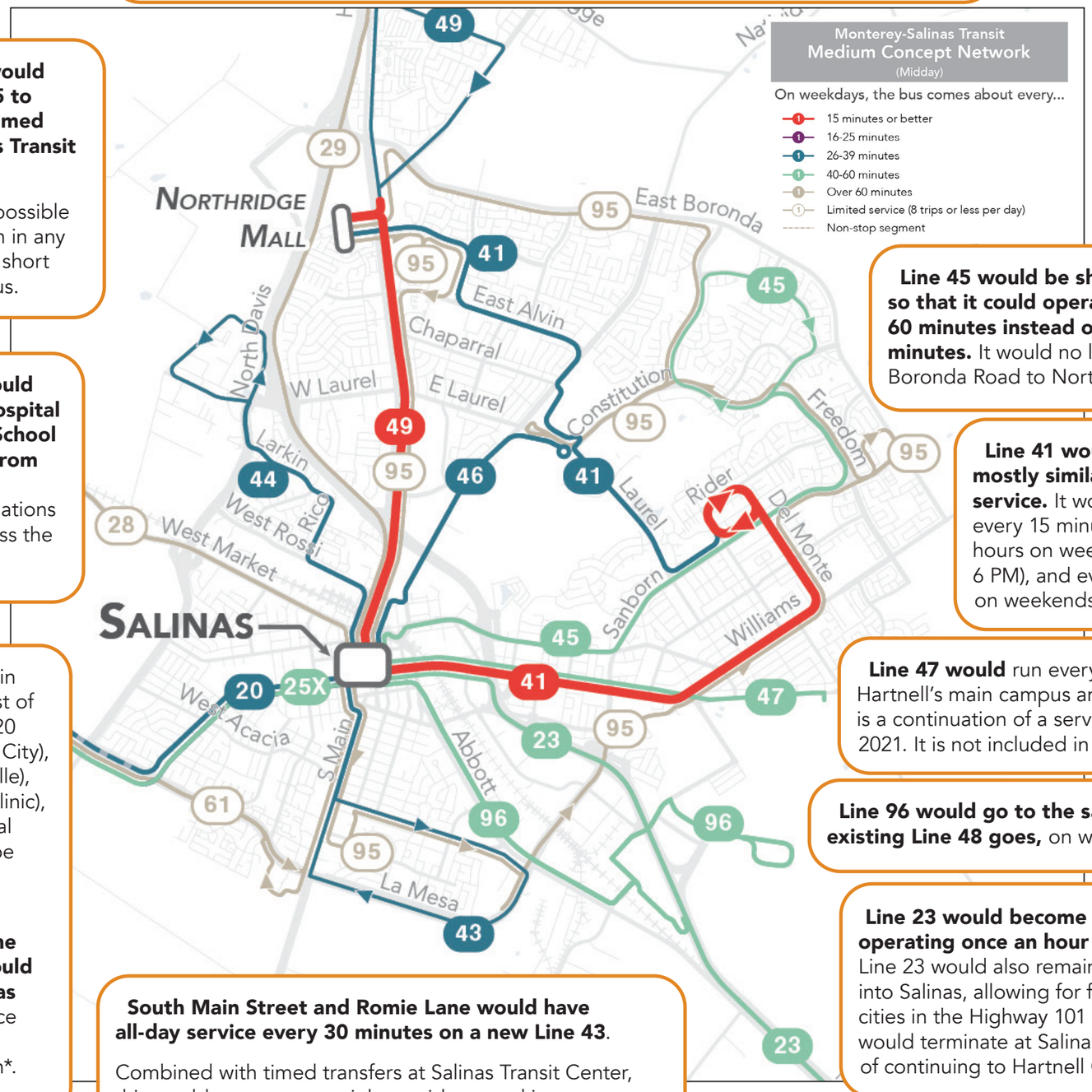
Red Lines would not have a timed transfer, but the next bus would be scheduled to always come within 15 minutes. In practice, most passengers connecting to and from red lines at Salinas Transit Center would experience a 5 to 10 minute wait. On evenings and weekends, red lines would function like blue lines.

Line 49 would be upgraded to provide service every 15 minutes from Downtown to Northridge, with service every 30 minutes continuing to Santa Rita. This would provide frequent service in Salinas' second densest corridor, with many people and jobs nearby.

Most of Salinas would be served every 15 to 30 minutes, with timed transfers at Salinas Transit Center.

This would make it possible to travel across town in any direction with just a short wait for a second bus.

A new Line 46 would serve Natividad Hospital and Salinas Adult School every 30 minutes from Downtown Salinas, making those destinations reachable from across the region.



Line 45 would be shortened, so that it could operate every 60 minutes instead of every 75 minutes. It would no longer serve Boronda Road to Northridge.

Line 41 would remain mostly similar to existing service. It would operate every 15 minutes a few more hours on weekdays (7 AM to 6 PM), and every 30 minutes on weekends.

Salinas would remain connected to the rest of the region by Lines 20 (Monterey), 23 (King City), 28 and 29 (Watsonville), and 61 (Marina-VA Clinic), but local and regional connections would be facilitated by timed transfers.

A direct route to the CSUMB campus would also be reinstated as Line 25X, with service once an hour when classes are in session*.

Line 47 would run every 60 minutes between Hartnell's main campus and its Alisal campus. This is a continuation of a service MST began in mid-2021. It is not included in the Low Scenario.

Line 96 would go to the same areas the existing Line 48 goes, on weekdays only.

Line 23 would become much more frequent, operating once an hour to and from King City. Line 23 would also remain on Highway 101 coming into Salinas, allowing for faster travel to and from cities in the Highway 101 corridor. However, it would terminate at Salinas Transit Center instead of continuing to Hartnell College.

South Main Street and Romie Lane would have all-day service every 30 minutes on a new Line 43.

Combined with timed transfers at Salinas Transit Center, this would connect many jobs, residents and important destinations in this area to the rest of Salinas by transit.

Salinas – How many people would be near service?

Existing Service

Figure 27 (below left) shows how many Salinas residents and jobs are located within a half-mile walk of a stop on an existing MST bus line, and the level of service available on the most frequent route at that stop.

- 77% of Salinas residents and 61% of jobs in Salinas are near an existing MST bus line, regardless of how often that bus line runs.
- But only 44% of Salinas residents and 29% of jobs are located near service that runs about every 30 minutes or better. Most Salinas residents are near either very infrequent service, or no service at all.
- Among residents in poverty, 41% live near service every 15 minutes or better, and 55% live near service every 30 minutes or better. This is almost all related to Line 41, from Downtown to Alisal to Northridge.

Proposed Final Network

Figure 28 (below right) shows the same information, if the Medium Scenario of this plan were implemented.

- **The total number of Salinas residents and jobs near an MST bus line would increase slightly**, to 80% of residents (+3%) and 66% of jobs (+5%).
- **The number of Salinas residents and jobs near service every 30 minutes or better would increase** to 66% of residents (+22%) and 54% of jobs (+25%).
- 50% of residents in poverty would be near service every 15 minutes or better (+9%).
- 74% of residents in poverty would live near service every 30 minutes or better (+19%).

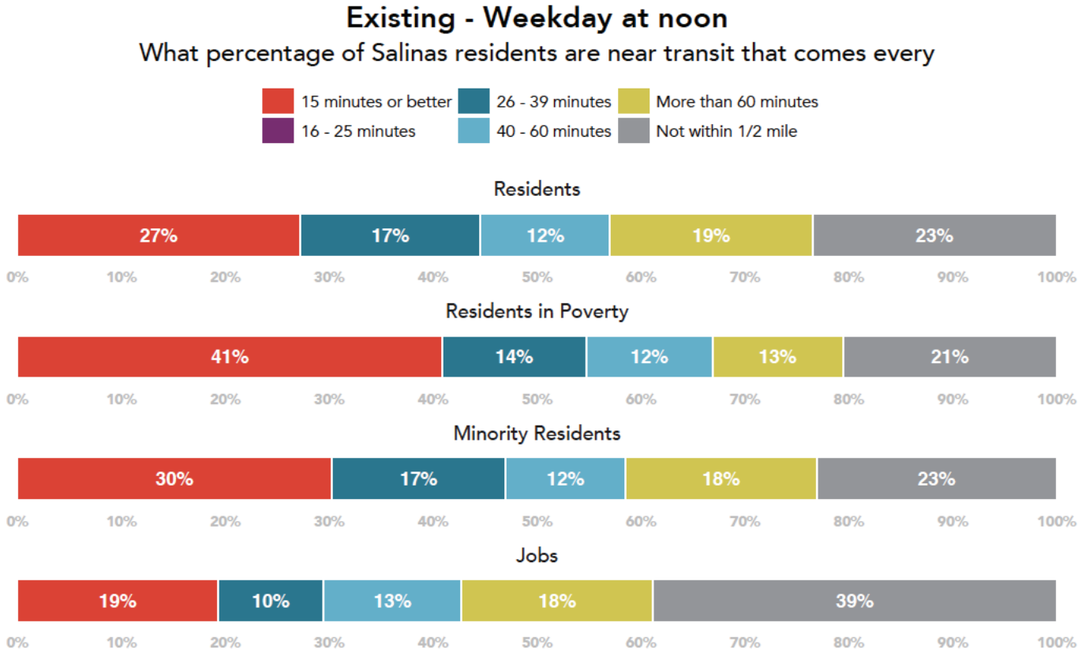


Figure 27: Chart showing the percentage of Salinas residents and jobs within a half-mile walk of existing MST bus lines.

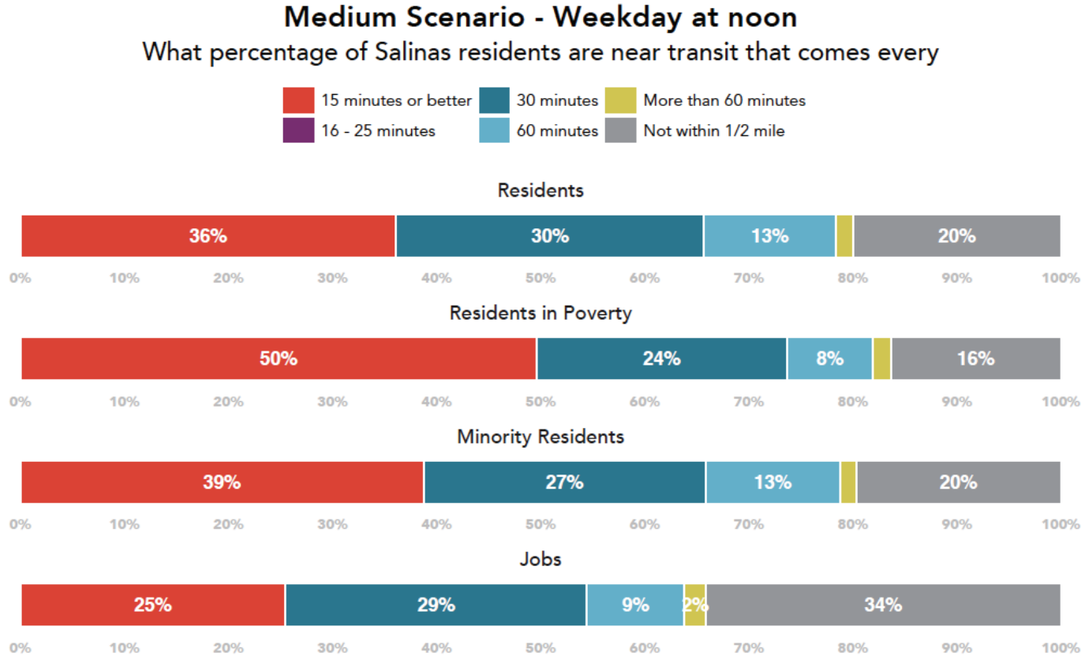


Figure 28: Chart showing the percentage of Salinas residents and jobs that would be within a half-mile walk of MST bus lines in the Medium Scenario.

Salinas – Low, Medium and High Scenarios

Low Scenario

The Low Scenario is a contingency plan to help define how MST would react to either (a) lower revenues than expected or (b) an insufficient number of drivers to operate the Medium Scenario (or some other unexpected resource constraint). In the Low Scenario, proposed service would be similar to the Medium Scenario, except for the following changes:

- Red and blue lines would end service an hour earlier in the evening, at 9 PM on weekdays and 8 PM on weekends.
- Lines 43 and 44 would operate once an hour instead of every 30 minutes.
- MST would not operate direct service from Salinas to CSUMB on the new Line 25X, nor the shuttle between Hartnell campuses on Line 47.

Reading the Maps

As in the rest of this report, the maps on this page **show bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

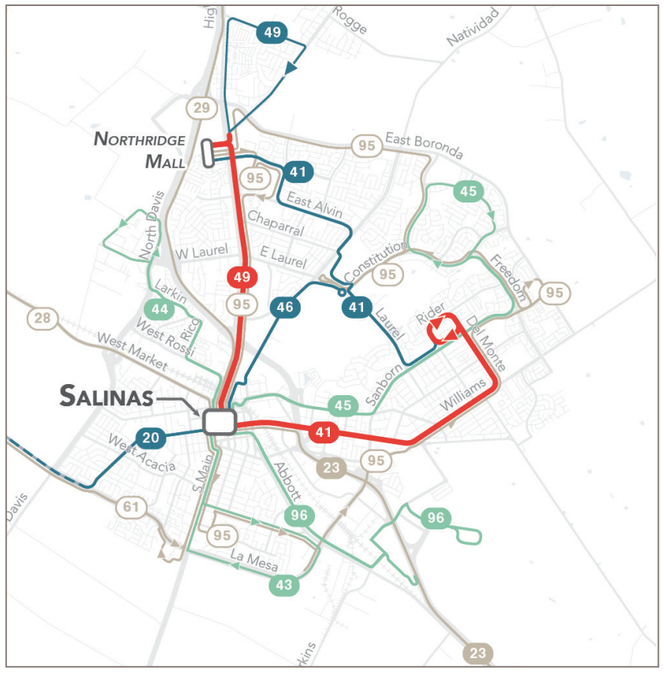
Medium Scenario

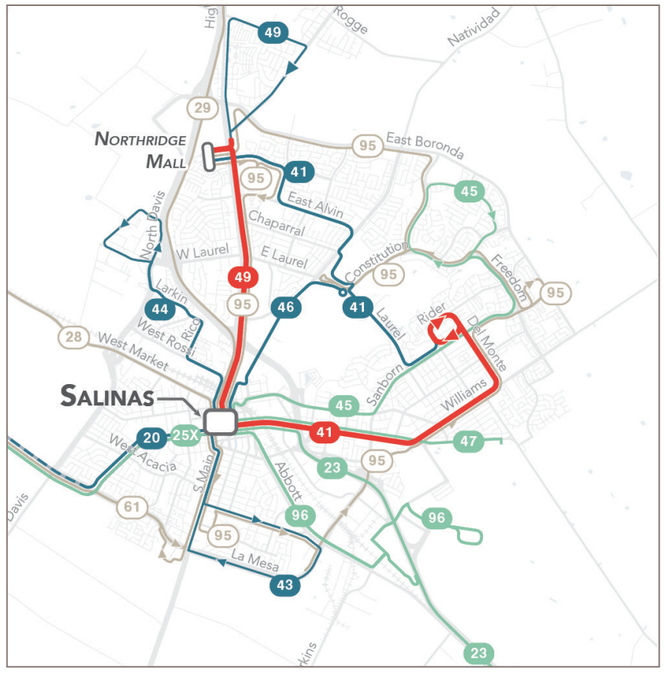
The Medium Scenario would operate as described in previous pages. The map below is provided for reference and comparison purposes.

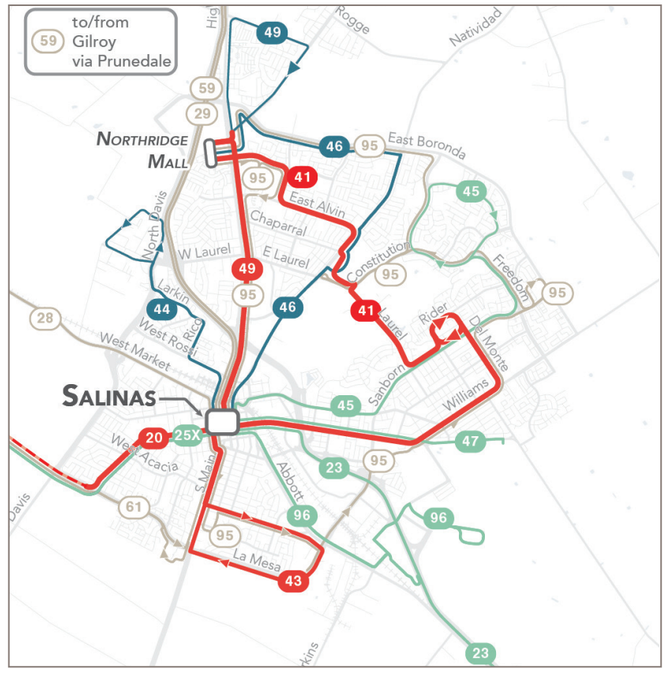
High Scenario

The High Scenario is designed to show where and how much MST could increase service if a new funding source appeared in the future. The most likely source for new funds would be a new countywide 1/8-cent sales tax, if voters were to approve. In the High Scenario, proposed service would be similar to the Medium scenario, except for the following changes:

- Line 20, Line 47, and the northern half of Line 41 would all be upgraded to run every 15 minutes.
- Line 46 would be extended northward from Natividad Hospital to Boronda Road and Northridge Mall.
- There would be a new Line 59 to Gilroy, running every 90 minutes and connecting to VTA and Caltrain.







Monterey Bay & Peninsula – Existing

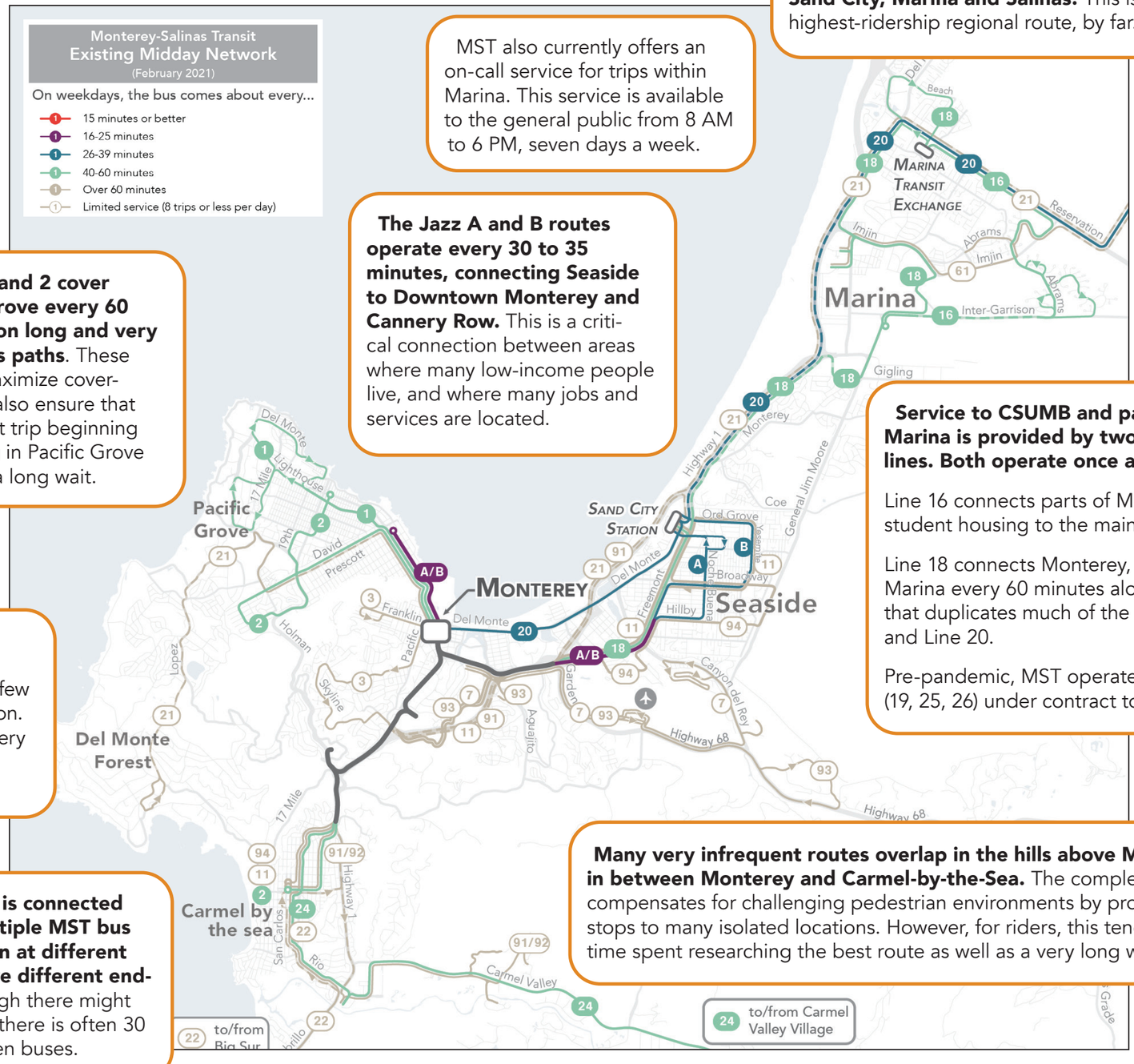
Reading the Maps

The maps on this and the following page depict how MST bus lines are currently organized in the greater Seaside-Monterey urban area, and how that would change if this plan were implemented.

These maps are annotated with comments that explain how the existing network operates, and how that would change in the future.

As in the rest of this report, **maps show bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.



Line 20 provides a regional connection every 30 minutes between Monterey, Sand City, Marina and Salinas. This is MST's highest-ridership regional route, by far.

MST also currently offers an on-call service for trips within Marina. This service is available to the general public from 8 AM to 6 PM, seven days a week.

The Jazz A and B routes operate every 30 to 35 minutes, connecting Seaside to Downtown Monterey and Cannery Row. This is a critical connection between areas where many low-income people live, and where many jobs and services are located.

Lines 1 and 2 cover Pacific Grove every 60 minutes on long and very circuitous paths. These routes maximize coverage, but also ensure that any transit trip beginning or ending in Pacific Grove requires a long wait.

Service to CSUMB and parts of Marina is provided by two MST bus lines. Both operate once an hour.

Line 16 connects parts of Marina and student housing to the main campus.

Line 18 connects Monterey, Seaside and Marina every 60 minutes along a path that duplicates much of the Jazz routes and Line 20.

Pre-pandemic, MST operated other lines (19, 25, 26) under contract to CSUMB.

Specialized commuter routes like Line 11 (Carmel) and Line 21 (Pebble Beach) provide fast service, but they run just a few times a day in the morning and afternoon. These are only useful for workers with very specific commute hours, who are also heading straight home after work.

Many very infrequent routes overlap in the hills above Monterey, and in between Monterey and Carmel-by-the-Sea. The complexity of service compensates for challenging pedestrian environments by providing bus stops to many isolated locations. However, for riders, this tends to mean time spent researching the best route as well as a very long wait.

Carmel-by-the-Sea is connected to Monterey by multiple MST bus lines, but they all run at different frequencies and have different endpoints. So even though there might be 3 buses per hour, there is often 30 to 40 minutes between buses.

Monterey Bay & Peninsula – Medium Scenario

Reading the Maps

As in the rest of this report, this map **shows bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

How Timed Transfers Would Work

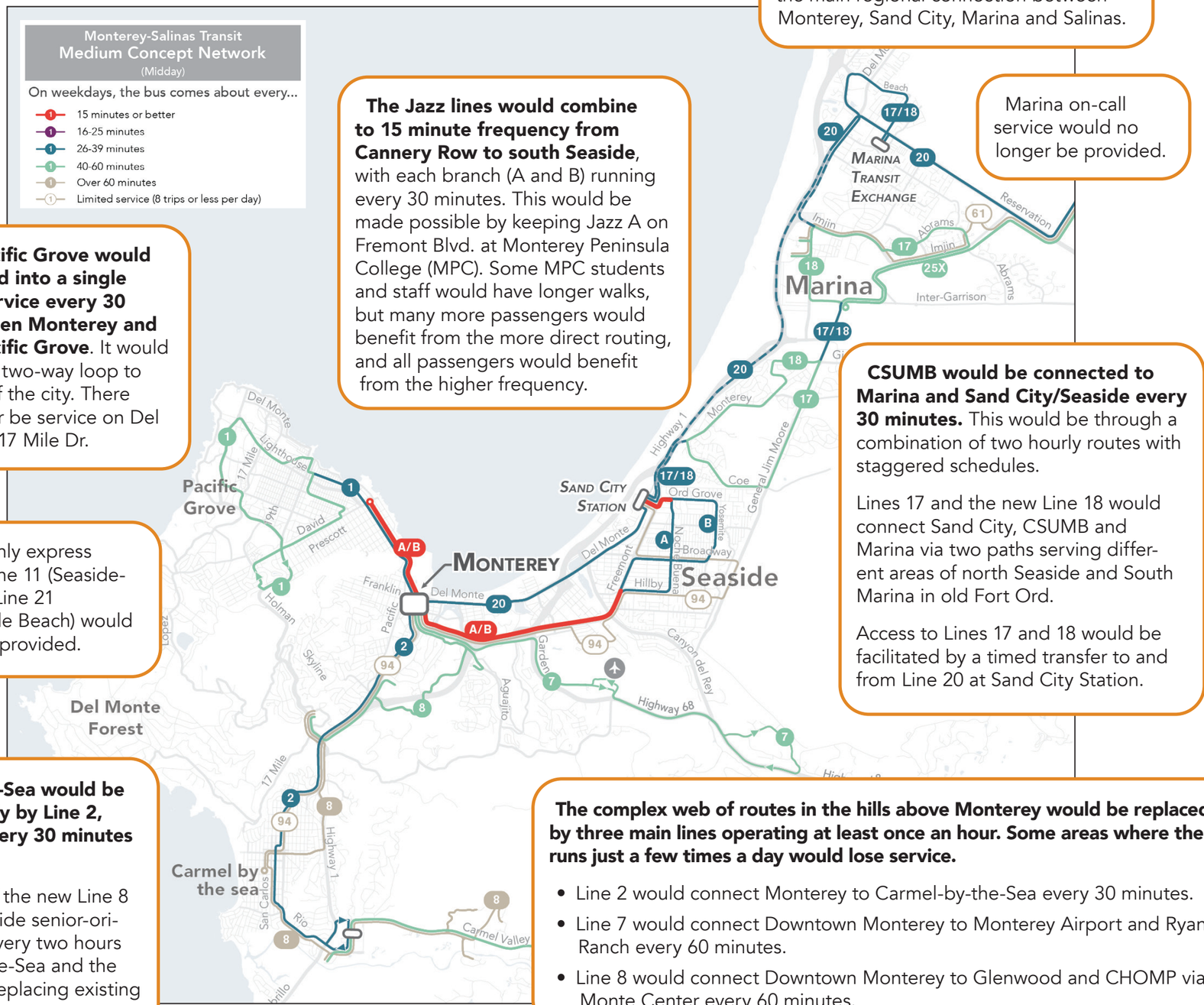
Timed transfers would make it possible to connect from one bus line to another without a long wait.

At Monterey Transit Plaza:

- **Blue lines** would arrive at :10 and :40 minutes after the hour, and leave at :15 and :45.
- **Green lines** would arrive at :10 minutes after the hour, and leave at :15.
- **Red Lines** would not have a timed transfer, but the next bus would be scheduled to always come within 15 minutes. In practice, most passengers connecting to and from red lines would experience a 5 to 10 minute wait. On evenings and weekends, red lines would function like blue lines.

At **Sand City Station,** Lines 17 and 18 would be scheduled to arrive 3 minutes before and leave 3 minutes after Line 20.

At **Carmel Rancho**, Lines 2 and 24 would both arrive at :40 minutes after the hour and leave at :45.



Line 20 would continue to provide the main regional connection between Monterey, Sand City, Marina and Salinas.

Marina on-call service would no longer be provided.

The Jazz lines would combine to 15 minute frequency from Cannery Row to south Seaside, with each branch (A and B) running every 30 minutes. This would be made possible by keeping Jazz A on Fremont Blvd. at Monterey Peninsula College (MPC). Some MPC students and staff would have longer walks, but many more passengers would benefit from the more direct routing, and all passengers would benefit from the higher frequency.

Service in Pacific Grove would be consolidated into a single Line 1, with service every 30 minutes between Monterey and Downtown Pacific Grove. It would then split into a two-way loop to serve the rest of the city. There would no longer be service on Del Monte Blvd. or 17 Mile Dr.

CSUMB would be connected to Marina and Sand City/Seaside every 30 minutes. This would be through a combination of two hourly routes with staggered schedules.

Lines 17 and the new Line 18 would connect Sand City, CSUMB and Marina via two paths serving different areas of north Seaside and South Marina in old Fort Ord.

Access to Lines 17 and 18 would be facilitated by a timed transfer to and from Line 20 at Sand City Station.

Peak-hour only express service like Line 11 (Seaside-Carmel) and Line 21 (Salinas-Pebble Beach) would no longer be provided.

Carmel-by-the-Sea would be served primarily by Line 2, with service every 30 minutes to Monterey.

An extension of the new Line 8 would also provide senior-oriented service every two hours in Carmel-by-the-Sea and the Carmel Valley, replacing existing Lines 91 and 92.

The complex web of routes in the hills above Monterey would be replaced by three main lines operating at least once an hour. Some areas where the bus runs just a few times a day would lose service.

- Line 2 would connect Monterey to Carmel-by-the-Sea every 30 minutes.
- Line 7 would connect Downtown Monterey to Monterey Airport and Ryan Ranch every 60 minutes.
- Line 8 would connect Downtown Monterey to Glenwood and CHOMP via Del Monte Center every 60 minutes.

Monterey Bay & Peninsula – How many people would be near service?

Existing Service

Figure 29 (below left) shows how many residents and jobs in the greater Seaside-Monterey urban area are located within a half-mile walk of a stop on an existing MST bus line, and the level of service available on the most frequent route at that stop.

- 68% of residents and jobs in the greater Seaside-Monterey urban area are near an existing MST bus line, regardless of how often that bus line runs.
- But only 39% of residents and 41% of jobs in the greater Seaside-Monterey urban area are located near service that runs about every 30 minutes or better. Most residents are either near very infrequent service, or no service at all.
- Among residents in poverty, 15% live near service about every 20 minutes (i.e. the shared segment of the Jazz A and B lines), and 55% live near service about every 30 minutes or better. Many of these residents live in either Seaside near the Jazz A and B, or in Marina near Line 20.

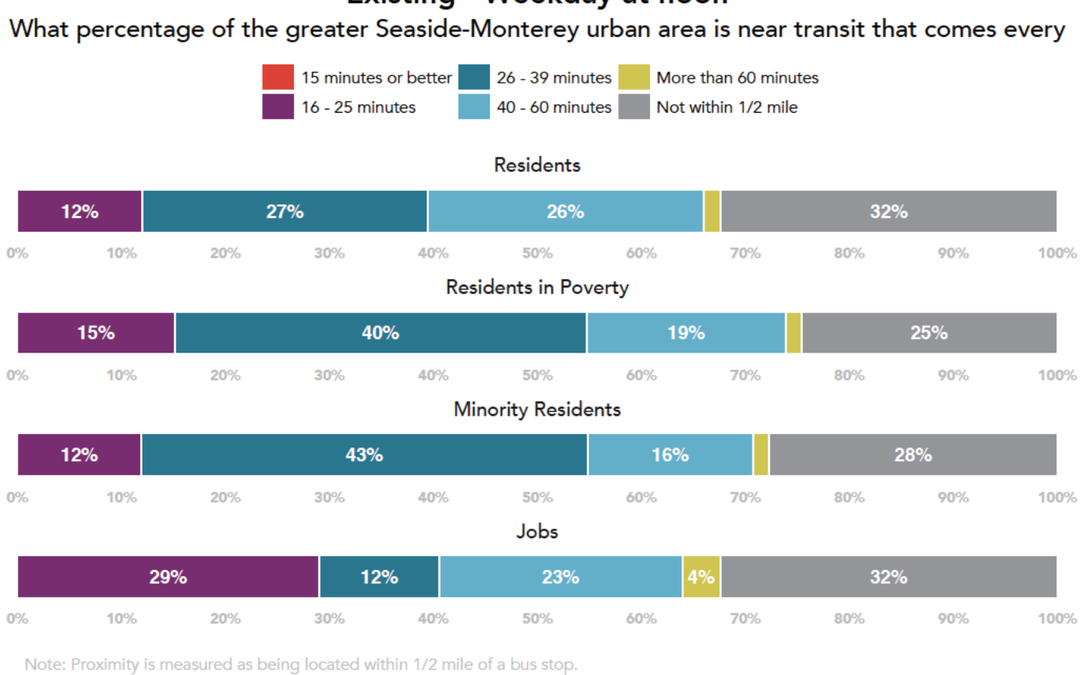


Figure 29: Chart showing the percentage of residents and jobs within a half-mile walk of existing MST bus lines in the greater Seaside-Monterey urban area.

Proposed Final Network

Figure 30 (below right) shows the same information, if the Medium Scenario of this plan were implemented.

- **In the greater Seaside-Monterey urban area, the total number residents and jobs near an MST bus line would decline very slightly**, to 67% of residents and jobs (-1%).
- **The number of residents and jobs near service every 30 minutes or better would increase to 51% of residents (+12%) and 54% of jobs (+13%).**
- 62% of residents in poverty would live near service every 30 minutes or better (+7%).
- 14% of all residents, 30% of jobs, and 18% of residents in poverty would be near service every 15 minutes or better. This would be made possible by eliminating the Jazz A deviation into Monterey Peninsula College and modifying the Jazz routing into Sand City Station.

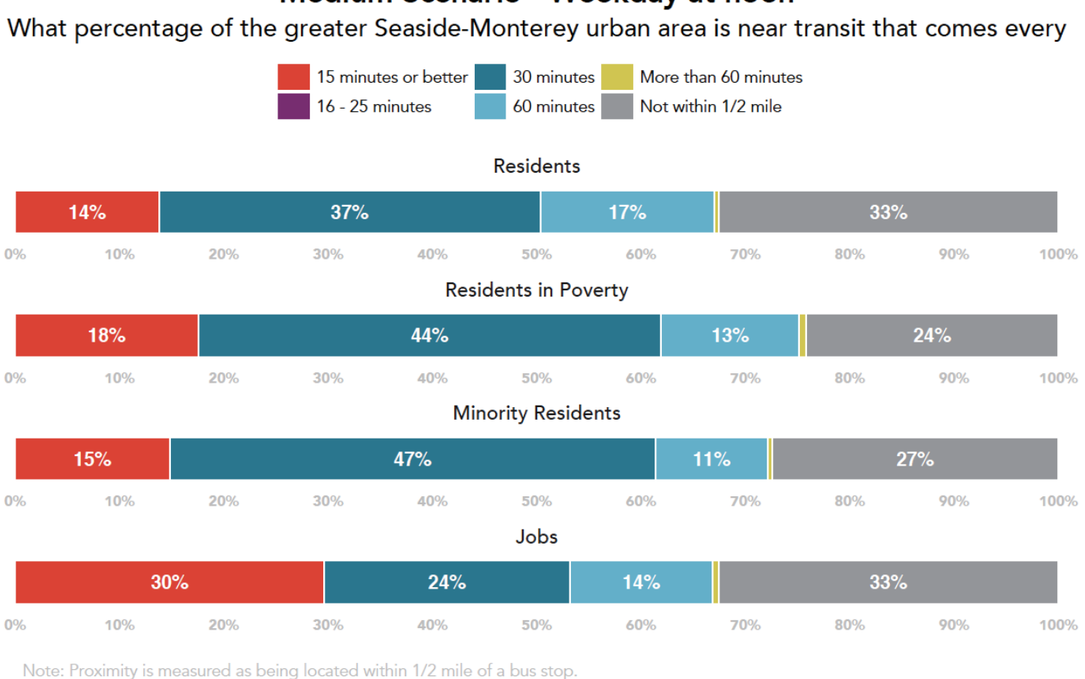


Figure 30: Chart showing the percentage of residents and jobs in the greater Seaside-Monterey urban area that would be within a half-mile walk of MST bus lines in the Medium Scenario.

Monterey Bay & Peninsula – Low, Medium and High Scenarios

Low Scenario

The Low Scenario is a contingency plan to help define how MST would react to either (a) lower revenues than expected or (b) an insufficient number of drivers to operate the Medium Scenario (or some other unexpected resource constraint). In the Low Scenario, proposed service would be similar to the Medium Scenario, except for the following changes:

- Red and blue lines would end service an hour earlier in the evening, at 9 PM on weekdays and 8 PM on weekends.
- MST would not operate Line 24 to Carmel Valley Village. Service in the Carmel Valley would be limited to a longline of Route 8 to Del Mesa Dr., replacing existing service on Lines 91 and 92.
- MST would not operate direct service from CSUMB to Salinas on the new Line 25X.

Reading the Maps

As in the rest of this report, the maps on this page **show bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

Medium Scenario

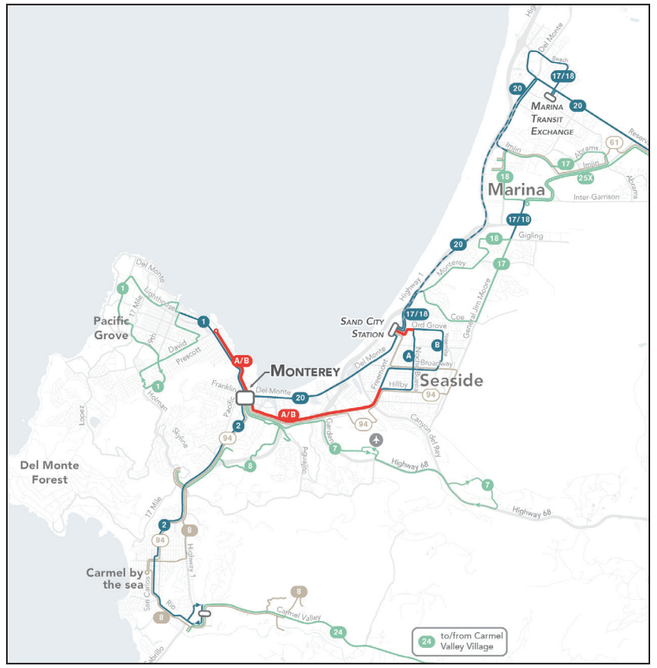
The Medium Scenario would operate as described in previous pages. The map below is provided for reference and comparison purposes.

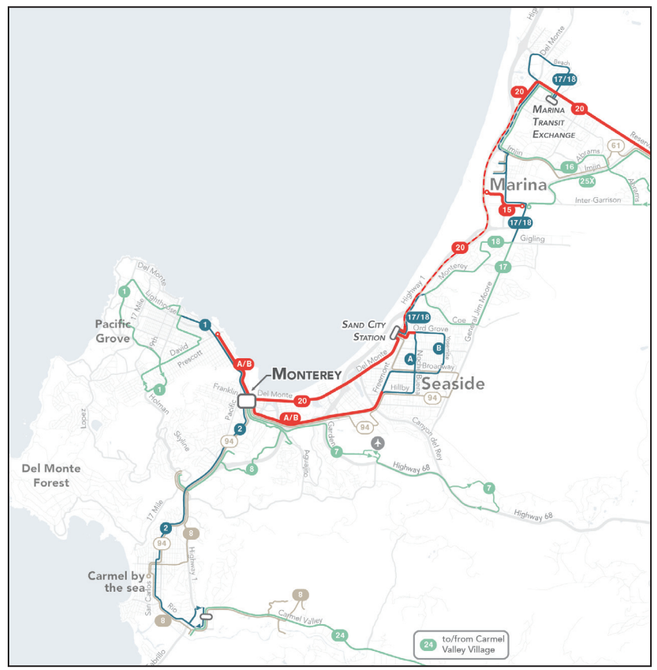
High Scenario

The High Scenario is designed to show where and how much MST could increase service if a new funding source appeared in the future. The most likely source for new funds would be a new countywide 1/8-cent sales tax, if voters were to approve. In the High Scenario, proposed service would be similar to the Medium scenario, except for the following changes:

- The Jazz A and B would continue operating until midnight, seven days a week, although at lower evening frequencies.
- Line 20 (Salinas to Monterey) would be upgraded to run every 15 minutes on weekdays.
- If the SURF! project is completed, a new Line 15 would connect CSUMB to Line 20 for faster regional connections.
- Lines 17 and 18 would combine into a single path from CSUMB to Marina Transit Exchange. A new Line 16 would restore basic coverage to the Abrams Dr. area in Marina.







Regional Service – Existing

Reading the Maps

The maps on this and the following pages depict how MST regional bus lines are currently organized. These maps are annotated with comments that explain how the existing network operates, and how that would change in the future.

Most MST regional lines connect more rural parts of Monterey County to Monterey, Salinas and Watsonville.

MST also considers Lines 20, 21 and 61 to be regional, because they originate in Salinas and go to the greater Seaside-Monterey-Marina area. However, these are covered in more detail in prior sections.

As in the rest of this report, this **map shows bus lines color-coded by midday frequency on weekdays.**

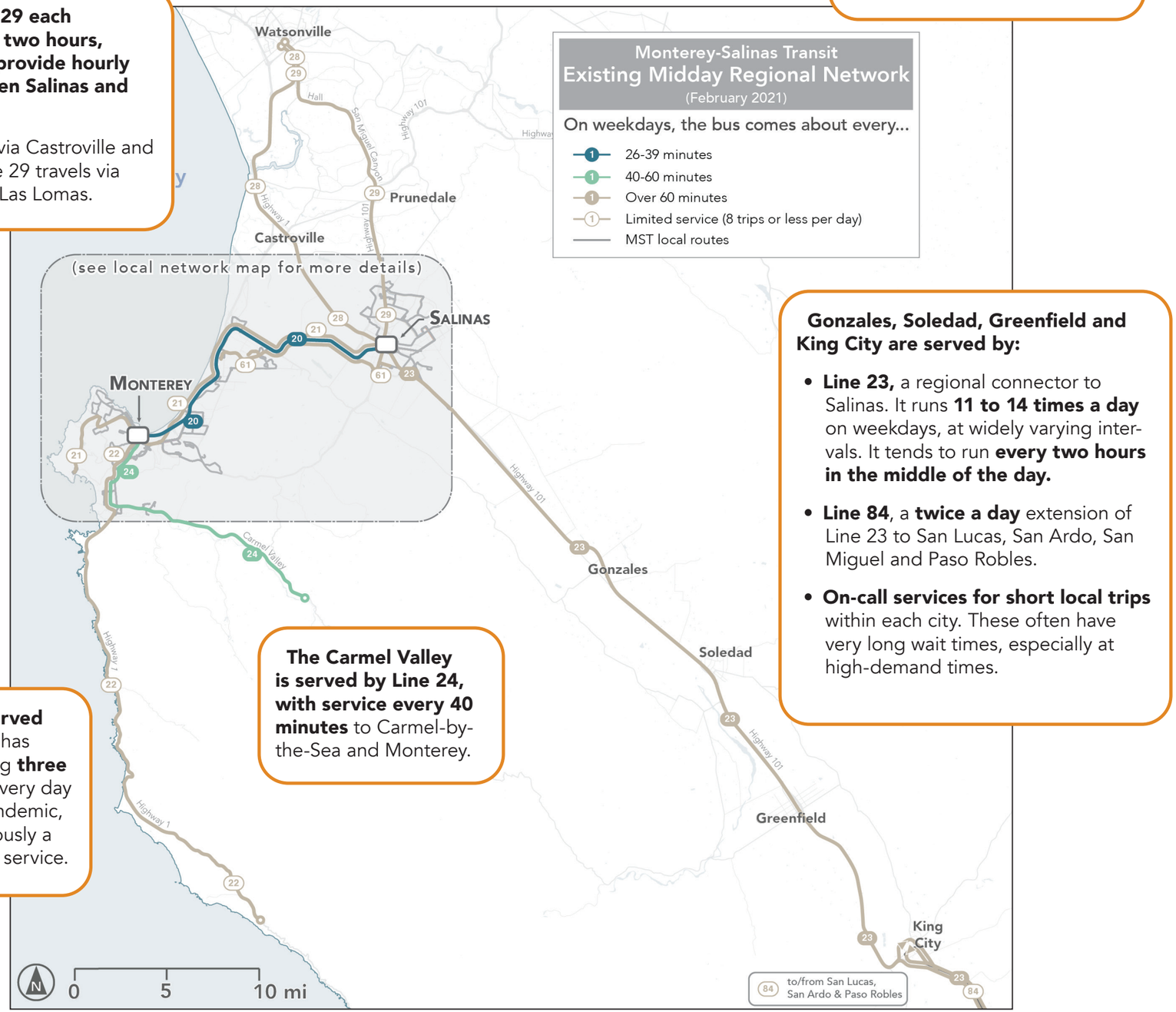
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

There are no red lines on this map because no regional service runs every 15 minutes or better at this time.

Lines 28 and 29 each operate every two hours, combining to provide hourly service between Salinas and Watsonville.

Line 28 travels via Castroville and Highway 1. Line 29 travels via Prunedale and Las Lomas.

Line 55 to San Jose has been suspended since March 2020.



Gonzales, Soledad, Greenfield and King City are served by:

- **Line 23,** a regional connector to Salinas. It runs **11 to 14 times a day** on weekdays, at widely varying intervals. It tends to run **every two hours in the middle of the day.**
- **Line 84**, a **twice a day** extension of Line 23 to San Lucas, San Ardo, San Miguel and Paso Robles.
- **On-call services for short local trips** within each city. These often have very long wait times, especially at high-demand times.

The Carmel Valley is served by Line 24, with service every 40 minutes to Carmel-by-the-Sea and Monterey.

Big Sur is served by Line 22. It has been operating **three times a day** every day during the pandemic, but was previously a weekend-only service.

Regional Service – Medium Scenario

Reading the Maps

As in the rest of this report, this map **shows bus lines color-coded by midday frequency on weekdays.**

- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

There are no red lines on this map because no regional service is proposed to run every 15 minutes or better in the Medium Scenario.

How Timed Transfers Would Work

Timed transfers would make it possible to connect from one bus line to another without a long wait.

At Monterey Transit Plaza:

- **Blue lines** would arrive at :10 and :40 minutes after the hour, and leave at :15 and :45.
- **Green lines** would arrive at :10 minutes after the hour, and leave at :15.

At Salinas Transit Center:

- **Blue lines** would arrive at :10 and :40 minutes after the hour, and leave at :15 and :45.
- **Green lines** would arrive at :10 minutes after the hour, and leave at :15.
- **Lines 28 and 29** would alternate, but there would always be a departure to Watsonville at :15 after the hour as well.

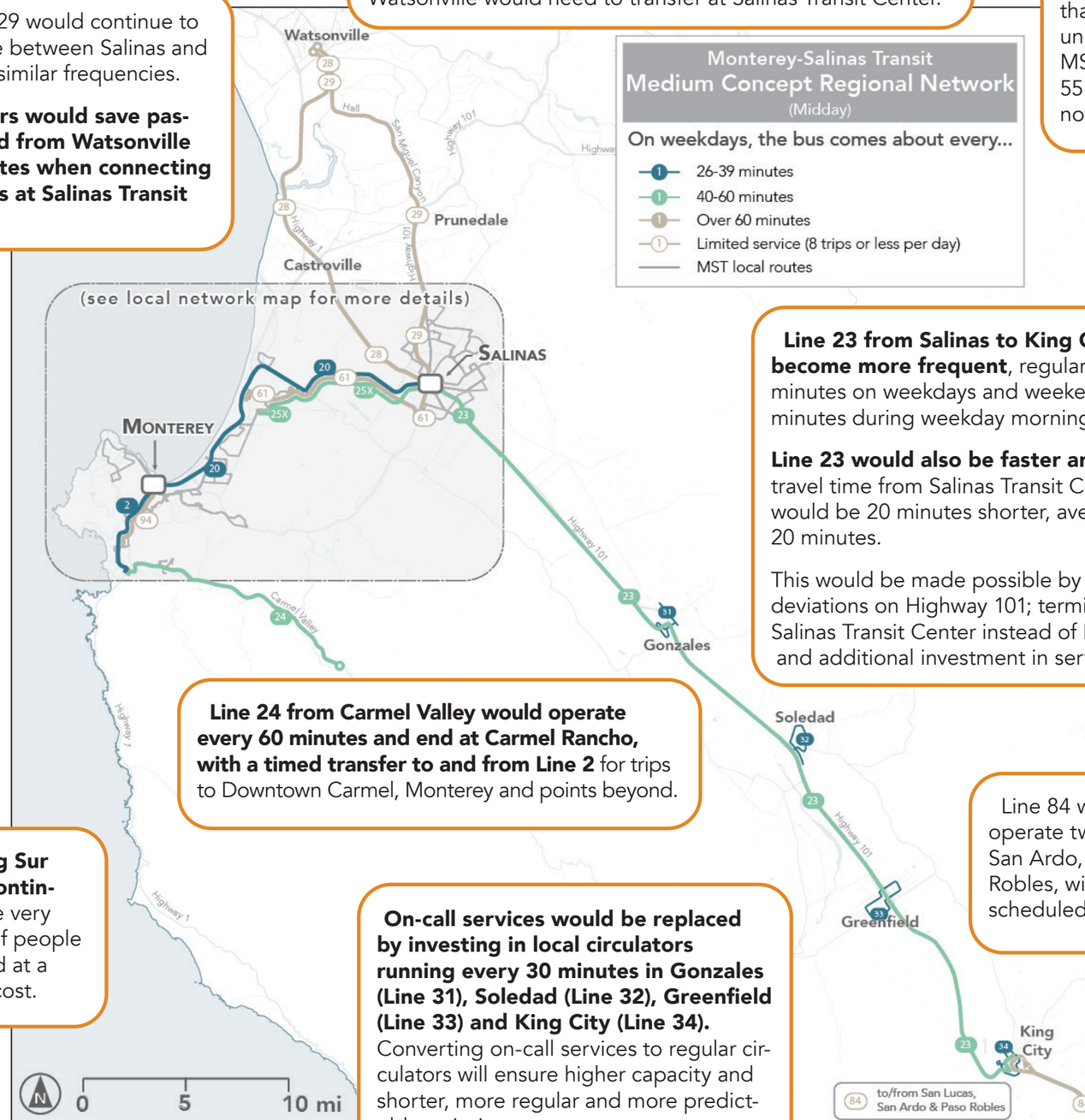
At **Carmel Rancho**, Lines 2 and 24 would both arrive at :40 minutes after the hour and leave at :45.

Lines 28 and 29 would continue to provide service between Salinas and Watsonville at similar frequencies.

Timed transfers would save passengers to and from Watsonville 25 to 55 minutes when connecting to another bus at Salinas Transit Center.

Line 29 would no longer operate on North Main Street in Salinas. Instead, it would stay on Highway 101 for a faster travel time. Passengers traveling between North Salinas and Watsonville would need to transfer at Salinas Transit Center.

As a service with a very high cost per rider that does not provide unique coverage within MST's service area, Line 55 to San Jose would not be restored.



Line 23 from Salinas to King City would become more frequent, regularly running every 60 minutes on weekdays and weekends, and every 30 minutes during weekday morning peak hours.

Line 23 would also be faster and more direct: travel time from Salinas Transit Center to King City would be 20 minutes shorter, averaging 1 hour and 20 minutes.

This would be made possible by making fewer deviations on Highway 101; terminating the route at Salinas Transit Center instead of Hartnell College; and additional investment in service.

Line 24 from Carmel Valley would operate every 60 minutes and end at Carmel Rancho, with a timed transfer to and from Line 2 for trips to Downtown Carmel, Monterey and points beyond.

Line 84 would continue to operate twice a day to San Lucas, San Ardo, San Miguel and Paso Robles, with departures and arrivals scheduled to match Line 23.

Line 22 to Big Sur would be discontinued, due to the very small number of people and jobs served at a relatively high cost.

On-call services would be replaced by investing in local circulators running every 30 minutes in Gonzales (Line 31), Soledad (Line 32), Greenfield (Line 33) and King City (Line 34). Converting on-call services to regular circulators will ensure higher capacity and shorter, more regular and more predictable wait times.

Regional Service – Low, Medium and High Scenarios

Low Scenario

The Low Scenario is a contingency plan to help define how MST would react to either (a) lower revenues than expected or (b) an insufficient number of drivers to operate the Medium Scenario (or some other unexpected resource constraint). In the Low Scenario, proposed service would be similar to the Medium Scenario, except for the following changes:

- Line 23 from Salinas to King City would operate every 90 minutes (instead of every 60 minutes) in the middle of the day on weekdays, and on weekends. Morning peak service would remain every 30 minutes, and afternoon and evening service every 60 minutes.
- Line 24 to the Carmel Valley would be discontinued.

Reading the Maps

As in the rest of this report, the maps on this page **show bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green** lines run about once an hour.
- **Gold lines** run less than once an hour.

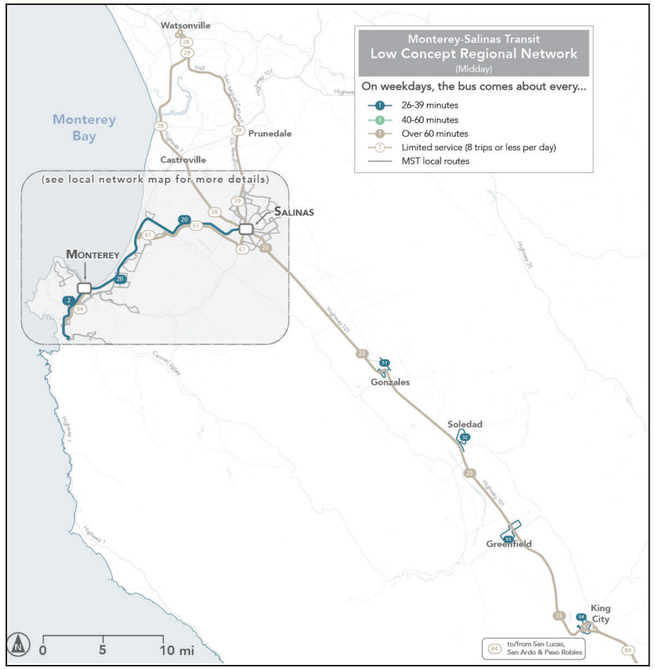
Medium Scenario

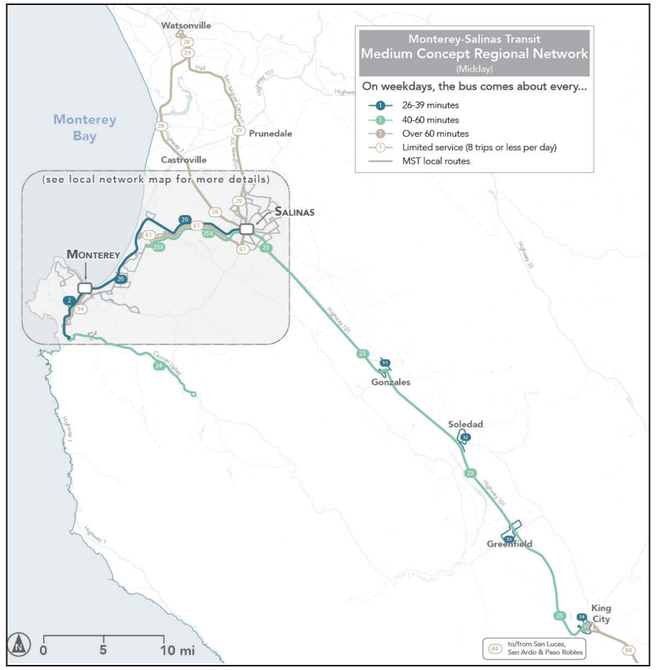
The Medium Scenario would operate as described in previous pages. The map below is provided for reference and comparison purposes.

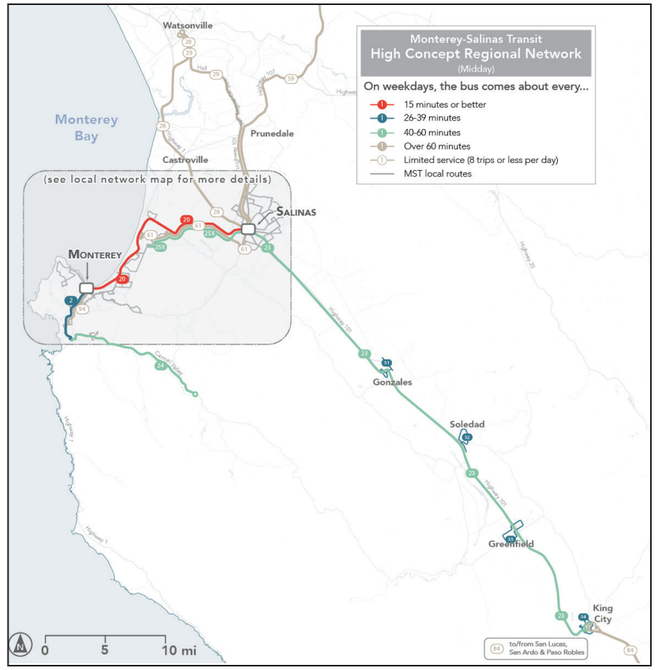
High Scenario

The High Scenario is designed to show where and how much MST could increase service if a new funding source appeared in future. The most likely source for new funds would be a new countywide 1/8-cent sales tax, if voters were to approve. In the High Scenario, proposed service would be similar to the Medium scenario, except for the following changes:

- Line 20 between Monterey and Salinas would be upgraded to run every 15 minutes.
- There would be a new Line 59 to Gilroy, running every 90 minutes and connecting to VTA and Caltrain for access to the Bay Area.

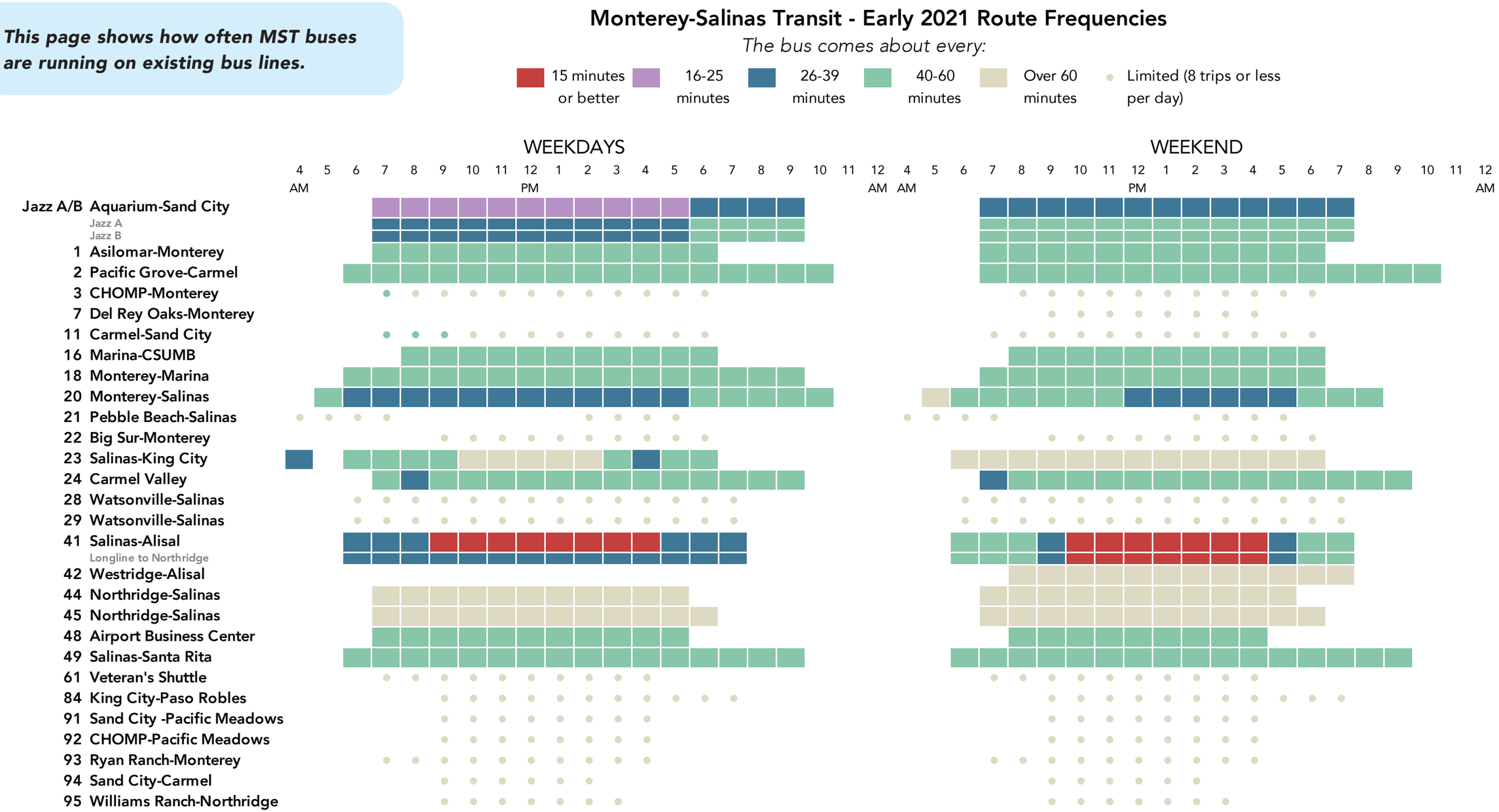






Service Frequency by MST Line and Time of Day – Existing

This page shows how often MST buses are running on existing bus lines.



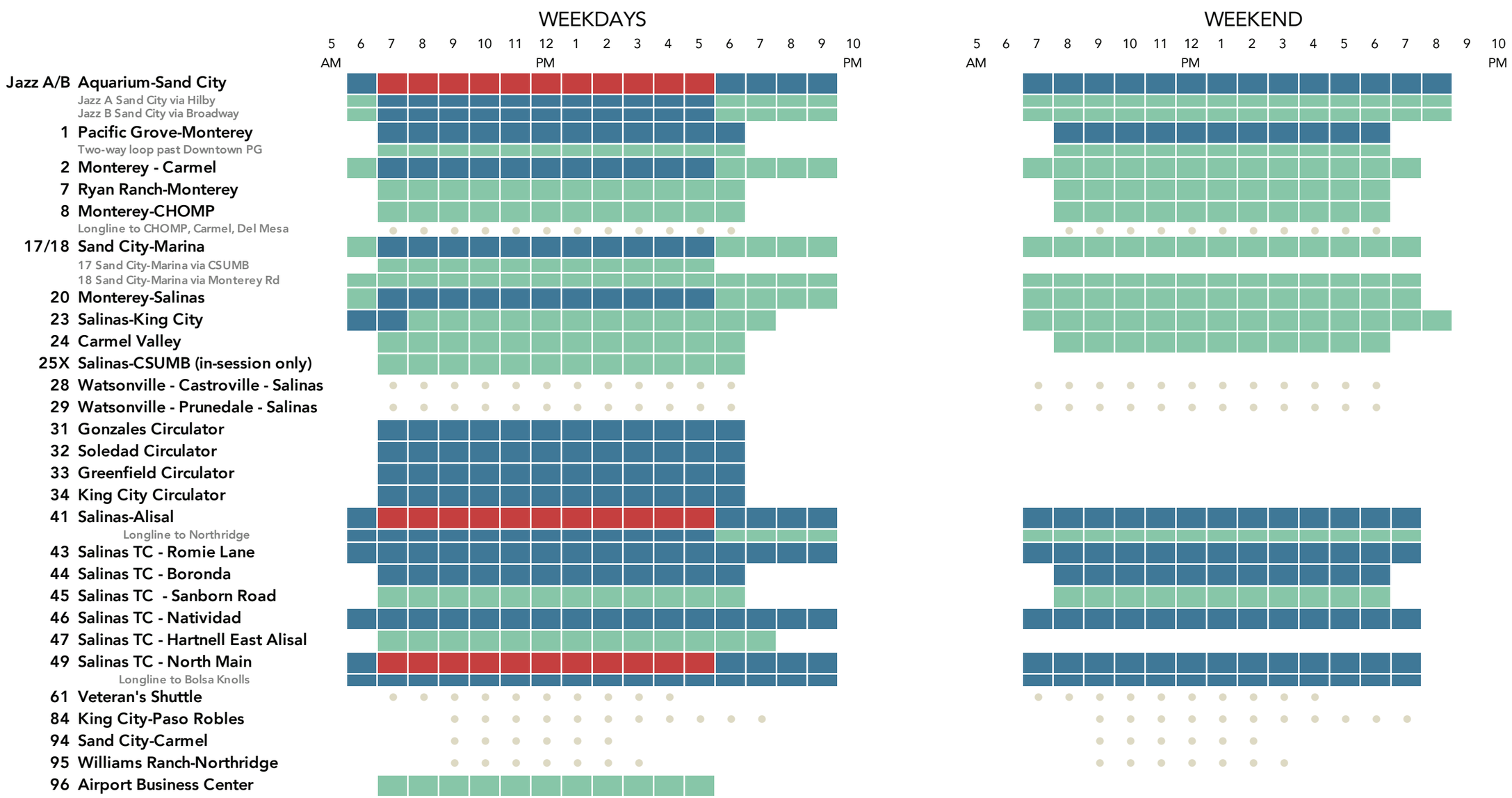
Service Frequency by MST Line and Time of Day – Medium Scenario

The Medium Scenario is the most likely scenario. It is effectively "the plan," barring unforeseen circumstances.

Proposed MST Bus Line Frequencies - Medium Scenario

The bus comes about every:

15 minutes or better | 30 minutes | 60 minutes | Limited (8 trips or less per day)



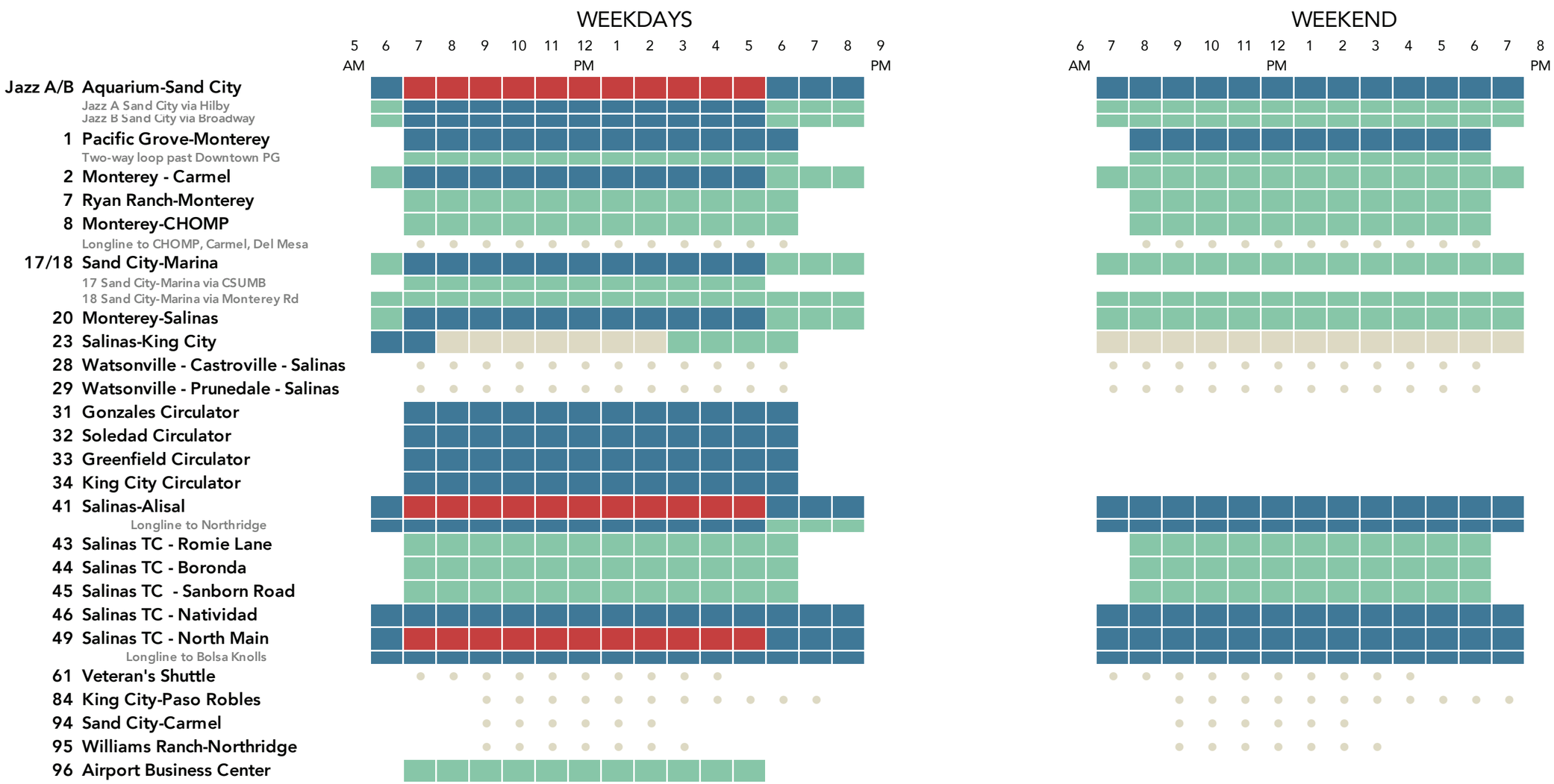
Service Frequency by MST Line and Time of Day – Low Scenario

The Low Scenario is a contingency plan in case MST revenues or bus driver availability were lower than expected.

Proposed MST Bus Line Frequencies - Low Scenario

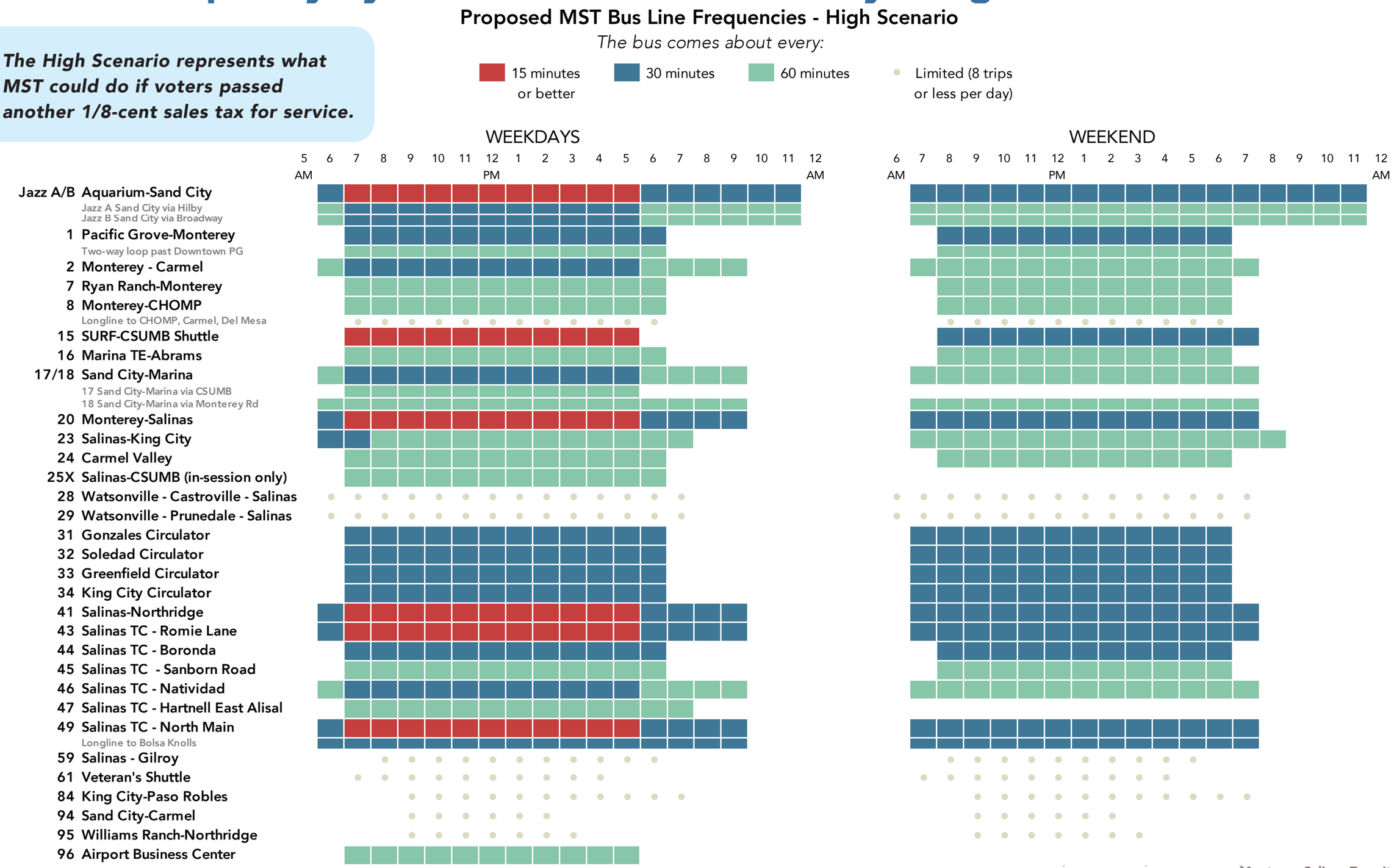
The bus comes about every:

15 minutes or better | 30 minutes | 60 minutes | Limited (8 trips or less per day)



Service Frequency by MST Line and Time of Day – High Scenario

The High Scenario represents what MST could do if voters passed another 1/8-cent sales tax for service.



6 How would this plan make transit more useful?

More people would be near service, and service would be more frequent.

Existing Service

Figure 31 (below left) shows how many residents and jobs in Monterey County are located within a half-mile walk of a stop on an existing MST bus line, and the level of service available on the most frequent route at that stop.

When the bus doesn't come very often, using transit requires lots of waiting; but **few people can afford to spend an hour or more waiting for a trip they need to make every day**, and fewer people want to. The **low frequencies in the existing MST network suggest that most Monterey County residents don't live near transit that comes often enough to be useful**, even if the bus went directly to the places they need to go.

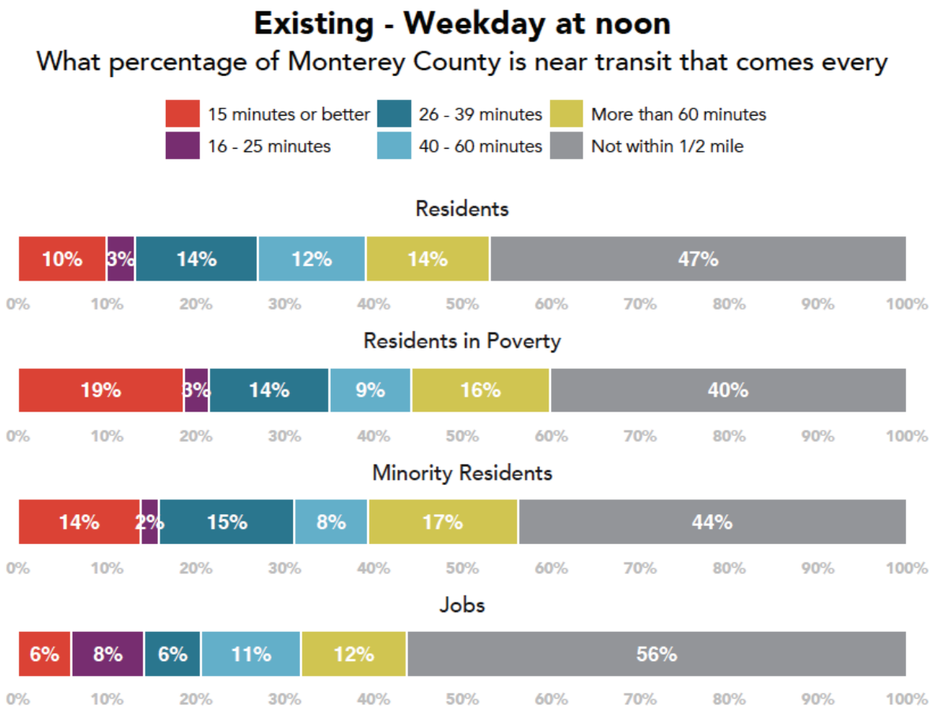
- Only 27% of county residents and 20% of jobs are near service that comes about every 30 minutes or better on weekdays.
- Only 10% of residents and 6% of jobs are near service that comes every 15 minutes or better.

Proposed Final Plan

Figure 32 (below right) shows the same information, if the Medium Scenario of this plan were implemented.

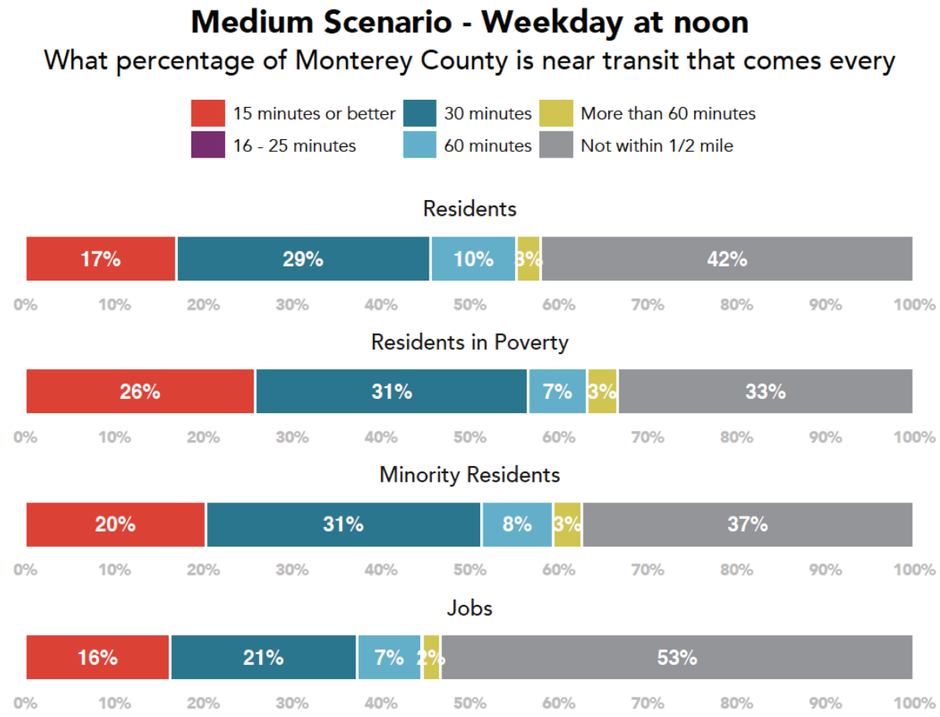
Frequency alone doesn't guarantee that a new or changed bus line will be especially useful. But if a bus doesn't come very often, few people will ever use it for more than occasional trips. As such, **the higher frequencies in this plan suggest the plan has the potential to provide service that is useful to more people, for more trips.**

- **The number of people and jobs near service every 30 minutes or better would increase to 46% of county residents (+19%) and 37% of jobs (+17%).** This includes a majority of residents in poverty (57%).
- The number of people and jobs near service every 15 minutes would increase to 17% of residents (+7%) and 16% of jobs (+10%).



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Figure 31: Chart showing the percentage of residents and jobs within a half-mile walk of existing MST bus lines in Monterey County.



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Figure 32: Chart showing the percentage of residents and jobs in Monterey County that would be within a half-mile walk of MST bus lines in the Medium Scenario.

Most transit trips would take far less time.

In the following pages, we'll show you two different ways to think about how much more or less time transit trips would take if this plan were implemented.

Example Trip Itineraries

The most concrete way of understanding whether transit trips would be shorter or longer in future is to plot out exactly how long those trips take today, and how that would change. This chapter provides nine examples selected to represent:

- Experiences from many different parts of MST's service area.
- A range of trip lengths and purposes.
- In most cases, trips that would need to occur at a specific time in someone's day.

The goal is to show what each trip entails, based on the choices that a reasonable and able-bodied person could make, if they needed to get somewhere by a certain time.

In existing service, travel times were calculated by seeking directions from Google for Wednesday, August 18, 2021[1].

Trip examples in proposed service used the same start and arrival constraints, making adjustments to in-vehicle travel time if the path taken on the bus had changed[2].

Trip examples are provided on page 51 to page 59.

Origin-Destination Matrix

It would be impossible to plot out every possible trip that someone does or could make on transit in Monterey County.

To provide a broader perspective on the degree to which trips get longer or shorter, **page 50 shows a comparison of average travel times in existing service vs. in the Medium Scenario of this plan for 15 prominent locations** throughout MST's service area.

Important: Waiting time counts!

Few people have the liberty of arriving when they please for all their trips, or to control their appointments or social activities so they end exactly at the right time to catch the bus home. Riding transit means waiting somewhere. The more frequent the service, the shorter the wait.

Both the origin-destination matrix and the trip examples include the impacts of waiting on total travel time.

Calculating Travel Times

Every transit trip is made up of walking, waiting, and riding.

Often when people think of riding somewhere by transit they only consider the time spent on the bus or train. It is important to remember that every transit trip is made up of time spent walking (or rolling) and time spent waiting.

Walking to and from a stop

Most transit trips begin and end with walking (or rolling) to and from your destinations. The amount of walking depends on the location of the nearest relevant bus stop for that trip.

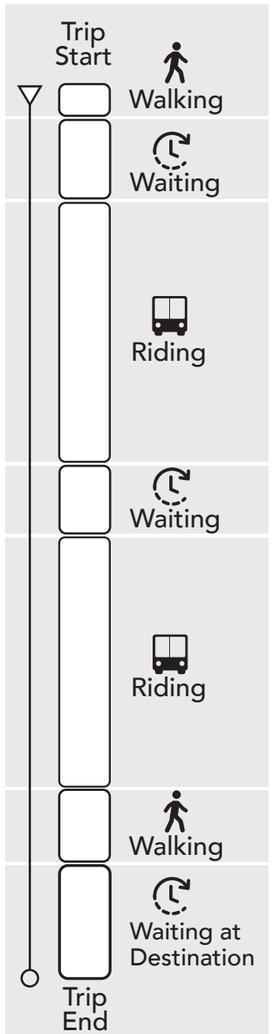
Waiting for the next bus or train

Waiting doesn't just happen at the start of your ride, it also happens at the end. You may not need to leave the house long before your departure, but if your bus is infrequent, you have to choose between being very early or too late.

For these trip examples, we assume you arrive at the first stop five minutes early to make sure you don't miss the bus. We also count the difference between your intended and scheduled arrival time as waiting time.

Riding to your destination

Time spent riding will mostly remain similar between the Existing Network and the Draft Network Plan scenarios, since buses won't suddenly run faster on the same roads. However, there will be some time savings in places where bus lines would be straighter and more direct.



1 In one case (Monterey to East Salinas at 4 PM), Google suggested transit directions that appeared less efficient than what the authors of this report could read from the MST schedules for Lines 20 and 21. In that specific case, the trip example was modified from the original Google directions.

2 For both existing and future trips, the examples assume that (a) a passenger would want to reach their initial bus stop at least five minutes before the bus is scheduled to arrive and (b) a passenger would plan to arrive at their final destination at least five minutes early, to avoid being late if their bus were running late.

Change in Average Travel Times Between 15 Key Locations

Existing Service vs. Medium Scenario

The chart in Figure 33 shows the average change in travel time by transit:

- When comparing existing service to the service proposed in the Medium Scenario of this plan;
- To travel between any two of 15 selected locations throughout MST's service area.

The calculated differences in travel time reflect changes to:

- **Frequency.** On average, a passenger will wait half the time between two buses for the next bus. If a bus comes every 60 minutes, that means a 30 minute wait on average. If that same bus would come every 30 minutes in future, the average wait would only be 15 minutes. The matrix shows this kind of change as a 15 minute time savings.
- **Timed Transfers.** The existing MST network has very few timed transfers. A passenger connecting from one line that runs every 30 minutes to another line that runs every 30 minutes would need to wait an average of 15 minutes for their second bus. This plan includes timed transfers for all lines that run every 30 and every 60 minutes, so in most cases that wait would be reduced to 5 minutes. The matrix shows this kind of change as a 10 minute savings.
- **Routing.** In some cases, the lines proposed in this plan take different routes than existing lines. The resulting differences in travel time on the bus (and walking to and from bus stops) are also taken into account in the matrix.

Many transit trips would be 30 or more minutes shorter than they are today if this plan were implemented. Few would be longer.

Travel Time Change Between Key Locations
Weekdays - Medium Scenario

Shorter by over 60 min | Shorter by 30 to 60 min | Shorter by 15 to 30 min | Shorter by 5 to 15 min | = Unchanged
Longer by 15 to 30 min | Longer by 5 to 15 min

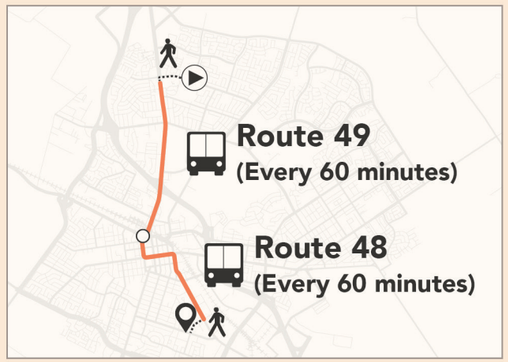
	Carmel Valley	Carmel-by-the-Sea	CSUMB	King City	Marina	Monterey - Downtown	PG - Downtown	Salinas - Alisal	Salinas - Downtown	Salinas - Natividad	Salinas - Northridge	Sand City	Seaside	Soledad	Watsonville
Carmel Valley		+ 10 min	-25 min	-65 min	-5 min	+ 10 min	-15 min	=	-5 min	-35 min	-35 min	=	+ 5 min	-55 min	-15 min
Carmel-by-the-Sea			-40 min	-80 min	-15 min	-5 min	-30 min	-15 min	-15 min	-50 min	-45 min	-15 min	-5 min	-65 min	-25 min
CSUMB				-85 min	-5 min	-20 min	-15 min	-5 min	-10 min	-45 min	-40 min	-10 min	-15 min	-75 min	-35 min
King City	-60 min	-60 min	-90 min	-40 min	-45 min	-75 min	-80 min	-60 min	-60 min	-35 min	-70 min				
Marina	=	-30 min	=	=	-35 min	-30 min	=	=	-50 min	-10 min					
Monterey - Downtown	-15 min	=	=	-35 min	-30 min	=	-5 min	-50 min	-10 min						
Pacific Grove - Downtown	-35 min	-35 min	-70 min	-65 min	-30 min	=	-85 min	-45 min							
Salinas - Alisal	=	-5 min	=	-5 min	-5 min	-35 min	=								
Salinas - Downtown	-25 min	-30 min	=	=	-40 min	=									
Salinas - Natividad	=	-40 min	-40 min	-70 min	-25 min										
Salinas - Northridge Mall	-30 min	-30 min	-95 min	-5 min											
Sand City	=	-50 min	-10 min												
Seaside	-50 min	-10 min													
Soledad	-65 min														

Figure 33: Chart showing the average travel time change between the existing service and the Medium Scenario, if a person were using transit to travel between any two of 15 prominent locations in MST's service area.

Trip Examples - Salinas and Boronda

Example no. 1: North Salinas to South Salinas

Imagine you are a hospital worker living near North Salinas High School. You need to reach your job at Salinas Valley Memorial Hospital (4.5 miles away) and your shift starts at 9:00 AM. Here's what you would need to do in **Existing Service**:



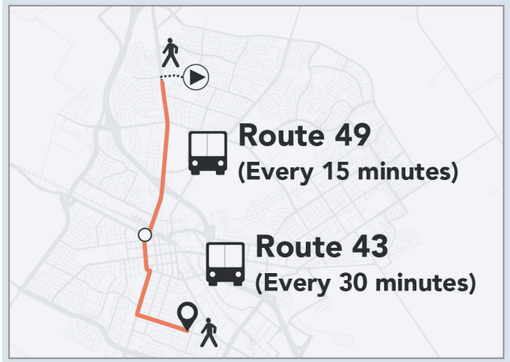
1 Hour 20 Minutes

17 minutes walking, 42 minutes waiting, 21 minutes riding

- Start trip at Alvin & McKinnon (Salinas) at 7:40am.
- Walk 11 minutes to the stop at Main & Alvin.
- Wait 5 minutes for Line 49 to Salinas.
- Ride **Line 49** for 14 minutes to Salinas Transit Center.
- Arrive 8:10am. Wait 20 minutes for Line 48. Get on at 8:30am.
- Ride **Line 48** for 7 minutes to Abbott & Los Palos.
- Walk 6 minutes to get to Salinas Valley Memorial Hospital at 8:43am.
- Wait 17 minutes for start of work at 9:00am.

Notice this trip only includes 21 minutes riding the bus, and that *you would spend more time waiting at Salinas Transit Center than on either bus*. You might even be able to walk from Salinas Transit Center starting at 8:10 AM and arrive at the hospital and arrive at the same time.

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



55 Minutes

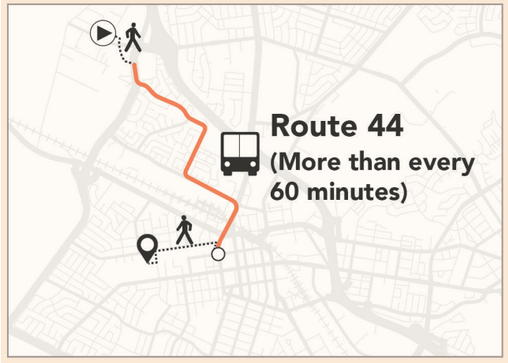
12 minutes walking, 23 minutes waiting, 20 minutes riding

- Start trip at Alvin & McKinnon (Salinas) at 8:05am.
- Walk 11 minutes to the stop at Main & Alvin.
- Wait 5 minutes for Line 49 to Salinas.
- Ride **Line 49** for 14 minutes to Salinas Transit Center.
- Arrive 8:35am. Wait 10 minutes for Line 47. Get on at 8:45am.
- Ride **Line 43** for 6 minutes to Romie & Los Palos.
- Walk 1 minute to get to Salinas Valley Memorial Hospital at 8:52am.
- Wait 8 minutes for start of work at 9:00am.

This trip would get 25 minutes shorter; you would be able to leave your house 25 minutes later, mostly due to less waiting. This is due to the higher frequency on both routes, and an important scheduling detail: many destinations are within a 10 minute bus ride or a 20 minute walk of Salinas Transit Center. By scheduling buses to come into Salinas TC between 8:35 AM and 8:40 AM, and leave again at 8:45 AM, you can reach most of the jobs in South Salinas on time for a 9:00 AM shift start.

Example no. 2: Boronda to Hartnell College

Imagine you live in Boronda and take classes at Hartnell College, 2.5 miles away. The class you need to attend starts at 1:00 PM[1]. Here's what you would need to do in **Existing Service**:



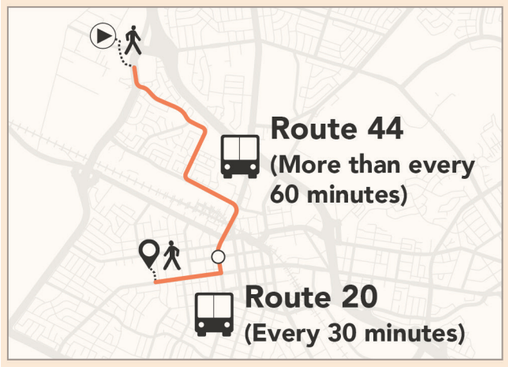
1 Hour 22 Minutes

20 minutes walking, 52 minutes waiting, 10 minutes riding

- Start trip at El Rancho & Hyland (Boronda) at 11:38am.
- Walk 7 minutes to the stop at Davis & Post.
- Wait 5 minutes for Line 44 to Salinas Transit Center.
- Ride **Line 44** for 10 min. to Salinas Transit Center. Arrive 12:00pm.
- Walk 13 minutes to arrive at Hartnell College campus at 12:13pm.
- Wait 47 minutes for class to start at 1:00pm.

Notice that *you would spend more time at Hartnell waiting for class to start than you would spend actually getting to campus.*

If you decided to transfer to Route 20 instead of walking, this would only change where you wait. You would spend 15 minutes more waiting for your next bus at Salinas Transit Center, and 12 minutes less waiting on campus for class to start.



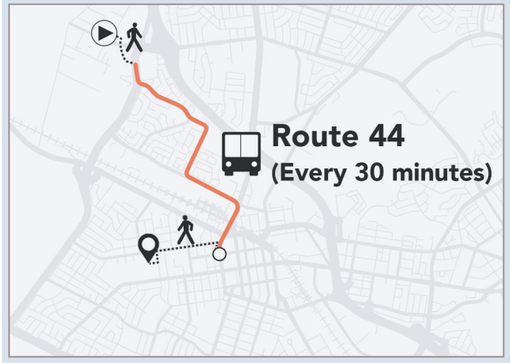
1 Hour 22 Minutes

12 minutes walking, 55 minutes waiting, 15 minutes riding

- Start trip at El Rancho & Hyland (Boronda) at 11:38am.
- Walk 7 minutes to the stop at Davis & Post.
- Wait 5 minutes for Line 44 to Salinas Transit Center.
- Ride **Line 44** for 10 minutes to Salinas Transit Center.
- Arrive 12:00pm. Wait 15 minutes for Line 20. Get on at 12:15pm.
- Ride **Line 20** for 5 minutes to Alisal & Homestead.
- Walk 5 minutes to arrive at Hartnell College campus at 12:25pm.
- Wait 35 minutes for class to start at 1:00pm.

Given how long this trip by transit is for a short distance, you might even consider walking the whole distance, which an able-bodied person would be able to do in about an hour.

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



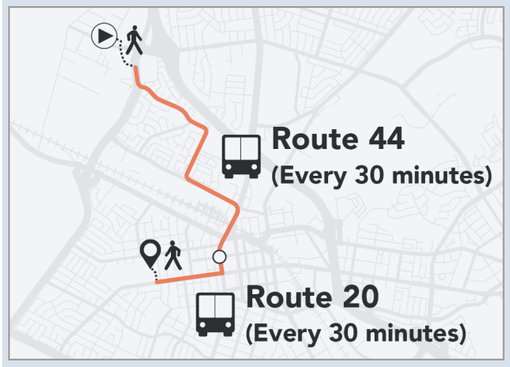
42 Minutes

20 minutes walking, 12 minutes waiting, 10 minutes riding

- Start trip at El Rancho & Hyland (Boronda) at 12:18pm.
- Walk 7 minutes to the stop at Davis & Post.
- Wait 5 minutes for Line 44 to Salinas Transit Center.
- Ride **Line 44** for 10 min. to Salinas Transit Center. Arrive 12:40pm.
- Walk 13 minutes to arrive at Hartnell College campus at 12:53pm.
- Wait 7 minutes for class to start at 1:00pm.

This trip would get 30 minutes shorter; you would be able to leave your house 30 minutes later, mostly due to less waiting.

You would experience the time savings if you preferred to transfer to Route 20 instead of walking. In either case, you would now arrive just in time for class, after traveling less than 45 minutes.



42 Minutes

12 minutes walking, 15 minutes waiting, 15 minutes riding

- Start trip at El Rancho & Hyland (Boronda) at 12:18pm.
- Walk 7 minutes to the stop at Davis & Post.
- Wait 5 minutes for Line 44 to Salinas Transit Center.
- Ride **Line 44** for 10 minutes to Salinas Transit Center.
- Arrive 12:40pm. Wait 5 minutes for Line 20. Get on at 12:45pm.
- Ride **Line 20** for 5 minutes to Alisal & Homestead.
- Walk 5 minutes to arrive at Hartnell College campus at 12:55pm.
- Wait 5 minutes for class to start at 1:00pm.

As in the prior example, the **time savings are due to a combination of higher frequency** (in this case, service every 30 minutes instead of every 75 minutes on Route 44) **and the timing of arrivals and departures at Salinas Transit Center.**

The combined time savings would make transit a much more viable option for this trip. It's still longer than driving (15-20 minutes including time to park and walk to class), but it's faster than walking and might be easier than asking a family member for a ride.

1 Many in-person classes at Hartnell College in Fall 2021 are scheduled to start around 9:40 AM, 1:00 PM and 6:00 PM.

Trip Examples - Salinas to Monterey

Example no. 3: East Salinas to Downtown Monterey

Imagine you are a restaurant worker living in East Salinas. You need to reach your job in Downtown Monterey for the start of your lunch shift at 10:00 AM. Here's what you would need to do in **Existing Service**:



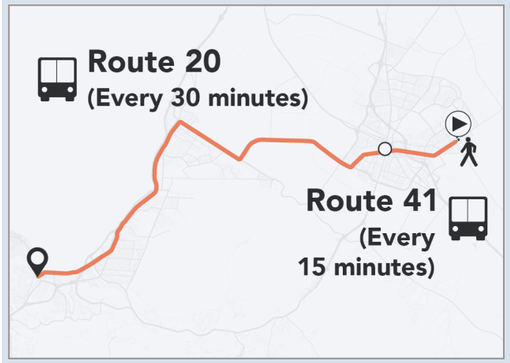
1 Hour 54 Minutes

9 minutes walking, 30 minutes waiting, 75 minutes riding

- Start trip at 2nd & Garner (Salinas) at 8:06am.
- Walk 8 minutes to the stop at Williams & Bellehaven.
- Wait 5 minutes for Line 41 to Salinas Transit Center.
- Ride **Line 41** for 16 minutes to Salinas Transit Center.
- Arrive at 8:35am. Wait 10 minutes for Line 20. Get on at 8:45am.
- Ride **Line 20** for 59 minutes to Tyler & Franklin (Monterey).
- Walk 1 minute to get to Alvarado & Franklin at 9:45am.
- Wait 15 minutes to start work at 10:00am.

This trip uses two of MST's most frequent routes, so although it does involve some waiting along the way, this is about as fast as transit can connect two places this far apart while also serving a lot of other major destinations on the way.

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



1 Hour 54 Minutes

9 minutes walking, 33 minutes waiting, 72 minutes riding

- Start trip at 2nd & Garner (Salinas) at 8:06am.
- Walk 8 minutes to the stop at Williams & Bellehaven.
- Wait 5 minutes for Line 41 to Salinas Transit Center.
- Ride **Line 41** for 16 minutes to Salinas Transit Center.
- Arrive at 8:35am. Wait 10 minutes for Line 20. Get on at 8:45am.
- Ride **Line 20** for 56 minutes to Tyler & Franklin (Monterey).
- Walk 1 minute to get to Alvarado & Franklin at 9:42am.
- Wait 18 minutes to start work at 10:00am.

This trip wouldn't change much. That is because MST has already organized a nearly-timed connection between Line 41 and Line 20 at Salinas Transit Center, and that connection probably wouldn't shift by more than 5 minutes.

In either case, this kind of service makes it possible to travel regionally from East Salinas, even if you don't have a car to get around or a carpool of colleagues you can count on. It would, however, still take a long time.

Trip Examples - Monterey Bay & Peninsula

Example no. 4: Seaside to Pacific Grove

Let's imagine you are a retail worker living in the center of Seaside, and you need to reach your job at Country Club Gate Center in Pacific Grove (6 miles away) and your shift starts at noon. Here's what you would need to do in **Existing Service**:



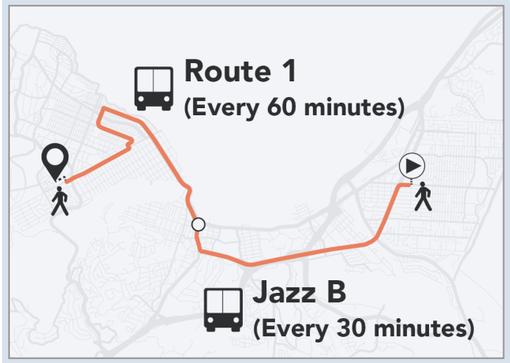
1 Hour 29 Minutes

5 minutes walking, 55 minutes waiting, 29 minutes riding

- Start trip at home at Olympia & Terrace (Seaside) at 10:31am.
- Walk 3 minutes to the stop at Olympia & Broadway.
- Wait 5 minutes for Jazz B to the Aquarium.
- Ride **Jazz B** for 23 minutes to Foam & Irving (Monterey).
- Arrive 11:02am. Wait 16 minutes for Line 2. Get on at 11:18am.
- Ride **Line 2** for 6 minutes to Forest & Forest Hill (Pacific Grove).
- Walk 2 minutes to get to Country Club Gate Center at 11:26am.
- Wait 34 minutes for start of work at 12:00pm.

Notice that this trip includes a total of only 29 minutes actually riding the bus, and that *you would spend more time waiting at your destination than you would getting there.*

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



1 Hour 18 Minutes

5 minutes walking, 37 minutes waiting, 36 minutes riding

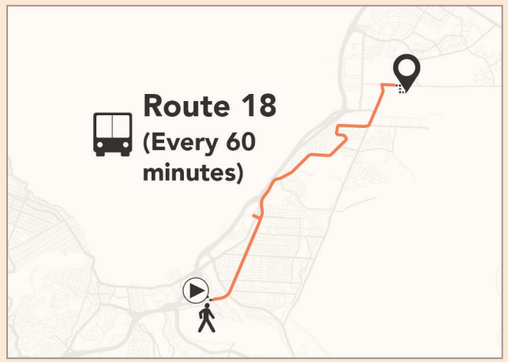
- Start trip at home at Olympia & Terrace (Seaside) at 10:42am.
- Walk 3 minutes to the stop at Olympia & Broadway.
- Wait 5 minutes for Jazz B to the Aquarium.
- Ride **Jazz B** for 15 minutes to Monterey Transit Plaza.
- Arrive 11:05am. Wait 10 minutes for Line 1. Get on at 11:15am.
- Ride **Line 1** for 21 minutes to near Forest & David (Pacific Grove)
- Walk 2 minutes to get to Country Club Gate Center at 11:38am.
- Wait 22 minutes for start of work at 12:00pm.

This trip would get 9 minutes shorter; you would be able to leave your house a few minutes later, mostly due to the scheduling of connections at Monterey Transit Plaza. Because most buses are scheduled to arrive at Monterey Transit Plaza between 11:05 AM and 11:10 AM, and leave again at 11:15 AM, it would be possible to arrive near your destination a little less early.

This example and the next one are in some ways typical of many trips in the greater Seaside-Monterey urban area. Timed transfers and small frequency improvements would allow for marginal improvements on many local trips, but those improvements wouldn't be as significant as the combination of timed transfers and large frequency improvements in Salinas. This is a function of the policy direction of the plan, which would focus more service in Salinas, and slightly reduce service hours overall on the Peninsula.

Example no. 5: Monterey/Seaside to CSUMB

Let's imagine you work in an administrative position at California State University - Monterey Bay (CSUMB). You live 6.5 miles away in the Laguna Grande area near the Monterey/Seaside city limits, and your job on campus starts at 8:00 AM. Here's what you would need to do in **Existing Service**:



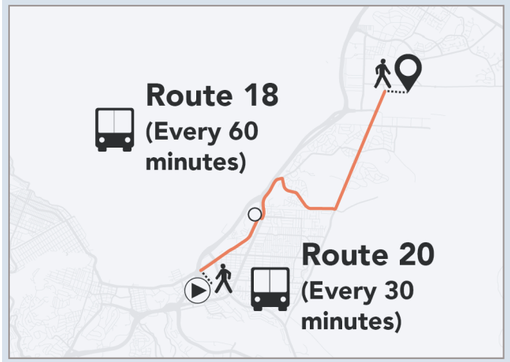
1 Hour 27 Minutes

13 minutes walking, 48 minutes waiting, 26 minutes riding

- Start trip at Branner & Ramona (Monterey) at 6:33am.
- Walk 6 minutes to the stop at Fremont & Ramona.
- Wait 5 minutes for Line 18 to Marina.
- Ride **Line 18** for 26 min. to the Student Center stop. Arrive 7:10am.
- Walk 7 minutes to arrive at Chapman Science Center at 7:17am.
- Wait 43 minutes to start work at 8:00am.

Existing Route 18 is very direct, but only runs every 60 minutes. So getting to campus would take just a few minutes more than driving, but you'd get to work 43 minutes before you were expected to start. Your only alternative using transit would result in arriving 17 minutes late.

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



1 Hour 17 Minutes

21 minutes walking, 31 minutes waiting, 25 minutes riding

- Start trip at Branner & Ramona (Monterey) at 6:43am.
- Walk 10 minutes to the stop at Del Monte & English.
- Wait 5 minutes for Line 20 to Sand City Station.
- Ride **Line 20** for 7 minutes to Sand City Station.
- Arrive 7:05am. Wait 3 minutes for Line 18 Get on at 7:08am.
- Ride **Line 18** for 18 minutes to the Alumni & Visitors Center stop.
- Walk 11 minutes to arrive at Chapman Science Center at 7:37am.
- Wait 23 minutes to start work at 8:00am.

This trip would get 10 minutes shorter. This is because **even though you would need to take two buses, the first one would come every 30 minutes, and you would have a timed connection to the second bus, reducing your overall waiting time and allowing you to leave home 10 minutes later.**

However, you would still get to work a little earlier than would be ideal, and this would still remain a much longer trip than driving (15-25 minutes door to door, depending on traffic and parking). Because you are depending on service every 30 minutes instead of every 60 minutes, You would now be faced with the slightly less dire choice of getting to work either 23 minutes early, or 7 minutes late.

Example no. 6: Monterey to Ryan Ranch

Let's imagine you live in the Old Town area in Monterey, and you are a senior citizen with regular medical appointments at the CHOMP Outpatient Center in the Ryan Ranch area. Your next appointment is at 2:00 PM. Here's what you would need to do in **Existing Service**:



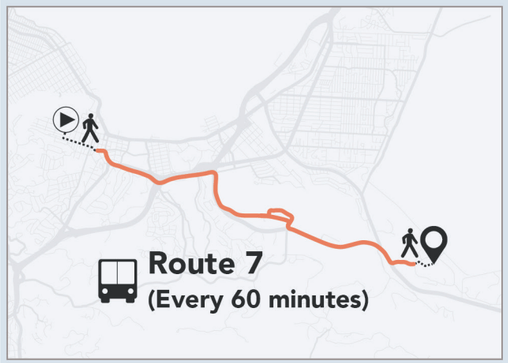
2 Hour 18 Minutes

18 minutes walking, 76 minutes waiting, 44 minutes riding

- Start trip at Clay & Franklin (Monterey) at 11:42am.
- Walk 13 minutes to Monterey Transit Plaza.
- Wait 5 minutes for Line 93 to Ryan Ranch.
- Ride **Line 93** for 44 minutes to Upper Ragsdale & Lower Ragsdale. Arrive 12:44pm.
- Walk 5 minutes to arrive at Ryan Ranch Outpatient Campus at 12:49pm.
- Wait 71 minutes for appointment at 2:00pm.

If you are not eligible for paratransit, the only way to get to Ryan Ranch on transit is with Line 93, a special-purpose line funded by Measure Q specifically to connect seniors to services and facilities like the medical offices at Ryan Ranch. But **Line 93 only runs six times a day, and takes a very long route to Ryan Ranch, so you would spend over an hour and 15 minutes waiting and nearly 45 minutes on the bus for a 6 mile trip.**

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



1 Hour 3 Minutes

18 minutes walking, 20 minutes waiting, 25 minutes riding

- Start trip at Clay & Franklin (Monterey) at 12:57pm.
- Walk 13 minutes to Monterey Transit Plaza.
- Wait 5 minutes for Line 7 to Ryan Ranch.
- Ride **Line 7** for 25 minutes to Upper Ragsdale & Lower Ragsdale. Arrive 1:40pm.
- Walk 5 minutes to arrive at Ryan Ranch Outpatient Campus at 1:45pm.
- Wait 15 minutes for appointment at 2:00pm.

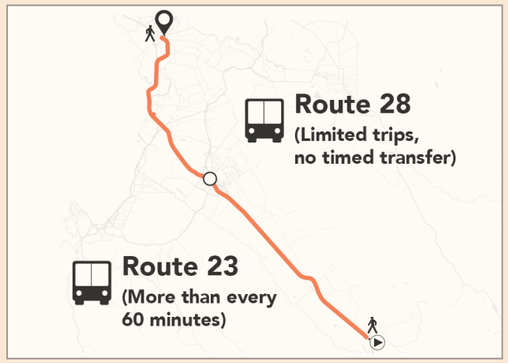
This trip would become over an hour shorter. This is because the proposed Line 7 would run every 60 minutes and take a much more direct path from Monterey Transit Plaza to Ryan Ranch.

This would still take about twice as long as driving from home. However, there's no safe way to walk or bike to Ryan Ranch, so transit is the only reasonable alternative. If you live somewhere near a route that would connect to Monterey Transit Plaza, and you couldn't afford a car or didn't otherwise need one to go about your daily life, the proposed changes to the network might make using transit a viable option for your medical appointments.

Trip Examples - Regional

Example no. 7: Soledad to Watsonville

Let's imagine you live in Soledad, and you need to go to Watsonville (47 miles away) for an appointment at noon. Here's what you would need to do in **Existing Service**:



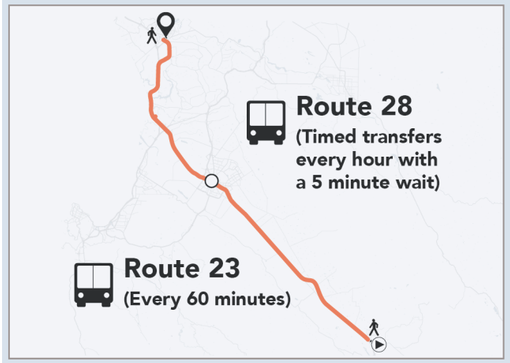
3 Hours 17 Minutes

12 minutes walking, 84 minutes waiting, 101 minutes riding

- Start trip at home at 1st & Monterey (Soledad) at 8:43am.
- Walk 9 minutes to the stop at Front & East.
- Wait 5 minutes for Line 23 to Salinas Transit Center.
- Ride **Line 23** for 53 minutes to Salinas Transit Center.
- Arrive 9:50am. Wait 55 minutes for Line 28. Get on at 10:45am.
- Ride **Line 28** for 48 minutes to Watsonville Transit Center.
- Walk 3 minutes to get to Lake & Main at 11:36am.
- Wait 24 minutes for start of work at 12:00pm.

Because Line 23 doesn't connect well with either Line 28 or Line 29 to Watsonville, you would end up waiting almost an hour at Salinas Transit Center to get to your destination. As a result, you would have to leave home before 9:00 AM.

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



2 Hours 18 Minutes

12 minutes walking, 34 minutes waiting, 92 minutes riding

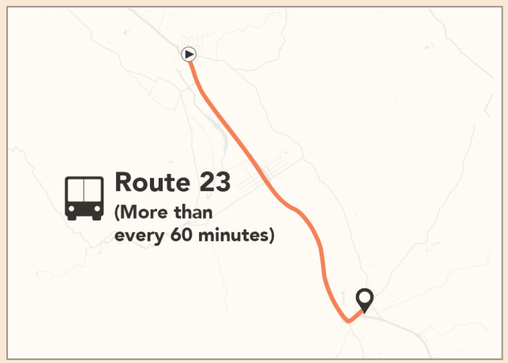
- Start trip at home at 1st & Monterey (Soledad) at 9:42am.
- Walk 9 minutes to the stop at Front & East.
- Wait 5 minutes for Line 23 to Salinas Transit Center.
- Ride **Line 23** for 44 minutes to Salinas Transit Center.
- Arrive 10:40am. Wait 5 minutes for Line 28. Get on at 10:45am.
- Ride **Line 28** for 48 minutes to Watsonville Transit Center.
- Walk 3 minutes to get to Lake & Main at 11:36am.
- Wait 24 minutes for start of work at 12:00pm.

This trip would get over an hour shorter. This is because Line 23 would take a faster, more direct path between Soledad and Salinas, allowing it to arrive on time to make a timed connection with Line 28. You would only wait 5 minutes at Salinas Transit Center.

This would still take about twice as long as driving. But this kind of trip is so long that it would be relatively difficult to convince a friend or family member to take you to Watsonville and back in a single day, let alone regularly. By making this trip an hour shorter, this plan would reduce the hassle associated with transit if you didn't have a car available, or didn't have a reliable enough car to take a trip that far from home.

Example no. 8: Soledad to King City

Let's imagine you still live in Soledad, but this time you need to go visit a family member at Mee Memorial Hospital in King City, and visiting hours start at noon. Here's what you would need to do in **Existing Service**:



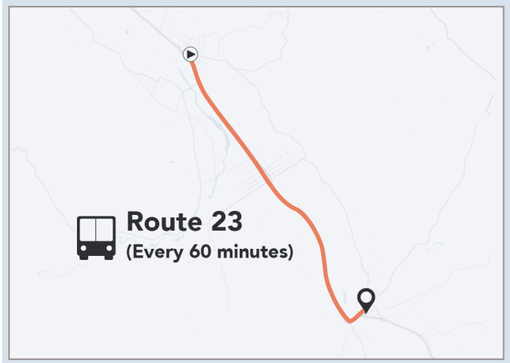
2 Hours 5 Minutes

11 minutes walking, 75 minutes waiting, 39 minutes riding

- Start trip at 1st & Monterey (Soledad) at 9:55am.
- Walk 8 minutes to the stop at Monterey & East.
- Wait 5 minutes for Line 23 to King City.
- Ride **Line 23** for 39 minutes to Canal & Bassett (King City). Arrive 10:47am.
- Walk 3 minutes to Mee Memorial Hospital. Arrive at 10:50am.
- Wait 70 minutes for appointment at 12:00pm.

Because Line 23 only runs every two hours in the middle of the day, your last opportunity to get there by noon on the bus requires leaving home before 10:00 AM and waiting over an hour in King City.

Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



1 Hour 3 Minutes

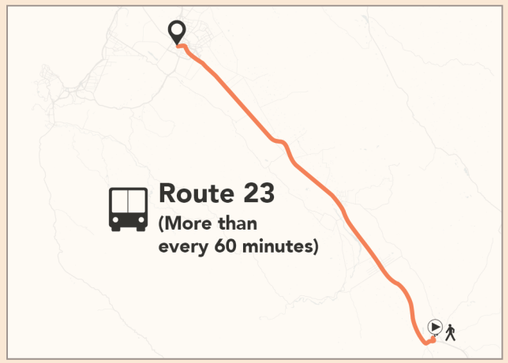
11 minutes walking, 18 minutes waiting, 34 minutes riding

- Start trip at 1st & Monterey (Soledad) at 10:57am.
- Walk 8 minutes to the stop at Monterey & East.
- Wait 5 minutes for Line 23 to King City.
- Ride **Line 23** for 34 minutes to Canal & Bassett (King City). Arrive 11:44am.
- Walk 3 minutes to Mee Memorial Hospital. Arrive at 11:47am.
- Wait 13 minutes for appointment at 12:00pm.

This trip would become over an hour shorter; you could leave home closer to 11:00 AM. This is mostly because Line 23 would run every 60 minutes instead of once every two hours in the middle of the day.

Example no. 9: King City to Hartnell College in Salinas

Imagine you live in King City and take classes at Hartnell College main campus in Salinas, almost 50 miles away. The class you need to attend starts at 9:40 AM[1]. Here's what you would need to do in **Existing Service**:

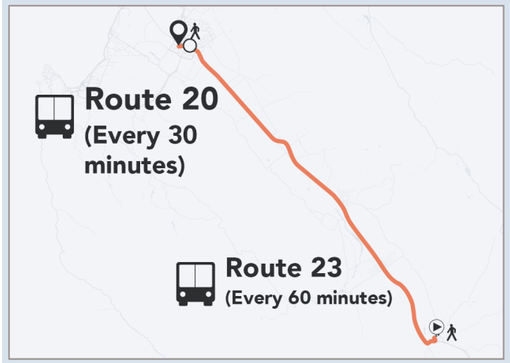


2 Hour 44 Minutes
20 minutes walking, 45 minutes waiting, 99 minutes riding

- Start trip at Collins & Vanderhurst (King City) at 6:56am.
- Walk 15 minutes to the stop at Canal & Bassett.
- Wait 5 minutes for Line 23 to Salinas Transit Center.
- Ride **Line 23** for 99 minutes to the stop at Alisal & Homestead. Arrive at 8:55am.
- Walk 5 minutes to arrive at Hartnell College campus at 9:00am.
- Wait 40 minutes for class to start at 9:40am.

Line 23 would provide a service all the way to Hartnell, but you would arrive 45 minutes before your class starts and have a long wait on campus.

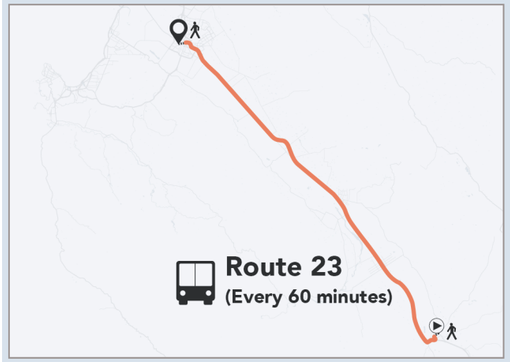
Here's what the same trip would look like if the **Medium Scenario** of this plan were implemented:



2 Hours 8 Minutes
20 minutes walking, 25 minutes waiting, 83 minutes riding

- Start trip at Collins & Vanderhurst (King City) at 7:32am.
- Walk 15 minutes to the stop at Canal & Bassett.
- Wait 5 minutes for Line 23 to Salinas Transit Center.
- Ride **Line 23** for 78 minutes to Salinas Transit Center.
- Arrive 9:10am. Wait 5 minutes for Line 20 or 25X. Get on at 9:15am.
- Ride **Line 20 or 25X** for 5 minutes to Alisal & Homestead.
- Walk 5 minutes to arrive at Hartnell College campus at 9:25am.
- Wait 15 minutes for class to start at 9:40am.

Line 23 would terminate at Salinas Transit Center. This would give you the choice to either transfer to Line 20 (with a timed connection and a 5 minute wait, as above) or to walk 12 to 15 minutes from Salinas Transit Center to campus (as shown below). **Either way, your trip would become over 30 minutes shorter.**



2 Hours 8 Minutes
28 minutes walking, 22 minutes waiting, 78 minutes riding

- Start trip at Collins & Vanderhurst (King City) at 7:32am.
- Walk 15 minutes to the stop at Canal & Bassett.
- Wait 5 minutes for Line 23 to Salinas Transit Center.
- Ride **Line 23** for 78 minutes to Salinas Transit Center. Arrive 9:10am.
- Walk 13 minutes to arrive at Hartnell College campus at 9:23am.
- Wait 17 minutes for class to start at 9:40am.

The time savings would come from two sources.

- **Faster, more direct path on Line 23.** The time riding the bus from King City to Salinas would be reduced by over 20 minutes, because the bus would spend more time on Highway 101 and less time traveling within each city along the way.
- **Timed connections in Salinas** (specifically, scheduling for most bus lines to arrive at Salinas Transit Center at 9:10 AM and leave at 9:15 AM). This means Line 23 would arrive in Downtown Salinas at 9:10 AM, with time for you to reach Hartnell either on foot or with a transfer to a second bus, but not so much time you would spend most of an hour waiting around on campus.

1 Many in-person classes at Hartnell College in Fall 2021 are scheduled to start around 9:40 AM, 1:00 PM and 6:00 PM.

7 Next Steps

Plan Adoption and Implementation

The Monterey-Salinas Transit COA is combining technical analysis and broad-based community input to develop a post-pandemic transit network.

So far, this has included the following steps:

- **May 2021: Choices Report.** This report (available at http://mst.org/coa) provides facts about the existing network, and describes the key choices for future service. It was developed through a combination of technical and broad-based community input.
- **June 2021: Committee Direction**. The MST Board of Directors' Operations Performance Committee provided the project team with direction on the key trade-offs, based on input from the public and policymakers.
- **June-August 2021: Develop a Draft Network Plan.** The project team developed a draft of the redesigned bus network.
- **September-October 2021: Public Review of the Draft Plan.** The Draft Plan was presented to the public, as detailed in Chapter 3 of this report.
- **November-December 2021: Final Plan.** The project team made changes to the Draft Plan taking into account public input and discussions with the Operations Performance Committee. This report presents the Final Plan.

The next steps in the process will be:

- MST's Board of Directors must decide whether or not to adopt this plan in February 2022.
- MST is targeting **implementation of the revised network in late 2022.**

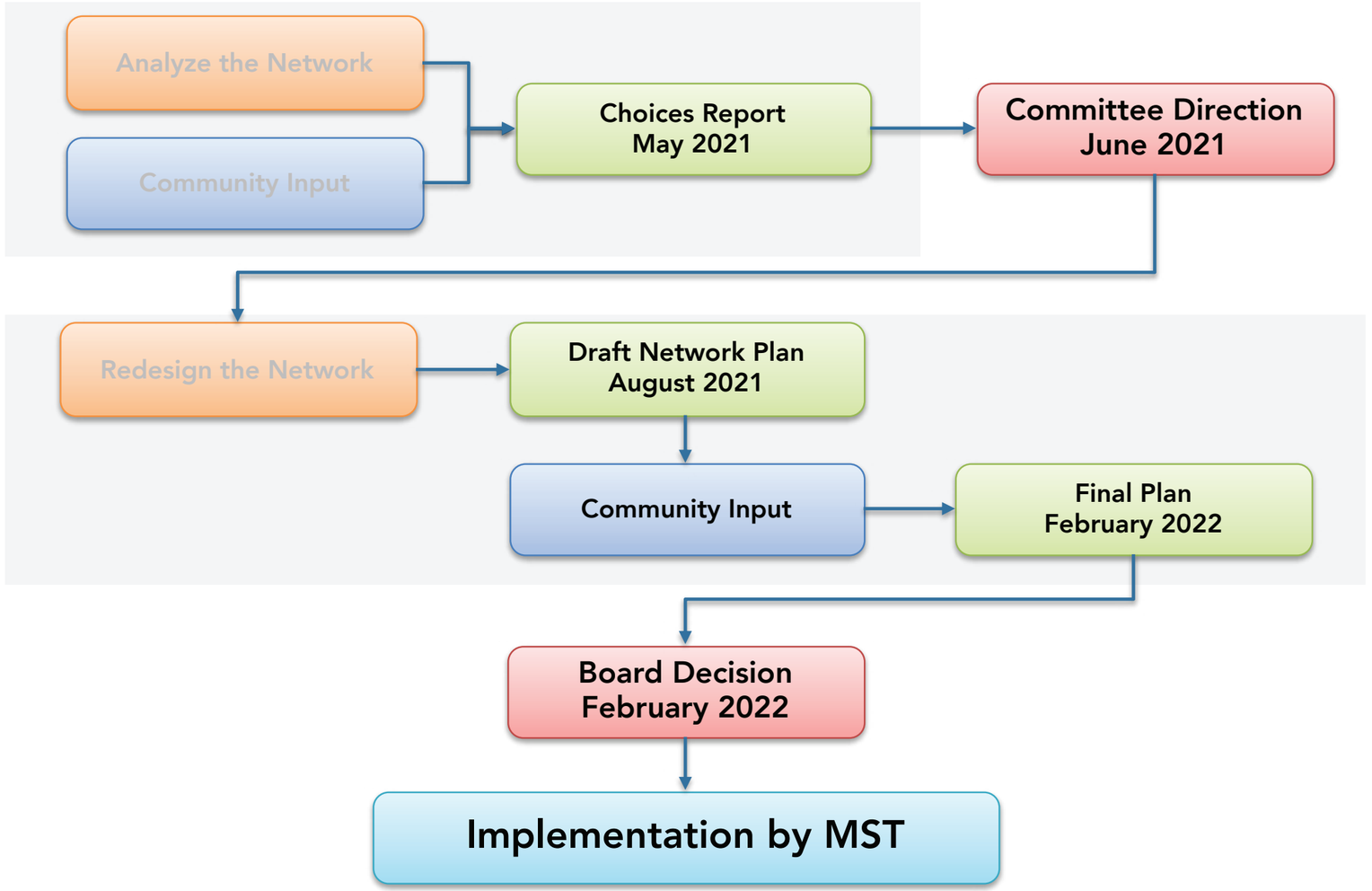


Figure 34: Project timeline. This report presents the Final Plan. The next step will be a decision by MST's Board of Directors to adopt the plan. If the Board makes this decision, MST staff will then be responsible for implementation over the course of 2022.

Key Considerations in Network Implementation

If this plan is adopted, MST will need to take a variety of operational and policy steps over the course of 2022 before it can be implemented.

The most critical steps are described on this page and the next one. This is not intended to be a complete list or set of recommendations, but a high-level overview of the main issues to be addressed.

Operator Recruitment

The most immediate barrier to implementation of any new service at MST is the ongoing shortage of bus drivers. This shortage follows an unusually high number of resignations and retirements since the beginning of the COVID-19 pandemic, combined with a pause on new driver recruitment and training from early 2020 to mid-2021.

To maintain service reliability in the context of an operator shortage, MST reduced service in both September and December 2021. Certain lines listed as "existing" in this report are not currently operating, and many have fewer runs per day than in early 2021.

MST has already begun addressing this challenge, recruiting a new class of drivers in the fall of 2021. But MST still does not have enough staff to operate all the service that it can fund.

To restore the reliability of existing service and ensure that the Medium Scenario can be implemented as planned, MST must hire more operators throughout 2022.

Fare Policy Changes

Since 2011, MST has set fares by route type. Current fare policy does not provide free or discounted transfers.

As a result, MST fares bear little relationship to the time or distance travelled by an MST rider. Many short trips can cost $5 or more simply because the origin and destination are on two different routes.

The network proposed in this plan allows MST to reach more people and jobs with more frequent service. This is made possible by relying on transfers, so riders can move seamlessly across the region.

To allow riders to take advantage of the new timed transfer system, MST should change its fare policy as soon as practical. The simplest alternative to the existing system is likely to involve:

- **Fewer fare types.** Either a single fare systemwide for boarding the first bus, or limiting to just local vs. regional routes[1].
- **Free transfers within a set amount of time.** Many agencies allow riders to board a second bus for free by showing the ticket they received upon paying their first fare[2]. Typically the transfer is valid if the ticket was issued in the last 2 hours, otherwise a new fare is required.

Free transfers are easiest to implement when all routes charge the same fare. But if MST needs to continue charging a higher fare for regional service, transfers from local to regional routes may require a discounted fare. For example, if a local fare were $2.50 and a regional fare were $3.50, then a passenger might be asked to pay $1.00 upon boarding a regional bus after taking a local bus.

How would free transfers impact revenue?

Any change in fare policy comes with financial risks. It is reasonable to think that if MST collected less fare revenue, this might require MST to operate less service. Ensuring this does not happen will require careful consideration of fare levels and transfer discounts before any changes are made.

Nevertheless, an initial review shows that MST's fare collections are a small percentage of the agency's revenues. With current policies, MST expects to collect about $2.7 million in direct fare revenue in Fiscal Year 2023, compared to a total operating budget estimated at over $55 million[3].

Even in a very conservative scenario, this suggests switching to free transfers would cost MST about 2 to 3% of annual operating costs[4]. This represents far less than the 8% difference between the Low Scenario and Medium Scenario in this plan, and there are many reasons to think the real impact on revenue would be even smaller.

1 This could still be modulated with a discount for specific groups (e.g. seniors, veterans and people with disabilities).

2 Because most MST riders pay their fares in cash, this summary discussion is written for a cash-and-ticket system. But similar principles can be applied to electronic ticketing systems and other payment technologies. Contactless tap-in tap-out systems (like the one currently being piloted by MST) make it possible to charge distance-based fares, which relate more clearly to MST's operating costs. Work is under way to make this new system more widely usable for riders who currently rely on cash.

3 See pp. 27-32 of the *MST FY 2022 & FY 2023 Budget*, adopted on June 14, 2021. As of Jan 14, 2022, this document is available online at: https://mst.org/wp-content/media/Final-Adopted-FY2022-FY2023-Budgets.pdf

4 In this "very conservative scenario", we assume that changes to the network attract no new ridership and that 100% of existing trips on MST involve transferring. The latter is obviously not true, but MST does not currently have data on what percentage of its trips involve transfers, so it is useful as a conservative estimate.

New Bus Stops

Most bus lines included in this plan would run on the same streets as existing MST service, and would be expected to use the same bus stops. However, **some lines would operate on streets where MST does not currently operate**, or operates in a different pattern (e.g. one-way vs. two-way). As a result, MST will need to go through a process to:

- **Propose bus stop locations**, in places where the planned service pattern requires new or changed stops.
- **Negotiate with the relevant local governments in charge of streets** to establish the allowable locations of these stops and install any necessary ADA-compliant improvements.

Based on the changes included in the plan, the project team expects that the greatest number of new stops will be needed in:

- Salinas, in areas where MST is proposing entirely new lines and/or restoring service that has not operated in a number of years.
- Seaside and Marina, specifically the north of Seaside and south of Marina where service would reappear on certain streets.
- Pacific Grove, where many areas that currently receive service on one-way loops would in future receive two-way service, in some cases on different streets.

In addition, new bus stops will be required in Gonzales, Greenfield, Soledad and King City along the new path of Line 23 and circulator Lines 31, 32, 33 and 34. However, the planning for these bus stops has already been taking place as a follow-up to the South County Service Plan adopted in early 2021.

Transit Center Operations

The bus network proposed in this plan includes timed transfers at four key locations: Salinas Transit Center, Monterey Transit Plaza, Sand City Station and Carmel Rancho.

Timed transfers can be a great boon for riders, but some operational planning is required to make it possible for multiple buses to arrive at one station and occupy space next to each other at the same time. This will require detailed looks into:

- The arrival and departure path of each route into the timed transfer station.
- The specific gate or stop each route should be assigned to.
- Whether any changes might be required to existing operating practices to allow enough space for all incoming buses.

The challenge may be greatest at Monterey Transit Plaza, where 5 different lines (1, 2, 7, 8 and 20) will be scheduled to arrive at the same time every hour, while MST will also need to ensure enough space for the Jazz A and B and Line 94. Currently Monterey Transit Plaza has only three gates in use, although the physical space exists to allow for more.

Bus Storage and Maintenance

MST has existing bus yards in Monterey and Salinas, and recently opened a brand new facility in King City. This plan envisions a significant increase in service in Salinas, where the existing facility has limited space.

As a result, MST may need to re-think how certain routes are staged. For example, it may be necessary to consider staging all buses for Line 20 in Monterey only and all buses for Line 23 in King City only, rather than splitting vehicles between both ends of those routes.

It may also be preferable to designate a single facility among MST's bus yard for more heavy-duty maintenance and rebuilding, when buses need multiple days of work before getting back on the road.

Relationship with Intercity Services

This plan focuses MST mostly on local service. But people will still need to travel beyond Monterey County, so it's important to consider how MST should connect to intercity services.

Both Amtrak and Greyhound service have been reduced in the pandemic[5], but regional planning suggests intercity services may expand in future, with a potential extension of Caltrain to Salinas and the arrival of new commercial bus companies.

MST expects the main connection point to future intercity services will be the Salinas Intermodal Transit Center. This facility includes the train station and a bus terminal. It is located 1/4-mile north of MST's Salinas Transit Center, about a 5 minute walk for most adults.

Given this short distance and limited current intercity service, this plan would not send any MST lines into the Intermodal Transit Center. However, MST may do so in the future, when intercity service becomes more regular. Considerations will include:

- **Regional connections.** MST regional lines (such as Line 20 to Monterey and Line 23 to King City) may be a higher priority for intercity connections, because they would connect many communities to the intercity network.
- **Operability in the schedule.** Sending a bus from MST's Salinas Transit Center to the Intermodal Transit Center and back requires at least 5 minutes. This limits which lines can connect to long-distance buses and trains while maintaining the timed transfer system.

5 At time of writing, Greyhound offered 1-2 bus departures per day from Salinas, and Amtrak offered 1 train departure per day. Timelines for restoration to pre-COVID service levels are unclear.

Legend

- 20 Salinas - Monterey *via Marina*
- 23 Salinas - King City
- 25 CSUMB - Salinas
  Service will operate until December 19, 2021
- 28 Watsonville - Salinas *via Castroville*
- 29 Watsonville - Salinas *via Prunedale*
- 41 Northridge - Salinas *via East Alisal*
- 42 Westridge - Alisal
- 44 Northridge - Salinas *via Westridge*
- 45 Northridge - Salinas *via East Market*
- 47 Hartnell - Alisal Campus
- 49 Salinas - Santa Rita *via Northridge*
- 61 Salinas - VA - DOD Clinic
- 95 Northridge - Williams Ranch

Transit Center
Select Trips (See Riders Guide)
Direction of Route
Route Terminus — 41 Northridge

Multiple routes serve this section
Place of Interest
School
Public Place
Airport

Shopping Mall
Park or Golf Course
Major Terminus

Salinas Transit Center
20 23 25 28 29 41 44 45 47 49 61

N

MST

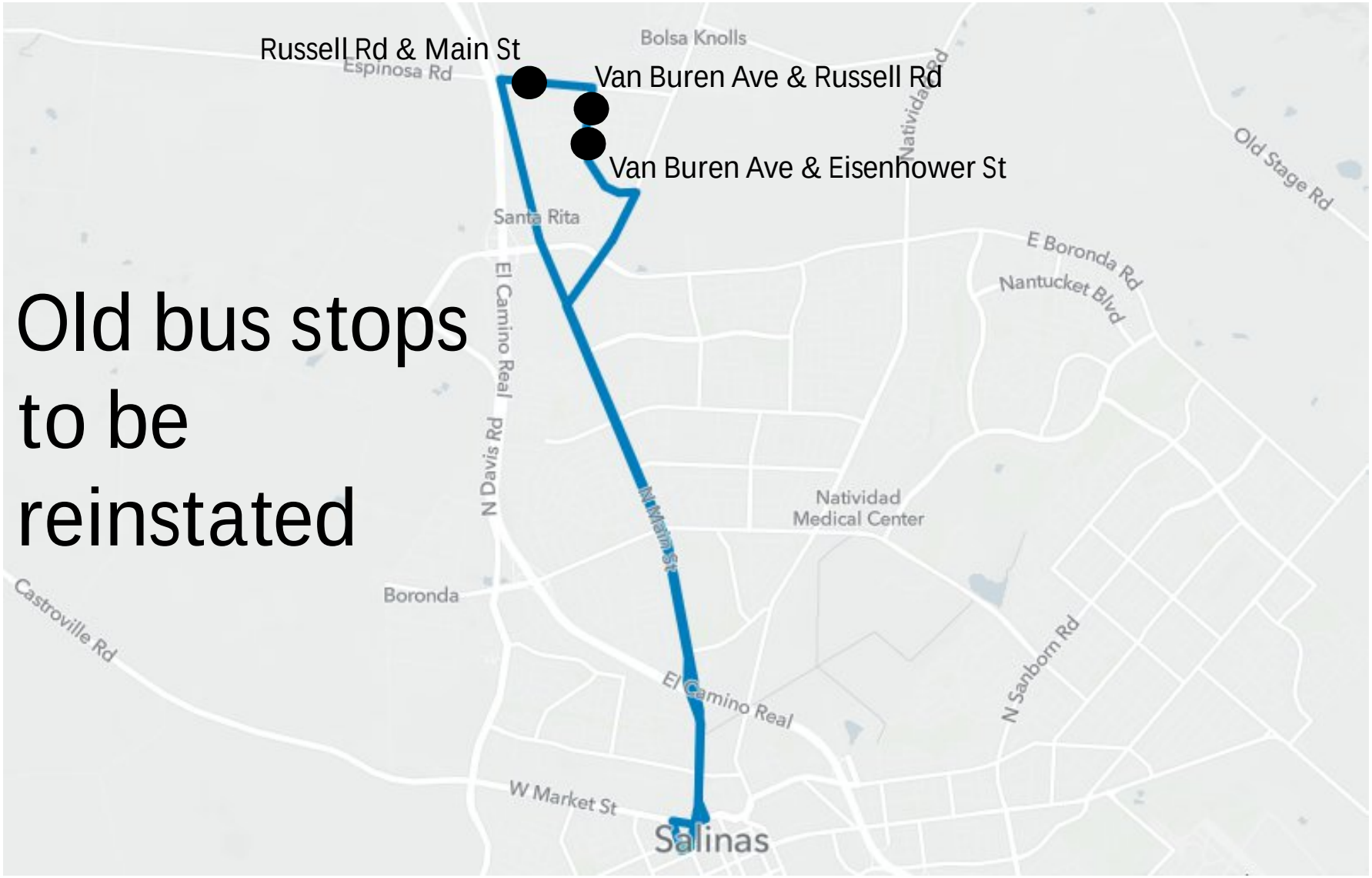
To Prunedale

Bolsa Knolls

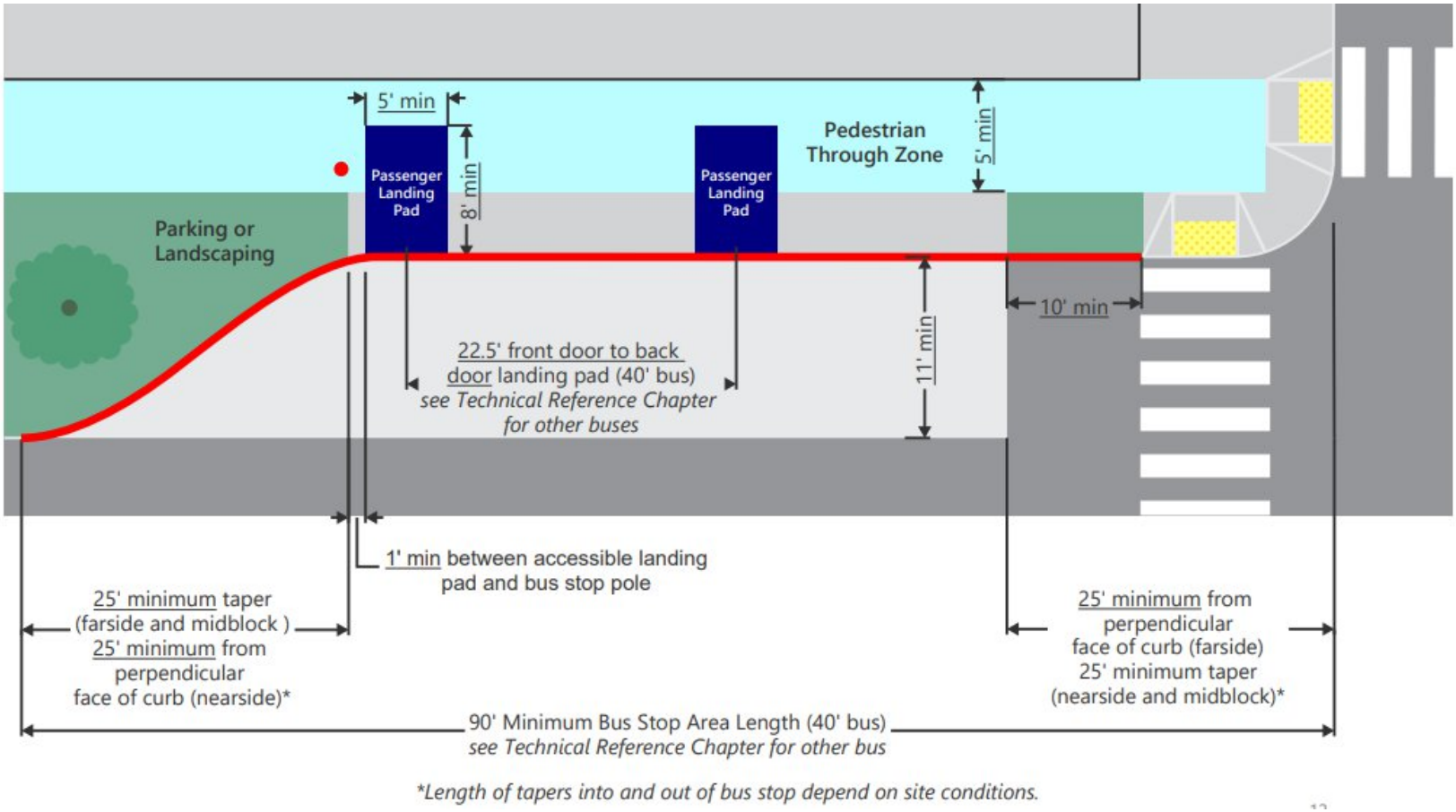
Sala Rd
Russell Rd
Bahia Ave
N Main St
Roundtree Dr
Van Buren Ave
Hoover St
Cleveland Rd
Grade St
Bolivar St
Santa Rita Park
Lamar St.
Jackson St
San Juan St
Boronda Rd
N MAIN ST
Northridge Mall
Harden Ranch Plaza
Northridge Mall
Harden Pkwy
Madrid St
Regency Cir
Harden Middle School
McKinnon St
McKinnon Park
E Boronda Rd
Natividad Rd
Coventry St
Everett Alvarez H.S.
Nantucket Blvd
Davis Rd
W Alvin Dr
Northgate Park
CSUMB @ North Salinas
El Dorado Park
Los Coches Ave
Steinbeck Park
Independence Blvd
Westridge Center
Brooks Rd
Westridge Pkwy
El Rancho Wy
N Davis Rd
Cherokee Dr
Adams St
W Curtis St
N 1st St
Library
North Salinas H.S.
Chaparral Dr
St Parsons Av
Tehama Cir
Leslie Dr
Natividad Plaza
Hill Dr
Calle Del Adobe
Post Rd
Post Office
Laurel West Center
W Laurel Dr
Polk St
Parkside St
Heather Dr
Harding St
Iris Dr
E Laurel Dr
Linwood Dr
Trazado Av
Natividad Medical Ctr
Boys and Girls Club
California Rodeo Grounds
Maryal Dr
Granada Av
St. Francis Wy
Rosarita Dr
Community Center
Sherwood Park
E Bernal Dr
Cemetery
Constitution Blvd
Creekbridge Village
Creekbridge
Natividad Creek Park
Twin Creeks Golf Course
Las Casitas Dr
Beacon Hill Dr
Freedom Blvd
Rider Ave
Del Monte Ave
Mesquite Dr
Buckhorn Dr
Frank Paul Park
Boronda Rd
Larkin St
Sloat Dr
Rossi St
Victor St
Rice St
Linear Parkway
Casentini St
Housing Authority
Salinas
Salinas Adult School
Sherwood Dr
Garner Ave
Sanborn Park
N Sanborn Rd
Towt St
Garner Ave
Montana St
Bellehaven St
Fairhaven St
Alisal H.S.
Williams Rd
Library
Washington Dr
Eucalyptus Dr
Quilla St
Bardin Rd
To Watsonville, Santa Cruz
To Marina
To Monterey
To King City
SEE DOWNTOWN SALINAS INSET
Salinas Amtrak/ Greyhound Station
Salinas Transit Center
20 25 23 28 29 41 44 45 47 49 61
Clark St
W Market St
E Market St
Park St
Central Ave
LINCOLN AVE
Salinas St
Hartnell College
20 23 47
Hartnell College
Hartnell Park
W Alisal St
E Alisal St
La Paz Park
Cesar Chavez Community Park
Front St
John St
S Main St
Clay St
Iverson St
W Acacia St
Ambrose Dr
Palma Dr
Vincente Ave
Salinas H.S.
Palma H.S.
Notre Dame H.S.
Woodside Park
Riker St
Padre Dr
Nissen Rd
San Blanco Dr
Chaucer Dr
Byron Dr
Stephanie Dr
E Blanco Rd
W Blanco Rd
Hitchcock Rd
Hunter Ln
Memorial Hospital
61 95
Salinas Valley Memorial Hospital
San Joaquin St
La Mesa Dr
Blanco Cir
E Romie Ln
San Juan Dr
Pajaro St
California St
Oak St
Alameda Ave
Chamberlain St
Brunken Ave
Abbott St
Harkins Rd
Schilling Pl
County Government Center
S Sanborn Rd
Fairview Ave
Terven Ave
Industrial St
Airport Blvd
Hansen St
Moffett St
La Guardia St
Vandenberg St
Airport
Airport Terminal
Salinas Airport Business Center
Salinas Municipal Airport
Salinas Fairways Golf Course
Skyway Blvd
Post Office
Hartnell College Alisal Campus
47 Hartnell Alisal Campus
S Hebbron Ave
Felice St
S Wood St
S Sanborn Rd
Harris Rd

APPROXIMATE SCALE OF MAP
0 1/2 1 Mile
0 1/2 1 Km


Nantucket Blvd &
Independence Blvd
E Boronda Rd
Nantucket Blvd &
Hemingway Dr
Nantucket Blvd &
Declaration St
Constitution Blvd &
Nantucket Blvd
Constitution Blvd &
Beacon Hill Drive
N Davis Rd
N Main St
Natividad
Medical Center
El Camino Real
W Market St
N Sanborn Rd
Salinas
New bus
stops to be
installed


Russell Rd & Main St
Van Buren Ave & Russell Rd
Van Buren Ave & Eisenhower St
Old bus stops to be reinstated
Bolsa Knolls
Espinosa Rd
Natividad Rd
Old Stage Rd
Santa Rita
E Boronda Rd
Nantucket Blvd
El Camino Real
N Davis Rd
N Main St
Natividad Medical Center
Boronda
Castroville Rd
El Camino Real
N Sanborn Rd
W Market St
Salinas

Red curb should be sufficient length to accommodate bus stop and pull out. MST Designing for Transit Guidelines indicates 90 feet.



PROPOSED "BUS STOP" RED ZONE
VAN BUREN AVENUE AT RUSSELL ROAD

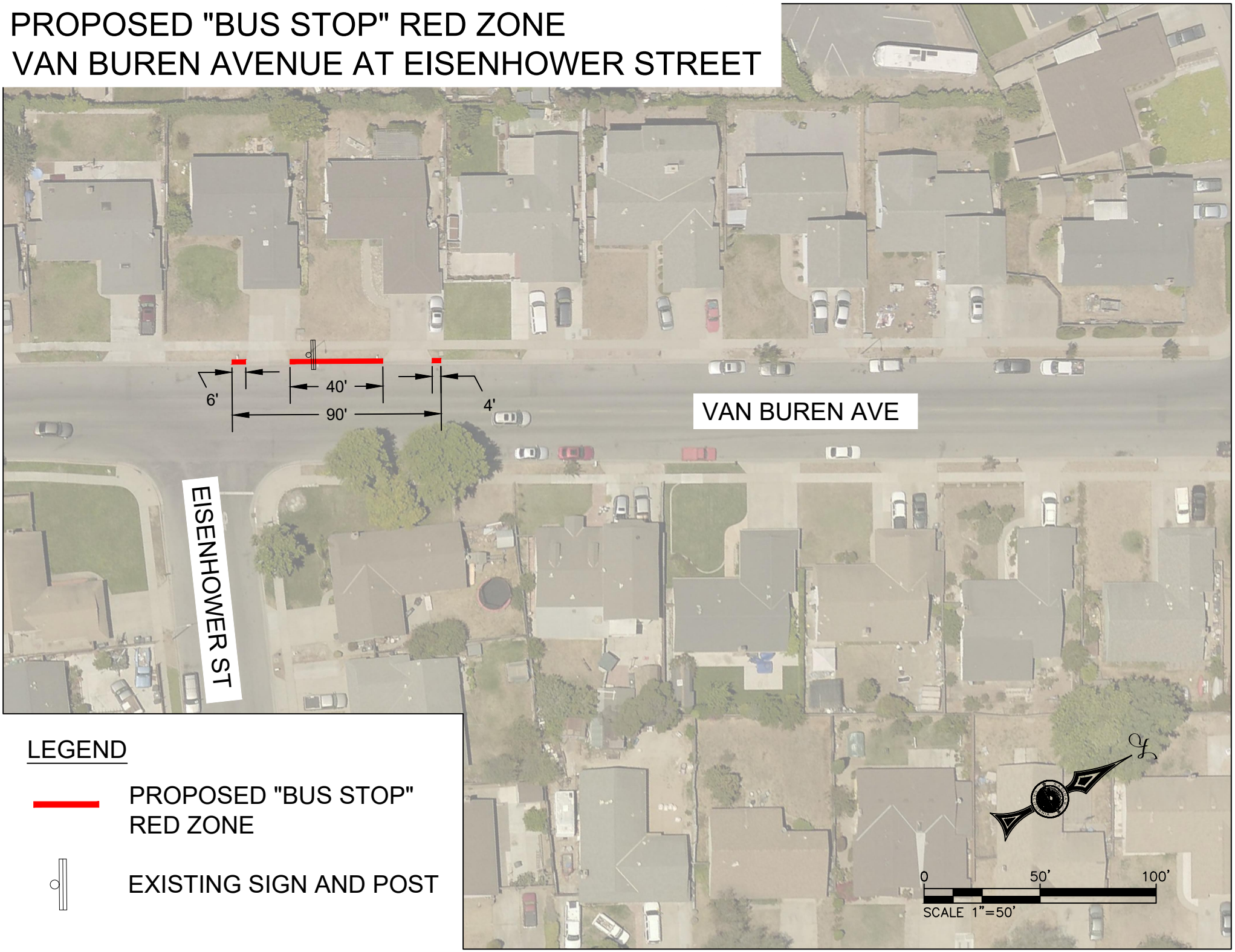


LEGEND

PROPOSED "BUS STOP" RED ZONE

EXISTING SIGN AND POST

PROPOSED "BUS STOP" RED ZONE
VAN BUREN AVENUE AT EISENHOWER STREET



LEGEND

PROPOSED "BUS STOP" RED ZONE

EXISTING SIGN AND POST

File #: ID#22-519, **Version:** 1

No Parking Bike Lanes on Sconberg Parkway and Freedom Parkway

Approve a Resolution approving the No Parking Bike Lanes Plan on Sconberg Parkway and Freedom Parkway.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION**

FROM: **DAVID JACOBS, P.E., L.S., PUBLIC WORKS DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

TITLE: **NO PARKING BIKE LANES ON SCONBERG PARKWAY AND FREEDOM PARKWAY**

RECOMMENDED MOTION:

A motion approving the no parking bike lanes plan on Sconberg Parkway and Freedom Parkway.

RECOMMENDATION:

It is recommended that the City Council approve a Resolution approving the no parking bike lanes plan on Sconberg Parkway and Freedom Parkway.

BACKGROUND:

The Mountain Valley Environmental Impact Report (Attachment 1) was certified in 1998. On October 14, 2003, City Council adopted Resolution No. 18392 approving the Vesting Tentative Map (VTM 03-02) for the Mountain Valley Precise Plan (Attachment 2). The Mountain Valley project, now known as Monte Bella, consisted of 853 single family residences, a 21-acre park site, a two (2) acre elementary school site and several well and infrastructure sites. The vesting tentative map contemplated seven phases of construction for full development of the subdivision (Phases 1, 2, 2B, 3, 4, 5 and 6). The final phase of development was recently accepted by City Council through Resolution No. 22400 (Attachment 3) on June 21, 2022.

Following the acceptance of the final phase the streets of Sconberg Parkway (formerly named Alisal Road Extension), and Freedom Parkway were completely opened for the first time. Shortly after the roads were opened to traffic, the City began receiving some complaints regarding on-street parking on Sconberg Parkway and Freedom Parkway. Site photos (Attachment 4) of on-street parking obstructing the travel ways were submitted to staff through the Salinas Connect application and via email. Staff reviewed the existing conditions and determined that the roads are approximately 32-feet wide which is not wide enough for a collector road to support on-street parking and two-way traffic. Staff reviewed the details from the Mountain Valley Environmental

Impact Report and the Precise Plan and discovered that the roads were intended to have class II bike lane with restricted on-street parking. Staff has developed the proposed Sconberg Parkway and Freedom Parkway signing and striping plan to install no parking bike lanes on Sconberg Parkway and Freedom Parkway. It is recommended that the City Council approve a Resolution approving the signing and striping plan for no parking bike lanes on Sconberg Parkway and Freedom Parkway.

TRAFFIC AND TRANSPORTATION COMMISSION:

At its September 8th, 2022 the Traffic and Transportation Commission voted unanimously (6-0) to approve a motion recommending that the City Council approve a Resolution approving the no parking bike lanes plan on Sconberg Parkway and Freedom Parkway. Public comments were received on this item and were supportive of the consideration.

CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consist of operation and minor alteration of an existing City street.

STRATEGIC PLAN INITIATIVE:

The no parking bike lanes plan on Sconberg Parkway and Freedom Parkway supports the Council goals of "Public Safety" and "Infrastructure and Environmental Sustainability".

FISCAL AND SUSTAINABILITY IMPACT:

The estimated cost to install the Sconberg Parkway and Freedom Parkway is $75,000, if the City contracts the work using the job order contract. However, the City may be able to install the no parking signs under its own work force to reduce costs. There are sufficient funds available in CIP 9120 Monte Bella Subdivision Improvements for completion of the work by the City's work force or contractor.

ATTACHMENTS:
Resolution
Attachment 1: Monte Valley Environmental Impact Report
Attachment 2: Monte Valley Precise Plan
Attachment 3: Resolution 22400
Attachment 4: Site Photos
Attachment 5: Sconberg Parkway and Freedom Parkway Signing and Striping Plan

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

A RESOLUTION TO APPROVE THE NO PARKING BIKE LANES PLAN ON SCONBERG PARKWAY AND FREEDOM PARKWAY

WHEREAS, the Mountain Valley Environmental Impact Report was certified in 1998.; and

WHEREAS, on October 14, 2003, City Council adopted Resolution No. 18392 approving the Vesting Tentative Map for the Mountain Valley Precise Plan, now known as the Monte Bella neighborhood; and

WHEREAS, the final phase of development was recently accepted by City Council through Resolution No. 22400; and

WHEREAS, staff reviewed the details from the Mountain Valley Environmental Impact Report and the Precise Plan and discovered that the roads were intended to have class II bike lane with restricted on-street parking; and

WHEREAS, staff has developed the proposed Sconberg Parkway and Freedom Parkway signing and striping plan to install no parking bike lanes on Sconberg Parkway and Freedom Parkway; and

WHEREAS, The Traffic and Transportation Commission unanimously (6-0) to approve a motion recommending that the City Council approve a Resolution approving the no parking bike lanes plan on Sconberg Parkway and Freedom Parkway. Public comments were received on this item and were supportive of the consideration.; and

WHEREAS, the City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consist of operation and minor alteration of an existing City street; and

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby approves the no parking bike lanes plan on Sconberg Parkway and Freedom Parkway.

PASSED AND APPROVED this 4th day of October, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

MOUNTAIN VALLEY PROJECT

Final Environmental Impact Report

SCH# 93043036

August 1998

Prepared for

City of Salinas

Department of Community Development

ESA Environmental Science Associates

MOUNTAIN VALLEY PROJECT

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SCH# 93043036

August 1998

Prepared for

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Department of Community Development

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ESA Environmental Science Associates

960352

MOUNTAIN VALLEY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

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MOUNTAIN VALLEY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

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1.0 INTRODUCTION

1.1 EIR PURPOSE

This environmental impact report has been prepared in order to:

- Satisfy the requirements of the California Environmental Quality Act (CEQA);
- Inform the public and responsible and/or interested public agencies of the potential project and cumulative environmental effects of the proposed Mountain Valley project, and of possible measures to mitigate potentially significant environmental effects; and
- Enable the Salinas Planning Commission, Salinas City Council, and the Monterey County Local Agency Formation Commission (LAFCO) to consider courses of action on the proposed project, including the proposed General Plan amendment, Precise Plan adoption, zoning reclassification, amendment of the Sphere of Influence, and reorganization.

1.2 EIR SCOPE

This EIR identifies and analyzes potential impacts of the proposed approximately 200-acre, 853-dwelling-unit Mountain Valley residential project, by itself and in the context of cumulative development. In evaluating the proposed project effects in a cumulative context, this EIR has analyzed applicable development projects for sites in the project vicinity that the City believes are reasonably foreseeable, including those approved for construction.

The EIR also analyzes alternatives to the proposed project. The No Project Alternative analyzes the existing conditions plus cumulative development in the project vicinity, but without the project. A 160-acre Alternative analyzes a reduced-scale development that would not require adjustment of the Salinas Sphere of Influence, and a General Plan Alternative analyzes residential development at increased densities from that proposed by the project, as currently designated in the Salinas *General Plan*.

1.3 CEQA EIR PROCESS

NOTICE OF PREPARATION

In accordance with Section 15082 of CEQA Guidelines, the City of Salinas, as the Lead Agency, prepared an Initial Study and Notice of Preparation (NOP) of an EIR. The NOP was circulated

2.0 SUMMARY

2.1 PROJECT DESCRIPTION

The proposed project would include the following discretionary approvals:

- Certification of this EIR;
- An amendment to the Salinas *General Plan* land use diagram to reflect predominantly residential medium-density with some residential low-density as well as public/semipublic and park land uses on the site. The current *General Plan* land use diagram shows predominantly residential low-density with some residential medium-density, some residential high-density, and park land uses;
- Adoption of a Precise Plan;
- Pre-zoning of the site consistent with the Precise Plan;
- An amendment to the City of Salinas Sphere of Influence to enlarge the Sphere by approximately 36 acres (to be approved by the Monterey County Local Agency Formation Commission (LAFCO));
- Reorganization involving 199.7 acres of land including annexation to the City of Salinas, attachment to the Monterey Regional County Sanitation District - Monterey Regional Water Pollution Control Agency, and detachment from the Salinas Rural Fire Protection District and the Monterey County Resource Conservation District; and
- Subdivision approval, public facilities assessments intended to provide infrastructure improvements, donation in fee title of parklands and an elementary school site, and related actions intended to implement the proposed project.

The approximately 36 acres of the project site that is outside the City of Salinas' Sphere of Influence, as designated by LAFCO, includes the proposed roadway that would border the site on the east, Freedom Parkway. Other proposed improvements outside the current Sphere of Influence includes single-family residential lots, a portion of a community park, a portion of an elementary school, and a lot for a water well. The Freedom Parkway and East Alisal Street roadway rights-of-ways would serve as a buffer area between the residential uses and agricultural uses to the east and south. All arterial routes surrounding the project site's boundary would contain a vegetation buffer, a sound wall to reduce traffic noise, a bike lane, and a pedestrian path.

The proposed Precise Plan calls for development of 853 single-family dwelling units and one community park. The single-family dwellings would be constructed in six neighborhoods built around an internal roadway network. The average density of single-family units would be 5.6 units per gross acre. The project includes 661 lots ranging in size from 4,000 to 4,500 square feet, including 102 lots (at 4,000 square feet) to be sold as inclusionary housing units. A total of 192 lots would be included at a lot size of 6,500 square feet to be sold at the market rate. The project also would include donation in fee title of a community park of about 21.5 acres and donation in fee title of a 9-acre school site to the Alisal School district. Park improvements consisting of lawn and irrigation would be installed as part of the project. The remaining park improvements would be the responsibility of the City. Two acres would also be sold to the School District for expansion of the Bardin Elementary School site. Semipublic lands are also proposed for dedication, including 1.7 acres for a stormwater detention basin and three 20,000 square foot sites and one 10,000 square foot site for water well lots.

Access to the project site would be from Williams Road, the proposed Freedom Parkway (south of Williams Road), and the proposed East Alisal Street (east of Bardin Road). Access also would be available via three existing streets, Countryside Drive, Argentine Drive, and Del Monte Avenue, from the west and northwest. Williams Road would be widened adjacent to the project site. In addition to connections between the project site and the surrounding roadways, a series of internal streets would be constructed. The streets would extend Countryside Drive, Argentine Drive, and Del Monte Avenue onto the site and would link those three streets with the proposed Freedom Parkway and East Alisal Street extensions along the east and south sides of the site. The proposed project would include a series of "local minor" street loops and cul-de-sacs, connecting to the internal street network, around which the single-family residences would be built. Pedestrian pathways would connect some of the cul-de-sacs with the local street network.

In addition to the roadway network, the proposed project would include development of utility services to supply the site. Four new wells are proposed that would be drilled on-site to supply drinking water and water for fire-fighting. A water supply distribution network would also be constructed. Alco Water Service would use the wells to provide water service to the development.

The project sponsor would be responsible for agreements with local utilities to provide gas and electric and telephone service. In accordance with requirements of the Monterey County Water Resources Agency, storm water siltation/detention would be provided as part of the project. The proposed storm water siltation/detention basin would be a rectangular 1.7-acre site in the

southwest corner of the project site, adjacent to Bardin School. It would be connected to a storm drain network that would be constructed by the sponsor. A sanitary sewer system also would be built, and would be linked to the Salinas Municipal wastewater system. At a projected 3.2 persons per unit, the proposed project would have a buildout population of about 2,730 persons.

2.2 IMPACTS AND MITIGATION MEASURES

Project impacts identified in this EIR are summarized in Table S-1, Summary of Impacts and Mitigation Measures, located at the end of this chapter. This table lists impacts and mitigation measures in three major categories: significant impacts that would remain significant even with mitigation (significant unavoidable impacts); significant impacts that can be mitigated to a level of less-than-significance; and impacts that would not be significant. For each significant impact, the table includes a summary of mitigation measure(s) identified by the EIR, followed by a column that indicates whether the impact would be mitigated to a less-than-significant level. Please refer to Chapter 4.0, Environmental Setting, Impacts, and Mitigation Measures for a complete discussion of each impact and associated mitigation.

2.3 ALTERNATIVES TO THE PROPOSED PROJECT

NO-PROJECT

The No-Project Alternative would involve no change in land use on the site. Existing agricultural uses would remain, and no residential uses would be constructed. The project site would not be annexed to the City of Salinas, nor would any of the other changes in governmental organization occur. This alternative would not rule out future development of the site (most likely as residential, given surrounding land uses).

With this alternative, none of the project impacts would occur. Existing conditions would remain much as described in the Setting portions of Chapter 4.0 of this report. Agricultural land would not be converted to urban use. Groundwater pumping and water consumption would remain as at present (that is, overdrafting would be greater than with the proposed project), subject to any future changes that may be required by the Monterey County Water Resources Agency.

160-ACRE ALTERNATIVE

With this alternative, only that portion of the site within the existing City of Salinas Sphere of Influence would be developed, limiting the size of the site to about 160 acres. The principal change in site configuration would be that the eastern project boundary would be moved westerly, compared to the proposed project, to coincide with the Sphere of Influence boundary. This alternative would result in approximately 691 housing units, which reflects the proposed project's average number of housing units (5.6 units per gross acreage) multiplied by the gross area of residential development (123.4 acres). This alternative would result in development of about 19 percent fewer units (691 vs. 853) than proposed under the project. Based on 3.2 persons per unit, population would be about 2,210 (compared to about 2,730 with the project).

Because this alternative would not extend the project area as far east as the existing Freedom Parkway / Williams Road intersection, this alternative would result in a "jog" between the Freedom/Williams intersection and the easterly project intersection. East Alisal Street would continue to be extended east of Bardin Road as far as the project's eastern boundary. The existing Sphere of Influence includes the proposed project's East Alisal Street public right-of-way. Other components, including the internal circulation network and infrastructure improvements, would be similar to those proposed under the project.

This alternative would not require adjustment of the Salinas Sphere of Influence by the Monterey County Local Agency Formation Commission (LAFCO). It would require other governmental reorganization, including annexation to the City of Salinas and annexation to and detachment from the same service districts and public services as the proposed project. About 160 acres of agricultural land, mostly prime farmland, would be converted to urban use; this would be a significant, unavoidable effect, as with the proposed project. Residential water consumption and groundwater pumping for residential water consumption would be marginally less than with the proposed project, but within the 200-acre project site, overall water consumption would be incrementally greater than with the proposed project, since less agriculture would be removed from production.

The 160-Acre alternative would generate a total of about 7,885 daily trips, including about 793 weekday p.m. peak-hour trips (vs. about 9,495 daily trips and about 945 p.m. peak-hour trips with the project). Intersection levels of service resulting from traffic generated by this alternative would be the same as with the project, as would freeway levels of service. As with the project, this alternative would incrementally worsen existing poor operations at three intersections and would contribute to a significant cumulative effect at a fourth. The intersection

connecting Williams Road with Boulevard A would operate at LOS B with traffic from this alternative, as with the project, with mitigation (also required with the project) in the form of signalization. Air quality effects due to project operation would be less than significant, as with the project. Demand for public services would be comparable to that of the project. Due to fewer units, and subsequently fewer potential students, the effects on the school districts would be reduced as compared to the proposed project. Cumulative traffic noise effects along Williams Road would be significant and unavoidable, as with the project.

Because of the reduced development density, this alternative would be the environmentally superior alternative among the three alternatives that would involve project construction.

GENERAL PLAN ALTERNATIVE

This alternative would retain the acreage of the proposed project (199.7) but the site would have a different mix of residential units based on the Salinas *General Plan* policy 3.3.K. There would be a total of 987 units built with this alternative, about 16 percent more than under the proposed project. Those units would include 545 single-family, 99 medium-density, and 461 high-density multi-family units, including 118 affordable multi-family units. Based on 3.2 persons per unit, population would be about 3,158 (compared to about 2,730 with the project). Park and school site acreage would be the same as the project.

The General Plan alternative would generate a total of about 9,077 daily trips, including about 950 weekday p.m. peak-hour trips (vs. about 9,495 daily about 945 p.m. peak-hour trips with the project). Intersection levels of service resulting from traffic generated by this alternative generally would be the same as with the project, as would freeway levels of service. Traffic generated by this alternative would cause incremental increases in delay at other intersections, compared to the project. Air quality effects due to project operation would be ~~less than~~ significant, in contrast to the project. ~~as with the project.~~ Cumulative traffic noise effects along Williams Road would be significant and unavoidable, as with the project.

This alternative would remove approximately 199.7 acres of agricultural land from production and convert it to urban use. This would be a significant, unavoidable effect, as with the project. Impacts related to water consumption and groundwater pumping would be greater than with the project because of the greater population. Water consumption would be greater than with the proposed project, but still about 25 percent less than at present, and this impact would be less than significant, as with the project. Air quality impacts would be somewhat more severe than

with the project, due to the increase in vehicle trips, but would be less than significant. Demand for public services and utilities would be somewhat greater than under the project; effects on the school districts that would serve the site would be greater than the proposed project.

The General Plan Alternative was chosen for analysis to show the potential impacts of a plan that would be more consistent with existing City land use policies and designations. The net effects from General Plan Alternative buildout would be greater than the proposed project.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

A. SIGNIFICANT UNAVOIDABLE IMPACTS

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.1 Land Use, Plans and Polices, and Zoning		
4.1.1: Implementation of the proposed project would alter the existing on-site land uses. The project would convert 199.7 acres of prime agricultural land to urban residential use. [4.1-21]	**4.1.1** None available.	**Unavoidable significant impact**
4.1.2: Combined with the Williams Ranch project north of Williams Road and other projects in the Salinas vicinity, the cumulative impact on agricultural lands would be a reduction in farmland availability. [4.1-22]	**4.1.2** None available.	**Unavoidable significant cumulative impact**
4.2 Traffic and Circulation		
4.2.1: The project, along with cumulative development, would result in a deterioration in the level of service for minor street movements at unsignalized intersections in the project vicinity.		
4.2.1a: U.S. 101 NB Ramps / Sanborn Road. The proposed project would cause the minor street turn movement at the unsignalized intersection of Sanborn Road and U.S. 101 Northbound Ramps, currently operating at LOS F, to experience increased delays in the future, during the weekday p.m. peak hour. Cumulative plus project-generated traffic would further increase delays. [4.2-12]	**4.2.1a** Signalization would avoid this impact; however, no funding is available, and the project contribution would not be substantial enough to require the project sponsor to install a signal.	**Unavoidable significant cumulative impact**

How? to signalize

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

A. SIGNIFICANT UNAVOIDABLE IMPACTS

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.2.1b: Williams Road / East Laurel Drive. The proposed project would cause the minor street turn movement at the unsignalized intersection of Williams Road and East Laurel Drive, currently operating at LOS F, to experience increased delays in the future, during the weekday p.m. peak hour. Cumulative plus project-generated traffic would further increase delays. [4.2-14]	**4.2.1b** Signalization would avoid this impact; however, no funding is available, and the project contribution would not be substantial enough to require the project sponsor to install a signal.	**Unavoidable significant cumulative impact**
4.2.1c: Williams Road / Garner Avenue. The proposed project would cause the minor street turn movement at the unsignalized intersection of Williams Road and Garner Avenue, currently operating at LOS F, to experience increased delays in the future, during the weekday p.m. peak hour. Cumulative plus project-generated traffic would further increase delays. [4.2-16]	**4.2.1c** Signalization would avoid this impact; however, no funding is available, and the project contribution would not be substantial enough to require the project sponsor to install a signal.	**Unavoidable significant cumulative impact**
4.2.3: Sanborn Road / Alisal Street. The proposed project would cause the intersection of North Sanborn Road and East Alisal Street to degrade incrementally from LOS A (v/c = 0.53) at present to LOS A (v/c = 0.58) with traffic from the proposed project, during the weekday p.m. peak hour. Project-generated traffic would not cause any change in the level of service. With traffic from cumulative development, the intersection would degrade to LOS E (v/c = 0.92).(Cumulative impact, Less-than-significant project impact) [4.2-18]	**4.2.3** No mitigation is required for the project impact. Mitigation of the cumulative impact could be achieved by providing a second eastbound left turn lane from East Alisal Street onto northbound North Sanborn Road unless additional study does not confirm the need for the additional turn lane. No funding is available for this mitigation measure.	**Less-than-significant project impact; Unavoidable significant cumulative impact**

[4.1-22] = Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

A. SIGNIFICANT UNAVOIDABLE IMPACTS

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.2.5b: If Del Monte Avenue were not used as an access route between Williams Road and the proposed project, project-generated traffic would increase the daily weekday traffic volumes on Countryside Drive, and possibly Argentine Drive, beyond the threshold for local residential collector streets of 3,000 vehicles per day. [4.2-24]	**4.2.5b** Implementation of traffic calming measures such as those identified in Measure 4.2.5a ~~4.2.4a~~ would reduce traffic volumes on Countryside Drive and, potentially, Argentine Drive. However, it is unlikely that volumes on Countryside Drive would be reduced below the 3,000-vehicles-per-day threshold.	**Unavoidable significant impact**
4.5 Air Quality		
4.5.1: Construction activities would temporarily generate criteria air pollutants, particularly PM-10, over the expected six-year construction period. [4.5-9]	**4.5.1a** The project sponsor shall require site preparation and home building contractors to implement a dust control program during construction to reduce the contribution of project construction to local PM-10 concentrations, including watering active sites at least twice daily and more often when winds exceed 15 mph; prohibiting grading during high winds; paving interior roads as soon as practicable; enforcing a 15-mph speed limit on unpaved surfaces; replacing ground cover in disturbed areas as quickly as possible; enclosing, covering or otherwise reducing dust from exposed stock piles and inactive construction areas; sweeping streets daily if soils are carried off the site; covering haul trucks or maintaining two feet of freeboard; sweeping spilled dirt or debris; installing wheel washers for exiting trucks; posting the MBUAPCD telephone complaint number; designating person(s) to oversee dust control; and maintaining and operating construction equipment so as to minimize particulates from exhaust.	**Unavoidable significant impact**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

A. SIGNIFICANT UNAVOIDABLE IMPACTS

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.7 Noise		
4.7.2: Project-generated vehicular traffic would result in an increase in ambient noise levels on nearby roadways used to access the site. (Cumulative impact) [4.7-8]	**4.7.2** No mitigation is available for increased traffic noise levels along already developed portions of Williams Road.	This would be a **significant, unavoidable cumulative effect**; however, the project's contribution to this effect would be incremental (maximum of two decibels at Williams east and west of Del Monte).

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

B. SIGNIFICANT IMPACTS MITIGABLE TO A LEVEL OF INSIGNIFICANCE

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.1 Land Use, Plans and Polices, and Zoning		
4.1.3: The proposed project could be inconsistent with the surrounding agricultural land uses and could generate nuisance complaints by residents due to agricultural noise and dust. [4.1-23]	**4.1.3a** The Freedom Parkway and East Alisal Street rights-of-way (approximately 110 feet each) shall be removed from agricultural production by the project sponsor prior to initiation of grading or construction activities. **4.1.3b** The proposed agricultural use disclosure notice shall be provided to prospective home site purchasers prior to closing of home purchase; and shall include buyer(s) signature. Form and content of said notice shall be subject to approval by the Community Development Department prior to approval of the first final subdivision map, and each said notice shall be recorded. In addition, a notice shall be recorded for the entire project site.	**Less-than-significant.**
4.2 Traffic and Circulation		
4.2.1: The project, along with cumulative development, would result in a deterioration in the level of service for minor street movements at unsignalized intersections in the project vicinity.		
4.2.1d: The project, along with cumulative development, would result in a deterioration in the level of service for minor street movements at unsignalized intersections in the project vicinity. [4.2-17]	**4.2.1d** No TFO project is planned for the intersection of Airport Boulevard and Terven Avenue. However, the City has secured funding for the installation of a traffic signal at this intersection, and also at the Airport – De La Torre intersection. Those projects are designed and currently under construction. These signals are expected to be completed by summer of 1998.	**Less-than-significant.**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

B. SIGNIFICANT IMPACTS MITIGABLE TO A LEVEL OF INSIGNIFICANCE

SIGNIFICANT IMPACT		MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.2.2: Williams Road / Boulevard A.. Project-generated traffic would result in an unacceptable level of service (LOS F in the p.m. peak hour) for the minor street turn movement at the future unsignalized intersection of Williams Road and Boulevard A, constructed as part of the project. [4.2-17]	**4.2.2**	No TFO project is planned for the intersection of Williams Road and Boulevard A. The project sponsor shall install a traffic signal at the intersection prior to issuance of the first certificate of occupancy.	**Less-than-significant.**
4.2.6: Project-generated transit ridership, along with project and cumulative traffic on Williams Road, could impede transit service on Williams Road. [4.2-25]	**4.2.6**	The project sponsor shall construct a bus turnout on the project's Williams Road frontage to meet the requirements of Monterey-Salinas Transit.	**Less-than-significant.**
4.3 Public Services and Utilities			
4.3.3: The proposed project would increase the demand for, and frequency of, fire protection services and emergency responses to the project site. [4.3-9]	**4.3.3**	Construction of Fire Station No. 5 shall be completed prior to the issuance of a certificate of occupancy for any unit in Phase 4 or above.	**Less-than-significant.**
4.3.7: The proposed project would increase the flow of wastewater discharged into the sewage system. [4.3-13]	**4.3.7**	Prior to the issuance of building permits, construction of a relief main in East Alisal Street shall be completed.	**Less-than-significant.**
4.3.8: The proposed project would increase discharge to the City's storm drainage system. [4.3-14]	**4.3.8a**	Prior to the issuance of the first grading or building permits, the project sponsor shall install a temporary (interim) storm water siltation/detention basin. Design shall be subject to City approval and shall permit discharge of a 10-year pre-development storm. Discharge from the basin shall be at a rate that will preclude any increase in the existing rate of runoff from the site (20.38 cubic feet per second).	**Less-than-significant.**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

B. SIGNIFICANT IMPACTS MITIGABLE TO A LEVEL OF INSIGNIFICANCE

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	4.3.8b Prior to the issuance of building permits for dwelling construction for units in Phase 3 or beyond, the project sponsor shall install the permanent storm water siltation/detention basin (capacity of 3.5 acre-feet). Discharge from the basin shall be at a rate that will preclude any increase in the existing rate of runoff from the site (20.83 cubic feet per second). Storm water discharged from the detention basin shall be reduced to compensate for runoff from northern portions of the project site that would not be captured by the detention basin.	
4.4 Hydrology, Drainage and Water Quality		
4.4.2: Increased water runoff resulting from the proposed project would cause localized flooding in the project vicinity and/or flooding in downstream areas. [4.4-13]	**4.4.2** Implementation of Mitigation Measures 4.3.8a and 4.3.8b, along with construction of storm water detention facilities proposed as part of the project, would reduce the potential impacts from flooding to a level of less than significance.	**Less-than-significant.**
4.4.3: Degradation of surface water and groundwater quality may be caused by storm water runoff from the proposed project during and after construction. [4.4-14]	**4.4.3a** The project sponsor shall obtain and comply with a NPDES General Construction Stormwater Permit issued by the Regional Water Quality Control Board (RWQCB), Central Coast Region. (Required by law)	**Less-than-significant.**
	4.4.3b The project sponsor shall comply with all NPDES requirements in effect at the time of project construction. (Required by law)	

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

B. SIGNIFICANT IMPACTS MITIGABLE TO A LEVEL OF INSIGNIFICANCE

SIGNIFICANT IMPACT	MITIGATION MEASURES		LEVEL OF SIGNIFICANCE AFTER MITIGATION
	4.4.3c	The project sponsor shall ensure that the contractor installs storm drain sediment traps in the project vicinity as part of the installation of storm drainage facilities. (Required by law)	
4.4.4: The existing plume of nitrate contamination in the groundwater basin may be dispersed or otherwise impacted by the proposed project. [4.4-15]	**4.4.4a**	New wells installed to serve the proposed project shall be constructed ~~by the project sponsor~~ to withdraw water from levels below existing nitrate contamination.	**Less-than-significant.**
	4.4.4b	New well sites ~~installed to serve the proposed project shall be constructed~~ provided by the project sponsor ~~to~~ shall meet the minimum lot size requirements set by Alco Water Service.	**Less-than-significant.**
	4.4.4c	Prior to the start of construction, the project sponsor shall provide a monitoring well on the project site to the satisfaction of the County Water Resources Agency and the County Department of Health.	
4.4.5: Abandoned agricultural wells on the project site could serve as a conduit to introduce pollutants into the groundwater basin. Storm water or irrigation runoff could enter an improperly abandoned well and contaminate the aquifer. [4.4-16]	**4.4.5**	Prior to the issuance of a certificate of occupancy for dwelling units on the project site, the project sponsor shall abandon unused agricultural well(s) in accordance with state and county standards, or convert the unused well(s) into monitoring wells, at the discretion of the County Water Resources Agency.	**Less-than-significant.**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

B. SIGNIFICANT IMPACTS MITIGABLE TO A LEVEL OF INSIGNIFICANCE

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.5 Air Quality		
Note: Impact 4.5.2 has been revised from that in the DEIR and is now determined to be less than significant.		

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES (Continued)

B. SIGNIFICANT IMPACTS MITIGABLE TO A LEVEL OF INSIGNIFICANCE

SIGNIFICANT IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.7 Noise		
4.7.1: Grading and construction activities in the project area would intermittently and temporarily generate noise levels above ambient background levels. [4.7-7]	**4.7.1a** Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturers' specifications) and by shrouding or shielding impact tools. **4.7.1b** The project sponsor shall coordinate with administrators of the three nearby schools to develop a construction schedule that would minimize the potential for interference with school functions and activities.	**Less-than-significant.**
4.8 Flora and Fauna		
4.8.1: Development of the proposed project could result in potentially adverse impacts on nesting and foraging habitat of the burrowing owl and, potentially, individuals of this species. [4.8-4]	**4.8.1** The project sponsor shall ensure that preconstruction surveys for burrowing owls are conducted by a qualified biologist in accordance with California Department of Fish and Game (CDFG) survey protocol 30 days prior to the start of each phase of project development. Survey results shall be submitted to the CDFG.	**Less-than-significant.**
4.9 Historic and Archaeological		
4.9.1: Construction of the project could disturb previously undiscovered subsurface prehistoric cultural resources. [4.9-2]	**4.9.1** The project sponsor shall ensure that in the event that unknown prehistoric cultural resources are discovered during subsurface construction, land alteration work in the general vicinity of the find is halted and a qualified archaeologist is consulted immediately.	**Less-than-significant.**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

C. LESS-THAN-SIGNIFICANT IMPACTS

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.1 Land Use, Plans and Polices, and Zoning		
4.1.4: The proposed project would expose residents and occupants of project facilities to a negligible level of risk associated with possible aircraft accidents at Salinas Municipal Airport. [4.1-23]	**4.1.4** None required.	**Less-than-significant.**
4.2 Traffic and Circulation		
4.2.4: Project-generated traffic would increase U.S. 101 freeway volumes in the peak direction, in the segment north of North Sanborn Road, by less than one percent during the p.m. peak hour, and would not result in any change in level of service or substantial increases in delay or congestion. Cumulative traffic would result in a degradation to LOS E, but the project contribution would not be substantial. [4.2-21 ~~19~~]	**4.2.4** No project mitigation is required. Mitigation of cumulative impacts could be achieved through addition of a lane to the freeway. However, the project contribution to freeway would be negligible.	**Less-than-significant**
4.2.5a: Project-generated traffic would increase the daily weekday traffic volumes on Countryside Drive, Argentine Drive and Del Monte Avenue as follows: Countryside Drive, from about 1,000 to about 2,800 daily vehicle trips. Argentine Drive, from about 1,000 to about 2,200 daily vehicle trips. Del Monte Avenue, from about 1,000 to about 2,200 daily vehicle trips. [4.2-23~~22~~]	**4.2.5a** None required. However, to reduce further local traffic impacts of the proposed project, the ~~City could require that the~~ project sponsor would incorporate neighborhood traffic safety measures into the design of the proposed project.	**Less-than-significant**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

C. LESS-THAN-SIGNIFICANT IMPACTS

IMPACT		MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.2.7: Construction traffic could access the Mountain Valley site via Del Monte Avenue, Argentine Drive and Countryside Drive. The additional trucks, delivery vehicles and other construction related trips will add vehicles to local residential collector roadways throughout the construction phases. [4.2-26]	**4.2.7**	No mitigation is required. However, to avoid disruption of local traffic during construction, the City could prohibit access via Del Monte, Argentine, and Countryside. Prior to the start of grading or construction, acceptable access (as determined by the City Public Works Department) could be required to be provided via Williams Road and/or Alisal Street extension. In addition, the project sponsor could be required to prepare, before the start of construction, a construction mitigation plan detailing proposed truck circulation, volume, staging locations, and other information to minimize disruptions to traffic and transit caused by construction traffic and other activity.	**Less-than-significant**
4.3 Public Services and Utilities			
4.3.1: The proposed project would generate an additional enrollment of about 512 new students in the Alisal Union Elementary School District and about 235 new students in the Salinas Union High School District. [4.3-6]	**4.3.1**	None required.	**Less than significant.**
4.3.2: The proposed project would increase the demand for police services. This would be a less-than-significant impact. [4.3-9]	**4.3.2**	None required.	**Less-than-significant.**
4.3.4: The proposed project would result in additional demand for library services. [4.3-10]	**4.3.4**	None required.	**Less-than-significant.**
4.3.5: The proposed project would increase demand on the City's parks and recreation facilities. [4.3-11]	**4.3.5**	None required.	**Less-than-significant.**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

C. LESS-THAN-SIGNIFICANT IMPACTS

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.3.6: The proposed project would create new water demand for Alco Water Service. [4.3-11]	**4.3.6** None required. However, as part of the Tentative Map process, the City would require that the project applicant provide the proposed four well sites of sufficient size to meet Alco Water Service specifications. The project sponsor would be ultimately responsible for construction of the wells to ensure adequate water service is available to the project site.	**Less-than-significant.**
4.3.9: The proposed project would increase demand for solid waste disposal facilities. This would be a less than significant impact. [4.3-16]	**4.3.9** None required.	**Less-than-significant.**
4.3.10: The proposed project would increase demand for gas and electric and telephone facilities. [4.3-16]	**4.3.10** None required.	**Less-than-significant.**
4.4 Hydrology, Drainage and Water Quality		
4.4.1: The project would result in a decrease in on-site water consumption of about 34 percent. [4.4-8]	Because the project would result in a decrease in water consumption on the project site, this impact was determined to be less than significant, and no mitigation is required. Because groundwater overdrafting will continue to be a concern in the Salinas Valley, particularly as more residential development increases the more "permanent" commitment of water to dwellings, the following measures are identified to further reduce the project's less-than-significant impact on groundwater consumption.	**Less-than-significant**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

C. LESS-THAN-SIGNIFICANT IMPACTS

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	4.4.1a Water conservation could occur at the project site through increased xeriscaping in landscaped areas in addition to that proposed in the Mountain Valley Precise Plan.	
	4.4.1b Water conservation could occur at the project site through retiring agricultural land from crop production on the entire project site prior to the start of construction.	
	4.4.1c The City could encourage retrofitting plumbing fixtures such as toilets and shower heads in existing urban areas that draw water from the East Side Area sub-basin.	
4.5 Air Quality		
4.5.2: Criteria air pollutants generated by the proposed project would increase total air pollutant emissions in the region. [4.5-13]	**4.5.2a** None required. However, the following measures are recommended to minimize the long-term increase in criteria air pollutant emissions from the project. The project sponsor ~~shall~~ could ensure that all homes designed to accommodate wood burning include EPA-certified wood stoves and/or fireplace inserts.	**Less-than-significant.**

[4.1-22] Page in text where impact appears

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

C. LESS-THAN-SIGNIFICANT IMPACTS

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	4.5.2b The following additional measures are identified to reduce the emissions associated with home energy use, since the vehicle trip reduction plan would not be expected to reduce the net increase in project-related HC emissions to less than 150 pounds per day, the MBUAPCD significance criterion. The project sponsor ~~shall~~ could • provide information on solar space heating, hot water systems, and pool heating to buyers; • require that home builders install low-NO_x space heaters and water heaters; • require that home designs exploit solar energy to the extent feasible; • require home builders to provide exterior electrical outlets for electric garden tools; and • require home builders, as feasible, to install the most energy-efficient appliances available.	
4.5.3: Project-related traffic would raise ambient carbon monoxide concentrations along access roadways and intersections. [4.5-16]	**4.5.3** None required.	**Less-than-significant.**
4.5.4: The project, along with regional growth and development, would have a cumulative air quality impact. [4.5-17]	**4.5.4** None required.	**Less-than-significant.**

[4.1-22] - Page in text where impact appears.

TABLE S-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

C. LESS-THAN-SIGNIFICANT IMPACTS

IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.6 Soils Contamination		
4.6: There is no indication that the soils proposed to be disturbed for project development are contaminated with hazardous materials or wastes. There is no foreseeable risk to people, or to animal or plant populations, on the project site or in the vicinity. [4.6-3]	**4.6** None required.	**Less-than-significant.**
4.7 Noise		
4.7.3: The project would introduce a noise-sensitive use to an area that would experience substantial traffic noise and that lies within the vicinity of an Airport. [4.7-11]	**4.7.3** None required.	**Less-than-significant.**

[4.1-22] - Page in text where impact appears.

3.0 PROJECT DESCRIPTION

3.1 PROJECT SPONSOR'S OBJECTIVES

The proponent of the Mountain Valley Project is the Sconberg Ranch Partnership. The objective of the proponent is to develop an area of single-family affordable housing units in the predominantly renter-occupied area of east Salinas. According to the project sponsor, in 1995 nearly 60 percent of the approximately 10,500 units surveyed in east Salinas were renter-occupied, and more than 45 percent were attached units (apartments, duplexes, etc.). The proposed project would help reduce the population density in east Salinas while providing increased opportunities for home ownership along with amenities such as a community park, a new elementary school site, and an expansion area for the existing Bardin Elementary School.

In order to create a four-way intersection at the project's easternmost perimeter, the sponsor seeks to include as part of the project site approximately 40 acres outside the Salinas Sphere of Influence. This would allow for an extension of the existing Freedom Parkway across Williams Road and along the project's eastern boundary.

The sponsor seeks to develop a project that would respond to various policies in the Salinas *General Plan* by directing growth away from the most productive agricultural land (Policies 3.1.A and 3.3.A) and by siting the project adjacent to existing urban development (Policy 3.1.I); by constructing single-family dwellings in an area with a large concentration of apartments (Policy 3.3.N); by constructing dwelling units at a lower density than the maximum currently provided for in the *General Plan* and thus resulting in projected water savings (Policies 7.1.A, B, and E); and by providing for detention of surface water runoff (Policy 8.2.A). Those and other *General Plan* policies are discussed in Section 4.1 of this EIR, Land Use, Plans and Policies, and Zoning, and in the appropriate subject sections in Chapter 4.0.

The sponsor further seeks to develop a project that responds to various policies enacted by the Monterey County Local Agency Formation Commission (LAFCO), which must approve the annexation of the project site and the proposed change in the City of Salinas Sphere of Influence.

LAFCO is charged by state law with encouraging orderly growth and development patterns, guiding development away from open space and prime agricultural land unless it would promote

orderly development, and ensuring that adequate public services are provided. The site is largely within the City's Sphere of Influence and Urban Transition Area, meaning 160 acres of the site is designated by LAFCO for eventual urban development. The site is prime agricultural land, although not the best agricultural land in the Salinas area. The site would also receive adequate public services (see Section 4.3). (See Section 4.1 for a more complete discussion of the project's relationship to LAFCO standards.)

3.2 PROJECT LOCATION

The approximately 200-acre project site is located in unincorporated Monterey County, immediately adjacent to the City of Salinas. The site is approximately the western half of what is known as the Sconberg Ranch; the entire ranch totals about 460 acres. The site is contiguous on its western and northern boundaries with the Salinas city limits.[1] It is bordered on the north by Williams Road and, across Williams Road, by Alisal Community School and Alisal High School and single-family residential development.[2] To the west, also within the city limits, is Bardin Elementary School and residential development, including apartments and single-family dwellings. Agricultural fields exist south and east of the site, on unincorporated county land. The project site itself is currently used for agricultural production. Figure 1 shows the project location.

3.3 PROJECT CHARACTERISTICS

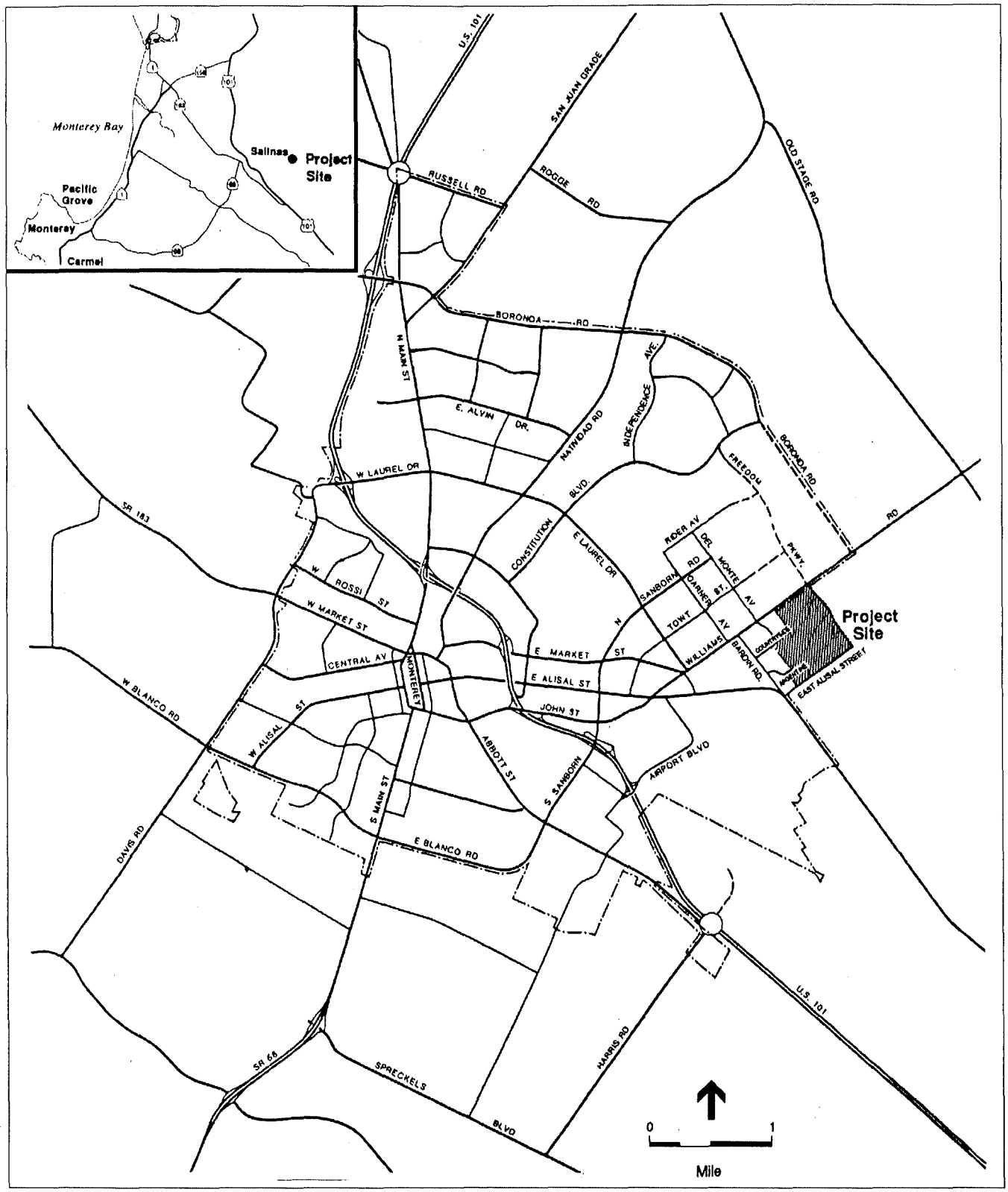
The project would include:

- An amendment to the Salinas *General Plan* land use diagram to reflect predominantly residential medium-density with some residential low-density as well as public/semipublic and park land uses on the site. The current *General Plan* land use diagram shows predominantly residential low-density with some residential medium-density, some residential high-density, and park land uses;
- Adoption of a Precise Plan;
- Pre-zoning of the site consistent with the Precise Plan;

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1 Because of the orientation of surrounding streets, the project site is rotated approximately 40 degrees from true north. For purposes of this report, Williams Road is considered an east-west street and Bardin Road, a north-south street. Williams Road thus forms the northern project boundary.

2 Development of about 2,100 residential units and about 250,000 sq. ft. of commercial and office space on the property north of the project site is currently under way. The development was analyzed in the Supplemental EIR for the Williams Ranch Planned Community Precise Plan, Final SEIR published by the City of Salinas, January 1993.



SOURCE: DKS Associates

Mountain Valley / 960352 ■

Figure 1

Project Area / Regional Location

- An amendment to the City of Salinas Sphere of Influence to enlarge the Sphere by approximately 36 acres (to be approved by the Monterey County Local Agency Formation Commission (LAFCO));
- Reorganization involving 199.7 acres of land including annexation to the City of Salinas, attachment to the Monterey Regional County Sanitation District - Monterey Regional Water Pollution Control Agency, and detachment from the Salinas Rural Fire Protection District and the Monterey County Resource Conservation District;
- Subdivision approval, public facilities assessments intended to provide infrastructure improvements, donation in fee title of parklands and an elementary school site, and related actions intended to implement the proposed project; and
- The City and the project sponsor also may enter into a development agreement, a binding contract governing certain aspects of the project.

The approximately 36 acres of the project site outside the City of Salinas' Sphere of Influence, as designated by LAFCO, includes two proposed roadways that would border the site on the east and south, Freedom Parkway and East Alisal Street. Other proposed improvements outside the current Sphere of Influence includes single-family residential lots, a portion of a community park, one of four proposed on-site water well lots, and a portion of an elementary school.

The Freedom Parkway and East Alisal Street roadway rights-of-ways would serve as a buffer area between the proposed residential uses and existing agricultural uses to the east and south. All arterial routes surrounding the project site's boundary would contain a landscape buffer, a sound wall to reduce traffic noise, a bike lane, and a pedestrian path.

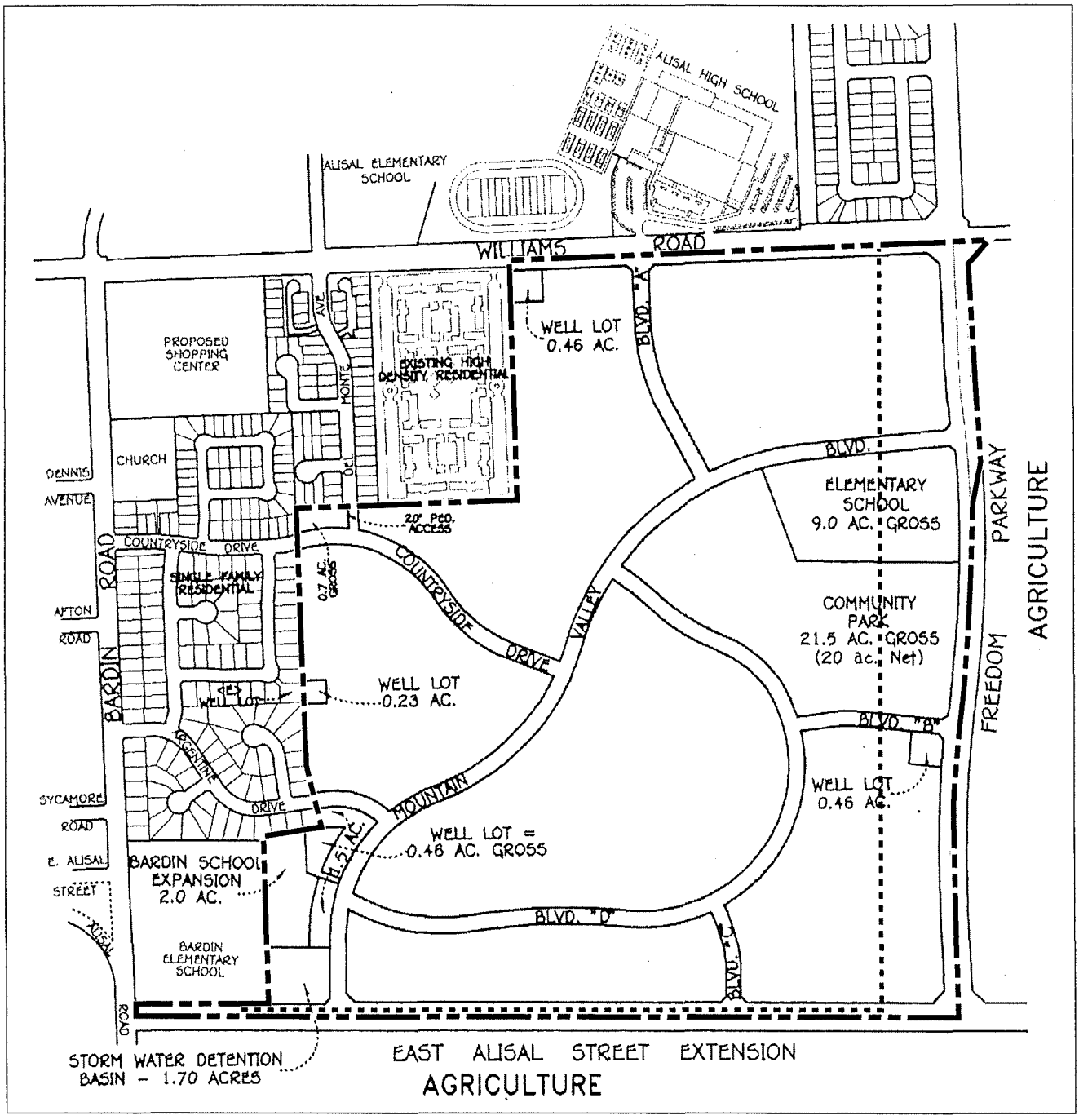
The proposed Precise Plan calls for development of 853 single-family dwelling units and one community park. The single-family dwellings would be constructed in six neighborhoods built around an internal roadway network. The average gross density of single-family units would be 5.6 units per gross acre. The project includes 661 lots ranging in size from 4,000 to 4,500 square feet, including 102 lots (at 4,000 square feet) to be sold as inclusionary housing units. A total of 192 lots would be included at a lot size of 6,500 square feet to be sold at the market rate. The project also would include donation in fee title of a community park of 21.5 acres and donation in fee title of a 9-acre school site to the Alisal Union Elementary School District. The sponsor would also sell two additional acres to the District for expansion of the existing Bardin Elementary School site, adjacent to the southwest corner of the project site. Pursuant to an agreement between the project sponsor and the Alisal Union Elementary and Salinas Union High School Districts, the project sponsor has agreed to pay $639,000 to the high school district, in addition to the state-authorized school fee of $1.84 per square foot of residential construction.

Park improvements consisting of lawn and irrigation would be installed as part of the project. The remaining park improvements would be the responsibility of the City. Semipublic lands are proposed for dedication, including 1.7 acres for a stormwater detention basin and three 20,000 square foot sites and one 10,000 square foot site for water well lots. The proposed site plan is shown in Figure 2. Project characteristics are summarized in Table 1.

Access to the project site would be from Williams Road, the proposed Freedom Parkway (south of Williams Road), and the proposed East Alisal Street (east of Bardin Road). Access also would be available via three existing streets, Countryside Drive, Argentine Drive and Del Monte Avenue, from the west and northwest. Williams Road would be widened adjacent to the project site. In addition to connections between the project site and the surrounding roadways, a series of internal streets would be constructed. The streets would extend Countryside Drive, Argentine Drive, and Del Monte Avenue onto the site and would link those three streets with the proposed Freedom Parkway and East Alisal Street extensions along the east and south sides of the site. The proposed project would include a series of "local minor" street loops and cul-de-sacs, connecting to the internal street network, around which the single-family residences would be built. Pedestrian pathways would connect some of the cul-de-sacs with the local street network.

In addition to the roadway network, the proposed project would include development of utility services to supply the site. Four new wells are proposed that would be drilled on-site to supply drinking water and water for fire-fighting. A water supply distribution network would also be constructed. Alco Water Service would use the wells to provide water service to the development.

The project sponsor would be responsible for agreements with local utilities to provide gas and electric and telephone service. In accordance with requirements of the Monterey County Water Resources Agency, storm water siltation/detention would be provided as part of the project. The proposed storm water siltation/detention basin would be a rectangular 1.7-acre site in the southwest corner of the project site, adjacent to Bardin School. It would be connected to a storm drain network that would be constructed by the sponsor. A sanitary sewer system also would be built, and would be linked to the Salinas Municipal wastewater system. At a projected 3.2 persons per unit (based on the 1990 census), the proposed project would have a buildout population of about 2,730 persons.



SOURCE: EMC Planning Group, H.D. Peters

Mountain Valley / 960352 ■

Figure 2
Project Site Plan

TABLE 1: PROJECT CHARACTERISTICS

Land Use	Gross Acreage	Number of Units
Residential		
Single-Family Residential	151.1	853
Major Streets		
East Alisal Street, Freedom Parkway, and Williams Road Rights-of-way and landscape buffers	12.8	
Subtotal	**163.9**	**853**
Public and Semipublic		
Community Park Site	21.5	
New Elementary School	9.0	
Expansion of Bardin School	2.0	
Storm Water Detention Basin	1.7	
Well Lots		
Bardin Elementary School Expansion site	0.5	
Boulevard "B" and Freedom Parkway	0.5	
Williams Road	0.5	
Attach the existing well lot on Surrey Way (10,000 square feet)	0.2	
Subtotal	**35.8**	
TOTAL	**199.7**	**853**

Numbers may not add due to rounding.

SOURCE: EMC Planning Group, February 1998.

3.4 PROJECT SCHEDULE

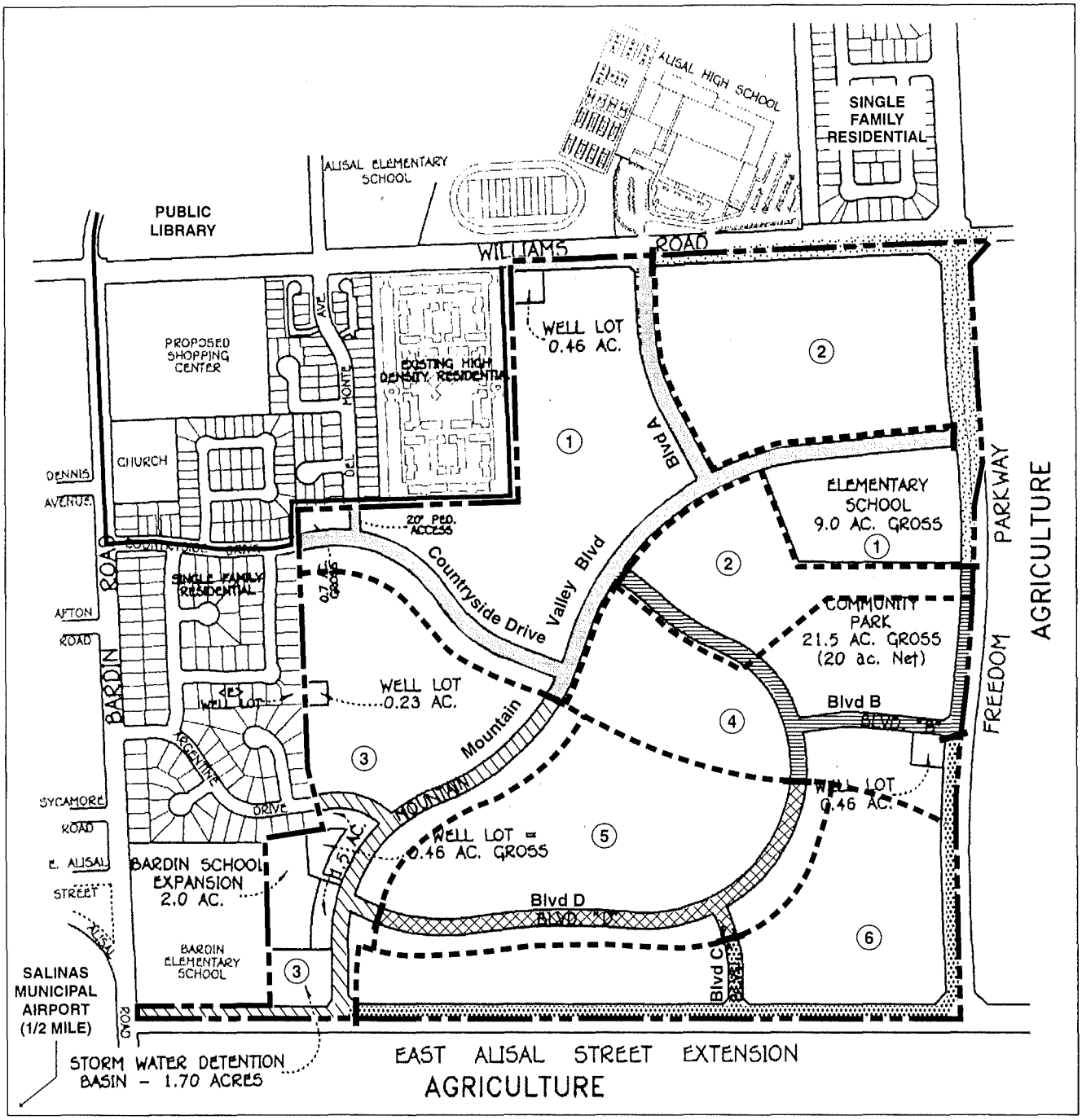
Development of the proposed project includes six phases that would occur over approximately six years. Water, sewer, and storm drainage networks would be constructed as needed to serve the project. The 1.7-acre siltation/detention basin would be constructed as part of Phase 3 of the project, to coincide with drainage infrastructure installations; a temporary detention basin would be constructed prior to commencement of grading to detain runoff from the Phase 1 and 2

portions of the property. The timetable for development of inclusionary units would be expected to coincide with construction of market-rate housing (as required by the Inclusionary Housing Ordinance), with 80 percent of the inclusionary units to be built as part of the first three project phases. Donation of land for the community park and the elementary school site would occur concurrent with approval of the final subdivision map. Construction of the community park would be completed in two phases. Basic site improvements (lawn and irrigation) would be completed as part of the project. Approximately 10 acres would be improved in Phase 2 of the project, and the remaining acreage would be completed in Phase 4. Figure 3 depicts proposed phasing of project development.

Roadways would be built as needed to serve phased project traffic needs: the Precise Plan shows that Phase 1, when construction would occur on the northern portion of the site, would include construction of extensions of Countryside Drive and Del Monte Boulevard, a new Boulevard "A," to intersect with Williams Road, and the northern half of Mountain Valley Boulevard, which ultimately would extend from southwest to northeast across most of the site (see Figure 3). Half the width of the Freedom Parkway (full width to Mountain Valley Boulevard) and East Alisal Street extension right-of-ways would be built to serve the development, including a two lane road with landscaping, pathways, and a bike lane. Freedom Parkway would be constructed as part of Phases 2, 4, and 6, and East Alisal Street, as part of Phases ~~2~~ 3 and 6, as development proceeded towards the southeastern corner of the site. The extension of Argentine Drive and the southern half of Mountain Valley Boulevard would be included in Phase 3, and the remaining internal roadways would be constructed in Phases 4 and 5. Full-width development of the Freedom Parkway and East Alisal Street right-of-way widths would not occur unless further development were to occur to the east and/or south.

3.5 APPROVALS REQUIRED

The City Council would have to certify this environmental impact report prior to approving any action on the project. The Council must then approve an amendment to the Salinas *General Plan* land use map to allow predominately medium-density homes (see Section 4.1, Land Use, Plans and Policies, and Zoning). The *General Plan* also requires the adoption of a Precise Plan. Requirements of a Precise Plan are to ensure orderly residential development of the site and comprehensive development decisions, rather than addressing development activities on a parcel-by-parcel basis. Objectives of the Precise Plan are to include detail concerning implementation measures and regulations, programs, public works projects, financing measures, text and maps that specify land uses. The Council must also approve pre-zoning of the site to the



SOURCE: H.D. Peters Co.; EMC Planning Group Inc.

Mountain Valley / 960352 ■

Figure 3
Phasing Plan

appropriate residential zoning district(s) (RM-4.0, medium-density residential, and RM-6.5, medium-density residential).[3] The proposed siltation/detention basin, well sites, and school property would be zoned PS (Public and Semipublic). The entire site would also be designated with a Precise Plan Overlay.

The project would require annexation to the City of Salinas for the entire site; this annexation would have to be approved by the City Council and by the Monterey County Local Agency Formation Commission (LAFCO). Immediately prior to the annexation approval, LAFCO would have to approve the addition of about 36 acres of the site to the City's Sphere of Influence. Those portions of the site already within the Sphere of Influence must be redesignated by LAFCO from Urban Transition Area to Urban Service Area. LAFCO would consider the EIR and an accompanying Plan for Providing and Financing Services and the Precise Plan in its decision-making. As part of the annexation process, the City and Monterey County must prepare a property-tax transfer agreement. Attachment to the Monterey Regional County Sanitation District - Monterey Regional Water Pollution Control Agency and detachment from the Salinas Rural Fire Protection District and the Monterey County Resource Conservation District would also require LAFCO approval.

Once the reorganization process is complete, the City would have to approve tentative and final subdivision maps and benefit assessment district(s). The City must issue building permits prior to any construction on the project site.

[3] Pre-zoning may be to a temporary A (Agriculture) district, with subsequent rezoning to residential district(s) consistent with the tentative subdivision map at the time the map is filed.

4.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

4.1 LAND USE, PLANS AND POLICIES, AND ZONING

SETTING

Land Use

Salinas, with a population of approximately 123,300 residents, is an agricultural, service and administrative center in northern Monterey County located nine miles east of Monterey Bay, 13 miles northeast of the City of Monterey, and about two miles west of the Gabilan Mountain Range. Santa Clara and Santa Cruz Counties are located to the north, and San Benito County to the east. Salinas is the Monterey County seat and is the county's government and commercial center. The former Fort Ord Military Reservation, closed in 1993 and now the location of California State University, Monterey Bay (and other uses) is southwest; between Monterey and Salinas.

Land uses in Salinas include a concentration of retail uses, along with City and Monterey County government offices, in Oldtown Salinas and additional retail uses in shopping malls and centers along North Main Street, South Main Street, and on the west side of U.S. 101. Salinas is surrounded by prime agricultural land,[1] with the best soils and higher land values to the south and west. Recent residential growth has taken place in the northeast, where the land has moderate or significant limitations to productivity and, therefore, agricultural rents are lower (City of Salinas, 1988a). Industrial uses, including agricultural packing plants, are located along U.S. 101 in the southern portions of the City. There are large residential areas in the south, north and east parts of Salinas.

The project site (portions of Assessor's Parcels 153-011-035 and 153-011-021) is unincorporated land located adjacent to the eastern city limits, on prime agricultural land. The site is outside of and adjacent to the City's eastern limits in an area designated as a Conditional Growth Area, mostly within the City's Sphere of Influence, and about 3.25 miles east of downtown (Figure 1).

[1] Under the state's soil classification system, Prime Farmlands are the most important agricultural soils. Also listed as "important" farmlands are Farmlands of Statewide Importance, Farmlands of Local Importance, and Unique Farmlands.

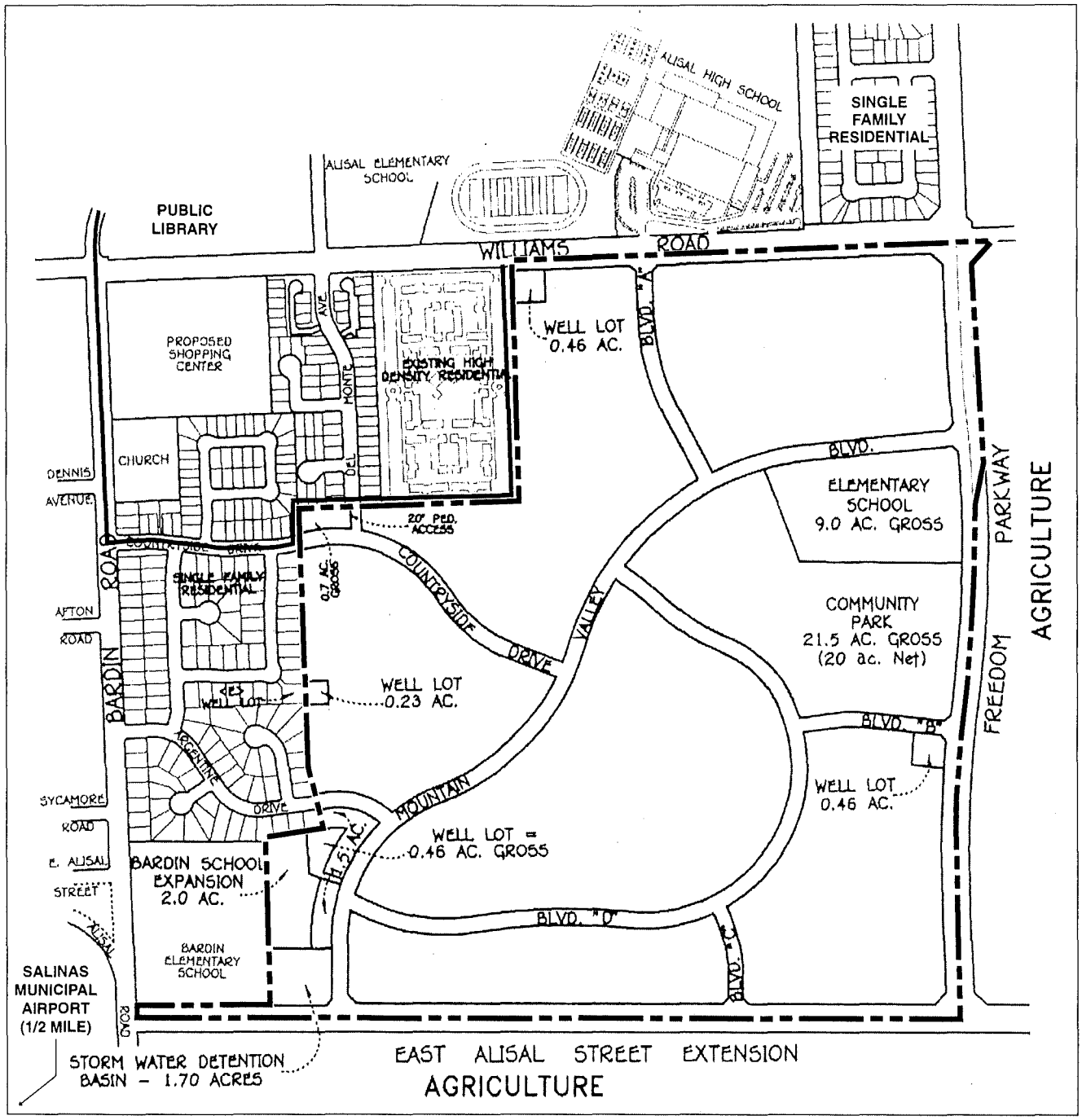
Land uses surrounding the project site include an existing single-family residential neighborhood and an existing multi-family housing development; these two residential areas form the western project boundary, along with Bardin Elementary School, at the southwest corner of the project site on Alisal Road. Alisal High School and Alisal Community School are to the north and northwest, respectively, across Williams Road.[2] The Cesar Chavez branch of the Salinas Public Library is northwest of the site. The Salinas Municipal Airport and Hartnell College East Campus are one-half mile southwest of the site, across Alisal Road. North of the project site, across Williams Road, is the partially completed 466-acre Williams Ranch Planned Community that is to include mixed-density residential development, with schools, parks, a community center, a fire station, and commercial uses. Agricultural uses are located to the south and east of the project site. Existing land uses near the site are shown on Figure 4.

Current Agricultural Uses

The project site is currently farmed by Allen W. Johnson as Ranch No. 10, or "Jack's Ranch." Soil on the project site is suitable for a variety of crops. In previous years, broccoli, cauliflower, spinach, lettuce, beans, strawberries, sugar beets, and bok choy were planted on the project site. Broccoli is one of Monterey County's highest dollar volume crops, although water supply and temperature fluctuations make its production problematic. Head lettuce and strawberries are also among the highest economic value crops in Monterey County (Monterey County Agricultural Commissioner, 1996). In 1996 and 1997 strawberries were grown on the site.

Soils are grouped by capability classes according to their limitations when used for field crops, the risk of damage when used, and the manner in which they respond to treatment. Class I soils have few limitations that restrict their use, while Class VIII soils and land forms have limitations that nearly preclude commercial agricultural use. Most of the soils of the proposed project site are classified as Class I Chualar loam (with a zero to two percent slope [CbA I(14)\0-2%] and are representative of those found on alluvial fan terraces, flood plains and river benches) and Class III in small areas of the site. Within each Roman numeral soil class, Arabic-numbered capability units further describe soil characteristics. Project site soils are in Capability Unit I(14), a well-drained soil that formed in mixed alluvium. Soils in this classification are suited to and used for all adapted crops in Monterey County, and have few limitations when

[2] Because of the orientation of surrounding streets, the project site is rotated approximately 40 degrees from true - north. For purposes of this report, Williams Road is considered an east-west street and Bardin Road, a north-south street. Williams Road thus forms the northern project boundary.



SOURCE: Environmental Science Associates: EMC Planning Group

Mountain Valley / 960352 ■

Figure 4
Surrounding Land Uses

farmed intensively. They require only good management practices to remain highly productive and may be irrigated by any method (Oliver, 1993).[3]

Found in smaller areas on the project site (less than one-fourth of the site) is CbA III-c-I(15), which is also a Chualar loam found on alluvial plains in smaller valleys. Class III soils have severe limitations that may reduce the choice of plants or require special conservation practices. Although most of the project site consists of high-quality productive soils suited for several types of crop, a smaller area is more suitable to all of the field, forage, orchard and truck crops grown in Monterey County (Oliver, 1993). Most of the soil found on the project site is of higher than average quality, and has a rent of about $500 per acre, due to the types of crop grown (Monterey County Planning Department, 1986; Nutter, 1993; Rochester, 1997).

Agriculture is the largest land use category in Monterey County and the Greater Salinas Planning Area. Of the total County land area, about 1.3 million acres are used for agricultural production (California Department of Conservation, 1996). Of this area, about 174,600 acres are considered Prime Farmlands that have the best combination of physical and chemical features to sustain long-term production of agricultural crops.

The largest land use category in the Greater Salinas Planning Area (one of eight County planning areas) is agriculture. In 1986, agricultural land (including cultivated grazing land) covered about 86,300 acres, or about 84 percent, of the area. (Of that, about 35,000 acres was prime agricultural land.) Incorporated Salinas occupied about 11.5 percent, and commercial, public lands, industrial and unimproved lands, about 4.4 percent (Monterey County, 1986). The project site represents approximately 0.2 percent of the agricultural land and about 0.6 percent of the cultivated prime agricultural land in the Greater Salinas Planning Area.

CONSISTENCY WITH PLANS AND POLICIES

Salinas *General Plan*

Each city and county in California is required to adopt a general plan that is used to establish goals, objectives, and policies for future development in its respective jurisdiction. The Salinas *General Plan* was adopted in November 1988. Consistency of the project with land use and agricultural plans, policies and density limits in the *General Plan* is discussed as part of the

[3] Prime agricultural soils west of Salinas are primarily Class I and II soils - Salinas Clay Loam, 0-2% slopes [SbA; Class I(14)], Cropley Silty Clay, 0-2% slopes [CnA; IIs-5(14)], and Clear Lake Clay [Cg; IIw-5(14)].

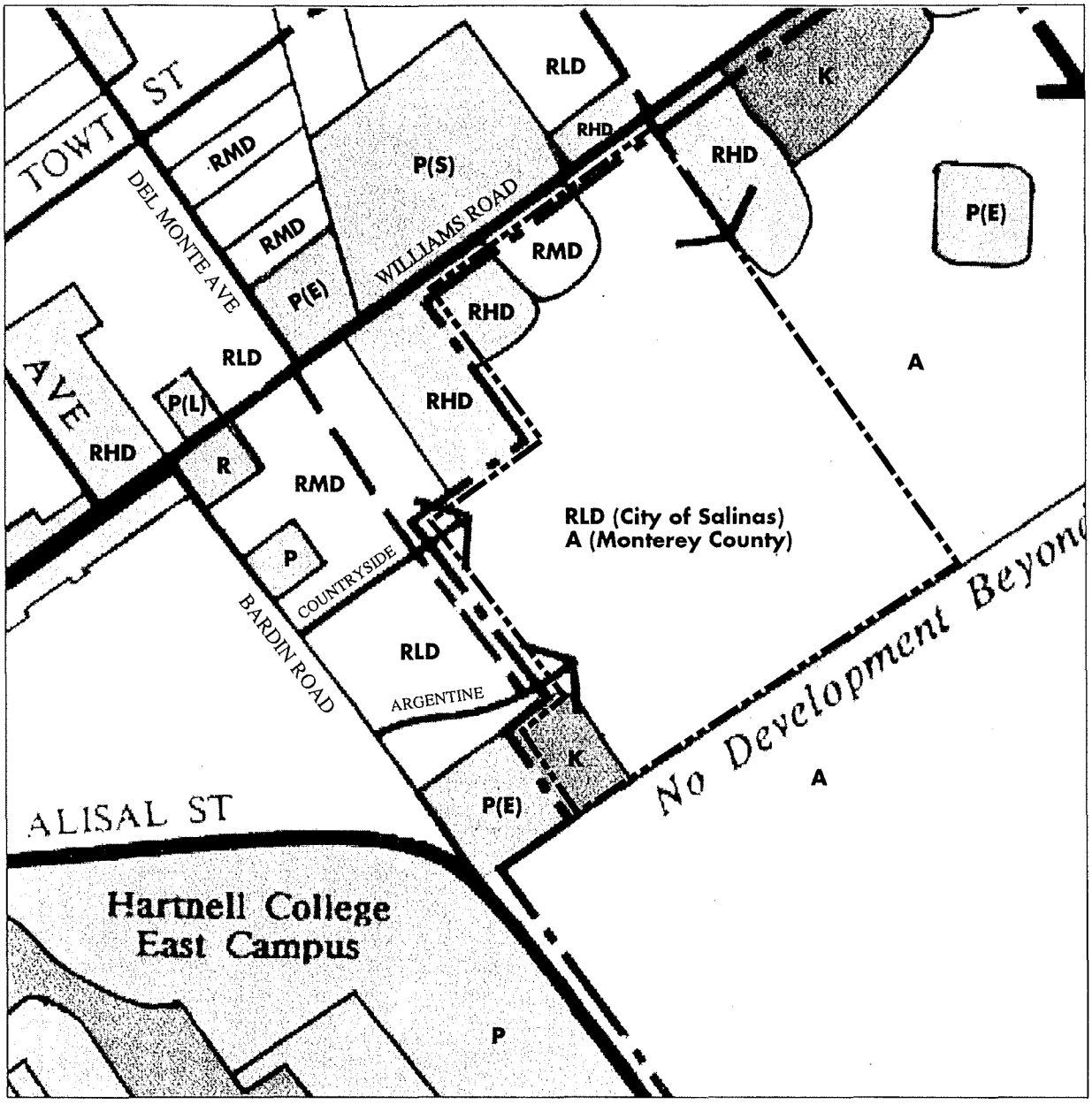
Environmental Setting, consistent with CEQA *Guidelines* Section 15125(b). Consistency of the project with other goals and policies of the *General Plan* is discussed in other sections of this EIR specific to the topic, including hydrology and drainage, transportation, air quality, and public services.

A summary of the project relationship to key *General Plan* policies is included here and in other applicable sections of this EIR. Please also refer to Appendix A of the Precise Plan for additional discussion of the project's consistency with the Salinas *General Plan.*

In order to classify land uses and make growth conditional on the City's ability to meet "quality of life" standards (e.g., provision of adequate services), the City of Salinas divides the urban areas on the *General Plan* map into two categories. The first is named the Existing Urban Area, and is defined as the area within the City limits, unincorporated area that is already developed, and the areas approved for development prior to 1988. The project site is in the second category, the Conditional Growth Areas, generally around the northern and eastern perimeter of the City. The conditional growth area is land designated for potential urban development outside the Existing Urban Area, but for which development has not been approved. According to the *General Plan,* development in the Conditional Growth Areas must be included in a Precise Plan, and have boundaries defined by the city (*General Plan* Policy 3.1.J). A key goal of the *General Plan* is to direct future growth towards the north and east, away from the most important agricultural lands surrounding Salinas on the south and west (Policies 3.1.A and 3.3.A).

Existing *General Plan* land use designations for the site are for predominantly low-density (average 4.25 units per gross acre), but also include medium-density (average 8 units per gross acres) and high-density (average 14.4 units per gross acre) housing, as well as parks (Figure 5).[4] The proposed project would be composed of 853 units with six predominantly medium-density neighborhoods that include affordable housing units, with an overall average gross density of 5.6 units per acre, and would therefore require an amendment to the *General Plan* land use map.

[4] State law, the Salinas General Plan, and Salinas Zoning Code allow for a 25 percent density bonus for projects that include 10 percent of their units as affordable by very-low-income households; 20 percent as affordable by low-income households, or 50 percent for qualifying households. With the density bonus, the average gross densities for the land use designations in this paragraph are 5.31, 10.0, and 18.0 units per gross acre, respectively. Note that these *General Plan* densities differ from the densities provided for in the Salinas Zoning Code, which governs density per net acre (lot size). No density bonus is sought as part of the proposed project.



SOURCE: EMC Planning Group; Salinas General Plan

Mountain Valley / 960352 ■

Figure 5
Existing General Plan
Land Use Designations

The proposed densities would be consistent with the *General Plan* requirements. This *General Plan* Amendment would be adopted as part of the project approval process.[5]

General Plan Policy 3.3.K states, "In each precise plan area, the goal is to include a total number of units equal to a mix of 55 percent low-density (single-family detached), 10 percent medium-density, and 35 percent high-density (apartments). The mix of housing types may vary slightly from this standard so long as the total number of units and project impacts remains the same."

The City has determined that, because this policy is stated as a goal, a General Plan Amendment would not be required.[6] Development at the density proposed under the project would result in more single-family units and fewer total units, with less population (and less resulting water consumption), than under the existing *General Plan* densities. An alternative that would develop the site at the densities provided for in the current *General Plan* is examined in Chapter 5, Alternatives to the Proposed Project. Policy 3.3.C states, "Maintain the single-family residential character of Salinas by limiting the share of multifamily units to be built in Conditional Growth Areas." As noted above, the project would provide 853 single-family homes.

Several other *General Plan* policies are applicable to the project. Policy 4.2.D requires a "permanent agricultural buffer as part of residential developments intended by the *General Plan* to form a permanent urban edge. The purpose is to mitigate the adverse impacts of residential use on adjoining agricultural operations." This policy applies to the southern project boundary. The project would reach the urban edge and would include a buffer in the form of an approximately 110-foot[7] roadway right-of-way on the proposed East Alisal Street extension.

Policy 4.2.C states, "Where feasible, bound the urban area with an arterial road." The project would include partial roadways on the project's southern and eastern edges, with roadway rights-of-way of approximately 110 feet surrounding the entire site. Policy 3.1.I states, "Encourage new development to be contiguous to existing urban development." The proposed project would be built contiguous to existing development. Policy 4.3.2.A states, "Require new residential

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5 According to the *Precise Plan* for the project, a total of 987 residential units could be built on the project site under *General Plan* policy 3.3.K density designations. The density bonus allows up to 1,233 residential units to be constructed within the planning area (based on Average Base Density for Conditional Growth area plus 25 percent) (EMC, 1998). No density bonus is sought as part of the proposed project.

6 The Mountain Valley *Precise Plan* notes that in East Salinas, where the project site is located, multi-family housing is relatively more abundant than in other parts of the City, with nearly 60 percent of the approximately 10,500 units surveyed in east Salinas in 1995 being renter-occupied. Further, the text accompanying *General Plan* Policy 3.3.N states, "the area between East Laurel Drive and the 1987 urban edge northeast of Del Monte Avenue has more than a fair share of apartments, so single-family homes are desired wherever sites large enough to create a satisfactory environment are available.

7 A 112-foot right-of-way assumes ultimate construction of four 13-foot travel lanes (two each direction), two 6-foot bicycle lanes, an 18-foot landscaped median, a 20-foot landscaped area between the lot line and curb with a meandering sidewalk, and a 10-foot landscaped strip at the outermost edge with a stormwater interceptor swale.

development to provide land and/or fees to achieve a minimum of three acres per 1,000 population for developed public parklands for community or neighborhood parks." The project, with a projected population of about 2,730 persons,[8] would require 8.1 acres of developed parks. The donation of title fee and improvement (lawn and irrigation) of a community park of 21.5 acres[9] is proposed.

A portion of the project site is within the Airport Local Area of Influence (City of Salinas, 1988b). Policy 5.7.F requires the dedication of an avigation easement[10] as a condition of subdivision approval. Airport-related issues are discussed in a later section.

Policy 5.7.G, specifically referring to areas near Salinas Municipal Airport such as the project site, requires the dedication of a buffer strip adjoining land designated for agricultural use. The project would provide a buffer strip in the form of rights-of-way for Freedom Parkway and East Alisal Street. (Policy 5.7.G does not apply to the eastern project boundary, as the land east of the site is designated for development in the *General Plan*. However, because the land east of the site would remain in agricultural production for at least the immediate future, a buffer strip would be provided there as part of the project.) The project would include construction of East Alisal Street, along the southern project boundary, and Freedom Parkway, along the eastern boundary, to a width of approximately 50 feet in each case. A wall would surround the northern, eastern, and southern project boundaries. Such buffers would limit the potential nuisance to project residents of agricultural activities.

With approval of the proposed *General Plan* Amendment, the inclusion of an agricultural buffer, and incorporation of an avigation easement, the Mountain Valley project would be consistent with the Salinas *General Plan*, viewed as a whole.

Greater Salinas Area Plan (Part of the Monterey County *General Plan*)[11]

The *Greater Salinas Area Plan*, adopted in 1986 as an amendment to the *Monterey County General Plan*, sets forth planning goals and objectives for unincorporated lands surrounding

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8 Assumes 3.2 persons per household at 853 units.

9 The *General Plan* specifies 20 acres as the minimum size for a community park (Policy 4.3.1.J). According to the *Precise Plan,* the community park would share approximately 2 acres with the proposed elementary school adjacent to the park (EMC, 1997).

10 An avigation easement acknowledges the operation of aircraft above the land in question and provides notification of the aircraft uses to underlying property owners.

11 Discussion of the Monterey County *General Plan* is for information only. With project approval and annexation of the site to the City of Salinas, the project site would no longer be under the jurisdiction of Monterey County.

Salinas. Policy 26.1.14.1 (a-b) states that the Monterey County Local Agency Formation Commission (LAFCO), the City and the County should jointly plan with the objective of providing for orderly annexation and infilling of existing urban areas, efficient use of land proposed for annexation, and the prevention of premature urbanization. In addition, Policy 26.1.14.1(c) states that "productive farmlands are to be preserved, enhanced and expanded" (Monterey County Planning Department, 1986).

The proposed project would not conform with the *Greater Salinas Area Plan* in that it would convert prime agricultural lands to urban uses. However, it is consistent with policy 2.6.1.14.1(a-b). With respect to policy 2.6.1.14.1(c), 160 acres of the site is designated as "Urban Reserve" in the Plan and is therefore intended for annexation to the City and urban development. As noted in Chapter 3.0, Project Description, the project sponsor seeks to include as part of the project site approximately 40 acres outside the Salinas Sphere of Influence (and the Urban Reserve lands) to allow for an extension of the existing Freedom Parkway across Williams Road and along the project's eastern boundary.

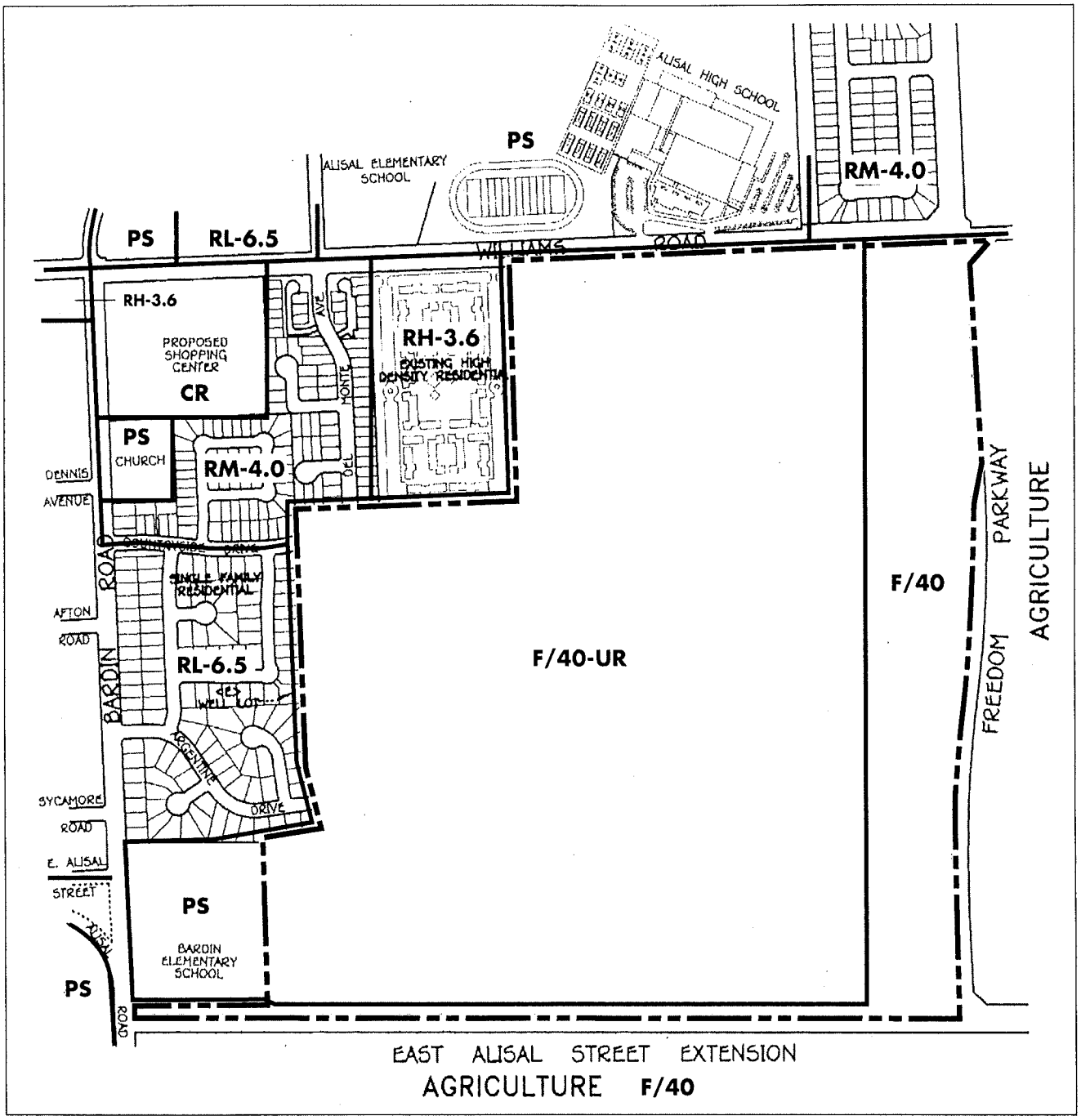
Zoning

The site is currently zoned for agricultural use (40-acre minimum lot size) by Monterey County. The approximately 160-acre portion of the site within the City's Sphere of Influence (see below, under LAFCO) is also zoned for agriculture with an "urban reserve" overlay. Existing zoning is shown in Figure 6.

Williamson Act Lands

Under the provisions of the Williamson Act (California Land Conservation Act of 1965, §51200 et seq.), landowners may contract with the county to maintain agricultural or open space use of their lands in return for a reduced property tax assessment. The development restriction imposed upon the land is self-renewing. The landowner may notify the county at any time of intent to withdraw the land from preserve status. There is a 10-year process for withdrawing from a Williamson Act contract.

No portion of the project site is on Williamson Act lands. The closest and most recent lands designated under the Williamson Act in the project vicinity are approximately 1.5 miles southwest and 1.3 miles northeast of the project site; they were placed under Williamson Act contracts in 1981 (Lent, 1993; Rochester, 1997). Land in the project vicinity under the Williamson Act is shown in Figure 7.



0 600
Feet

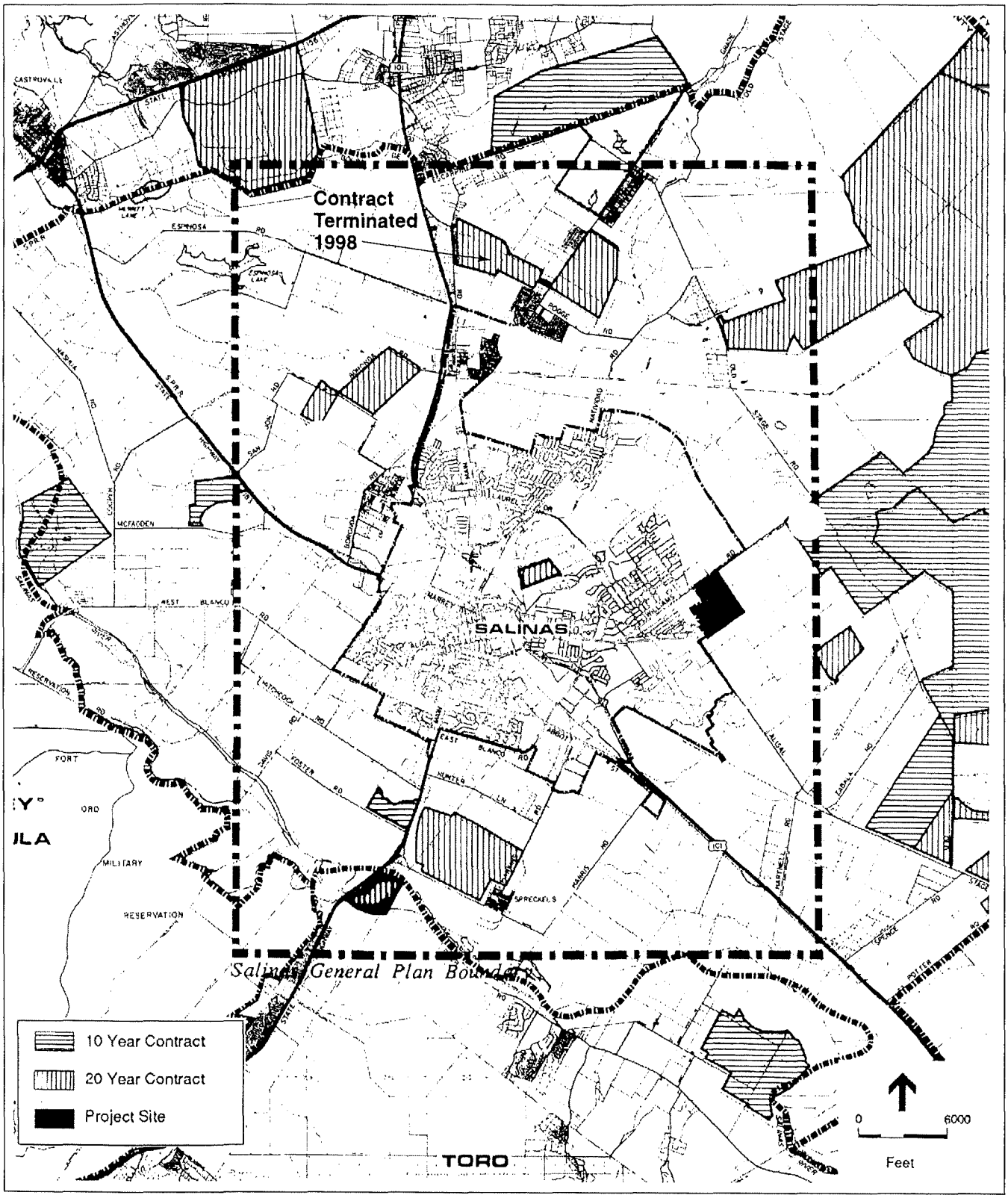
RL-6.5 Low Density Residential
RM-4.0 Medium Density Residential
RH-3.6 High Density Residential
PS Public and Semi Public
CR Commercial Retail

F/40 Agriculture, 40-acre minimum (Monterey County)
F/40-UR Agriculture, 40-acre minimum, Urban Reserve (Monterey County)
Project Boundary

SOURCE: Salinas Zoning Code; Monterey County Planning Department; EMC Planning Group

Mountain Valley / 960352 ■

Figure 6
Existing Zoning Designations



SOURCE: Salinas General Plan EIR

Mountain Valley / 960352 ■

Figure 7
Williamson Act Lands

Lands east and southwest of the project site are under 10-year contract, and lands northwest, southwest and southeast of the site are under 20-year contract.

Annexation of the site by the City of Salinas, as part of the project, would remove the site from county jurisdiction and place it under the City's zoning ordinance. The project would include prezoning of the site. Proposed zoning for the project site is shown in Figure 8.

Monterey County Local Agency Formation Commission (LAFCO)

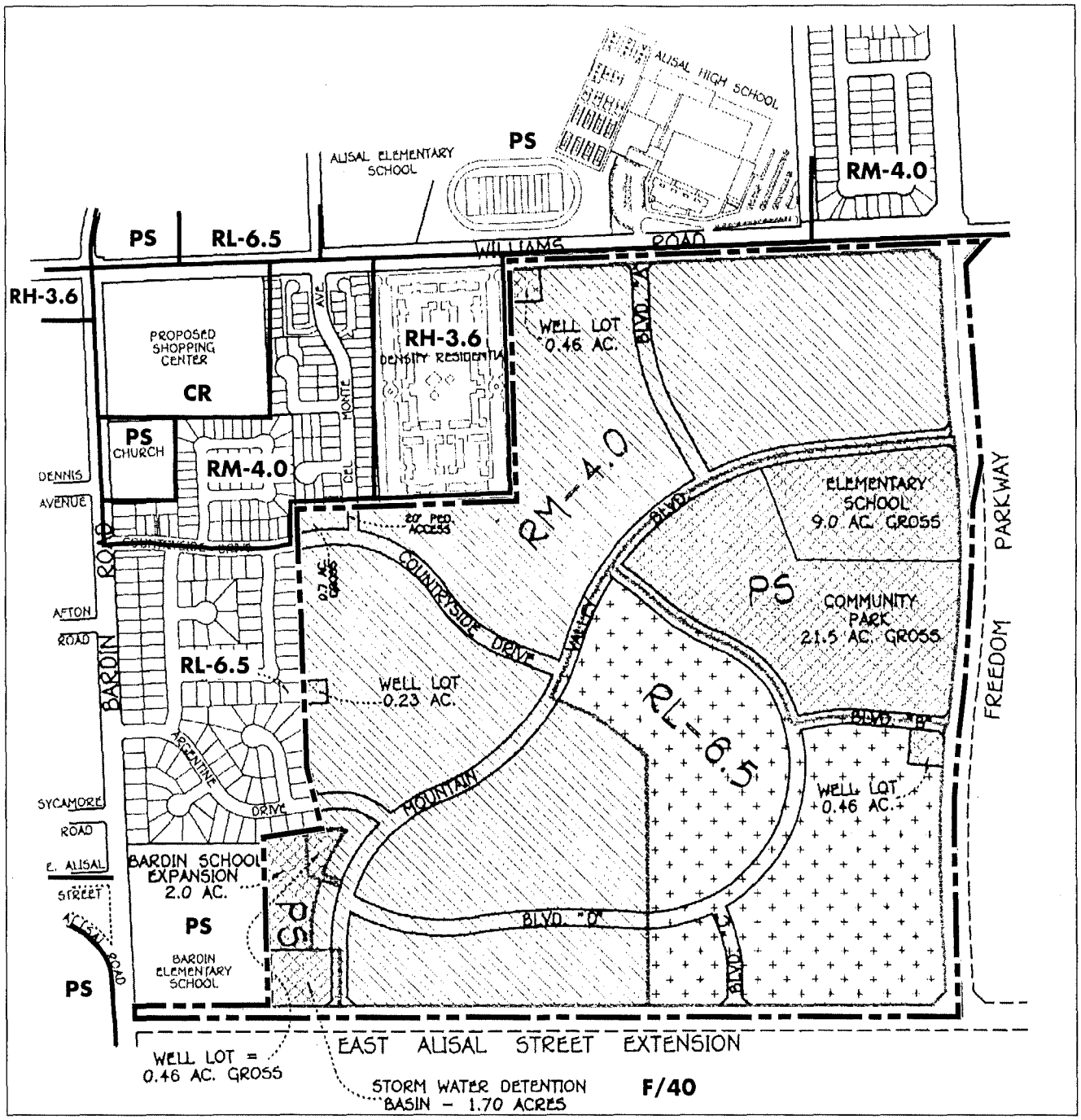
Under state legislation, each County LAFCO is empowered to ensure that change in governmental organization occurs in an orderly manner that provides efficient services and preserves agricultural and open space land. Annexation of the site to the City of Salinas must be approved by LAFCO. Figure 9 shows the existing Sphere of Influence boundary. Because the project includes annexation, state-mandated LAFCO policies provide guidelines for approval of the proposed annexation.

LAFCO's powers are set forth in the Cortese-Knox Local Government Reorganization Act of 1985, commencing with §56000 of the California Government Code. The legislative intent (§56300) is that each LAFCO establish policies and exercise its powers in a manner that provides planned, well-ordered, efficient urban development patterns with appropriate consideration to preserving open space and agricultural lands within those patterns. The Act's purposes (§56301) are the discouragement of urban sprawl and the encouragement of the orderly formation of local agencies based upon local conditions and circumstances. Specific policy elements established by the Act applicable to the Mountain Valley project site are as follows:

- To encourage orderly growth and development patterns (§56001);
- To shape the development of local agencies so as to advantageously provide for the present and future needs of each county and its communities (§56301); and
- To guide development away from open space and prime agricultural land uses unless such action would not promote planned, orderly and efficient development (§56377).

To implement the legislative mandate, LAFCOs have the specific authority to review the following actions:

- annexations to, or detachment from, cities or districts;



0 600
Feet

RL-6.5 Low Density Residential
RM-4.0 Medium Density Residential
RH-3.6 High Density Residential
PS Public and Semi Public
CR Commercial Retail

F/40 Agriculture, 40-acre minimum (Monterey County)

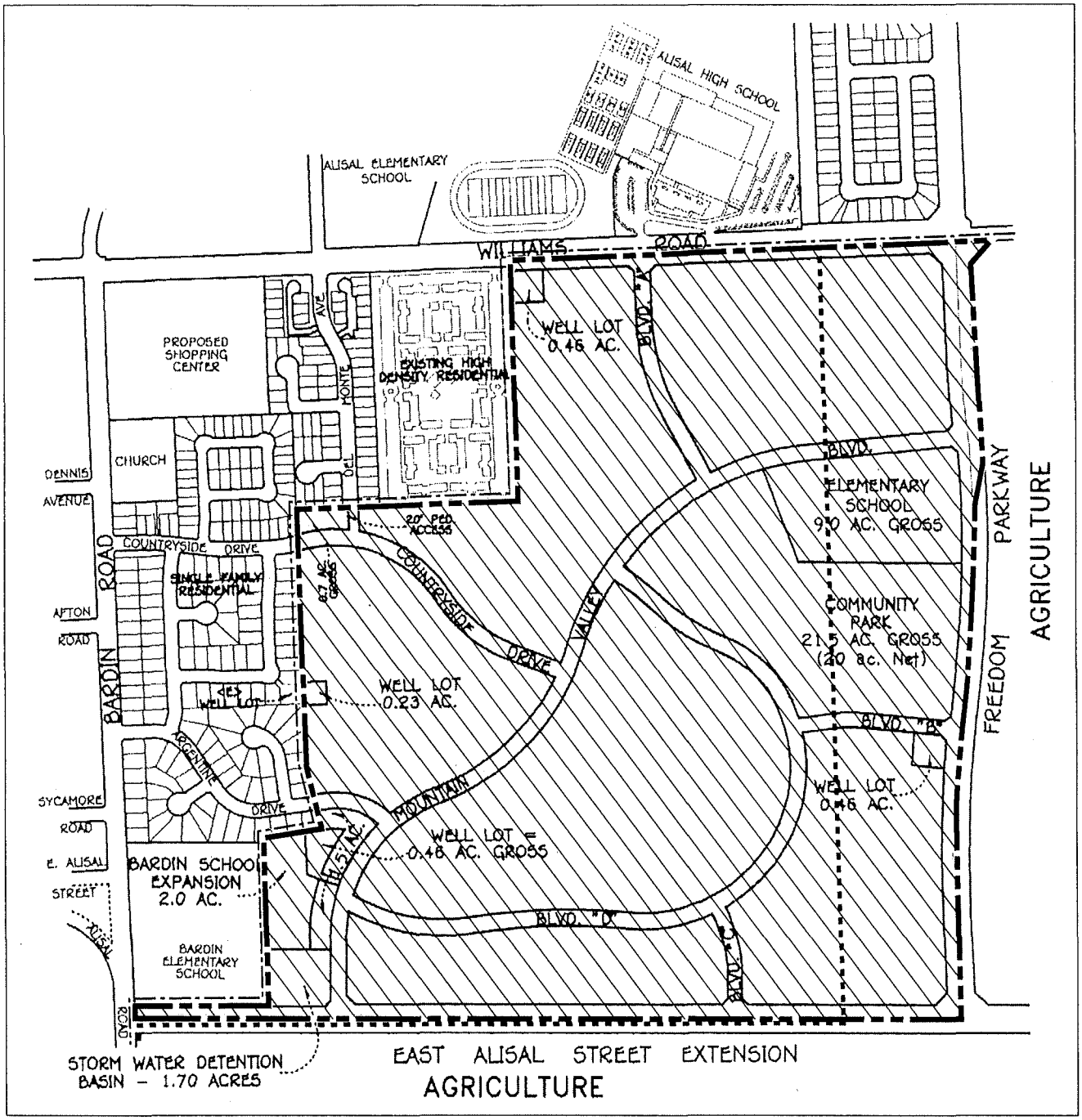
Project Boundary

NOTE: Precise on-site zoning boundaries to be determined as tentative subdivision maps are filed.

SOURCE: Salinas Zoning Code; Monterey County Planning Department; EMC Planning Group

Mountain Valley / 960352 ■

Figure 8
Proposed Zoning Designations



Project Boundary

Proposed Expansion of City Limit and Urban Service Area

Existing Salinas Sphere of Influence (Urban Transition Area)

Existing Salinas City Limit

0 600

Feet

Mountain Valley / 960352 ■

SOURCE: EMC Planning Group, H.D. Peters

Figure 9

City of Salinas Sphere of Influence

- formation or dissolution of districts;
- incorporation or reorganization of cities or districts;
- establishment of subsidiary districts; and development of, and amendments to Spheres of Influence.[12]

To implement the legislative policies, LAFCO has the power to approve or disapprove applications and impose conditions (§56844). However, LAFCO may not exercise direct land use authority through use of the zoning or subdivision process. Annexation of the project site to the City of Salinas, detachment of the site from rural services districts (Salinas Rural Fire Protection District, Monterey County Resource Conservation District), and attachment of the site to the Monterey Regional County Sanitation District - Monterey Regional Water Pollution Control Agency would require LAFCO approval. Through its review process, LAFCO seeks to ensure local agency coordination, particularly in the provision of public services.

The Monterey County LAFCO has adopted standards for the evaluation of proposals for governmental reorganization (including annexations), as permitted by State law. The standards include evaluation criteria corresponding to LAFCO policies on site boundaries, duplication of service provision, conformity with *General Plans* and other planning documents, Spheres of Influence, environmental impacts (including the requirement for review under the California Environmental Quality Act, which is satisfied by this EIR), economics, provision of public services, phasing of development, open space, and preservation of agricultural land (Monterey County LAFCO, 1991). (See Section 4.4, Hydrology, Drainage, and Water Quality, for a discussion of the proposed project's consistency with LAFCO Groundwater Standards.)

PROJECT CONSISTENCY WITH LAFCO POLICIES

Approval of the proposed annexation would lead to conversion of prime agricultural lands to urban uses. LAFCO policies do not specifically preclude the approval of annexations that may lead to the development of agricultural lands. Under state law, LAFCO is directed to guide development from prime agricultural toward non-prime land, unless this would not result in an orderly and efficient development (California Government Code §56377). LAFCO would make a determination of consistency during review of the proposed annexation.

[12] The Sphere of Influence, whose boundary is set by LAFCO, is the area surrounding the developed portion of a City that is expected to become urbanized and is included in local plans as potential urban expansion.

The currently adopted Sphere of Influence encompasses about 160 acres of the project site, which is adjacent to the city limits (Figure 8). Areas outside the current Sphere include the proposed Freedom Parkway and East Alisal Street rights-of-way along the east and south project boundaries, respectively (about 10 acres) and a strip of land along the eastern project boundary (about 25 acres). With the exception of a segment of Freedom Parkway serving the Williams Road intersection, Freedom Parkway and East Alisal Street would be constructed at half of their ultimately planned widths adjacent to the project site. The segment of Freedom Parkway between Williams Road and Mountain Valley Boulevard would be fully developed (EMC, 1998). The developed roadways and remaining undeveloped rights-of-ways (each approximately 110 feet wide) would be expected to serve as buffers between the project's residential areas and the adjacent agricultural use. In the past, LAFCO has generally required such buffers to be on-site in order to avoid jurisdictional conflicts (Wells, 1998), and it is unlikely that LAFCO would approve the splitting of the buffer between on- and off-site uses. However, it is possible that adjustment of the Sphere of Influence to accommodate a four-way intersection of Williams Road and Freedom Parkway, rather than two "T" intersections, could be acceptable to LAFCO (Wells, 1998).

Those portions of the site already within the Sphere of Influence must be redesignated from Urban Transition Area to Urban Service Area as part of LAFCO's approval. Those portions outside the Sphere of Influence must be approved for inclusion and designated Urban Service Area.

LAFCO would evaluate the effect of the project on adjacent areas (§56377), local government structure (§56841(c)), provision of public services (§56841(b)), and the effect of the proposal on maintaining physical and economic integrity of agricultural land (§56016). LAFCO would make a determination of consistency regarding the sphere of influence change. A separate analysis for the provision and financing of services has been prepared for the proposed project. LAFCO will use that document in its review of the feasibility of public service provision to the project site.

Relative to LAFCO Standards for the Evaluation of Proposals, the project could be viewed favorably because it: would not result in duplication of responsibility for provision of public services between two or more agencies; would conform with the Salinas *General Plan* (as it would be amended by the project); would be consistent with policies in the Greater Salinas Area Plan (part of the Monterey County *General Plan*) regarding productive farmlands and the site's designation as "Urban Reserve;" would allow for the provision of appropriate public services;

would provide for stormwater retention; would incorporate water conservation measures; and would result in a net on-site decrease in water use. The project could be viewed unfavorably because it: would not conform with aspects of the Greater Salinas Area Plan; would require a change in the City of Salinas Sphere of Influence; would result in the conversion of prime agricultural land to an urbanized area, although 160 acres are anticipated to undergo urban development as these are within Urban Reserve; and would not use reclaimed wastewater. LAFCO would balance the project's beneficial effects with its adverse effects in making a decision on project approval. As stated in the commission's standards, "It should be noted that no one standard is of paramount importance nor is universally absolute. Because local circumstances and conditions vary, the Commission must consider the facts in evidence as they relate to all standards." It should be noted that LAFCO previously approved designation of 160 acres of the approximately 200-acre site for ultimate urban expansion when the Commission approved the existing Sphere of Influence.

SALINAS MUNICIPAL AIRPORT

Airport Master Plan and Runway Usage

The Monterey County Airport Land Use Commission (ALUC), created by state law, is composed of seven members: two representing cities, two representing the County, two representing airport operators, and one representing the public. The ALUC's duties include making recommendations for the use of land surrounding airports to assure safety of air navigation, and promoting air commerce. In 1993 the City adopted the Salinas Municipal Airport Master Plan 1990-2010. The Master Plan evaluates existing facilities, assesses airport demand, and plans airport improvements to accommodate demand to the year 2010.[13]

There are four runways at Salinas Municipal Airport. Runways 13/31 and 8/26 accommodate most of the aircraft activity. According to the 1993 Master Plan, about 60 percent of existing operations occur on runway 8/26 and 40 percent occur on runway 13/31. However, the Master Plan acknowledges that some additional training ("touch-and-go") and crop dusting operations are carried out on runway 14/32 and also on runway 3/21 (City of Salinas, 1993; Wadell Engineering, 1996). The number of operations performed on Runway 3/21 is apparently small. The Airport Layout Plan (ALP) included in the 1993 Master Plan indicates that the runway is now used for transient aircraft parking. As indicated in the Master Plan and on the ALP, future

[13] The Master Plan is primarily concerned with airport facilities development. An airport comprehensive plan that typically addresses land use issues surrounding the airport has not been adopted (Hopkins, 1997).

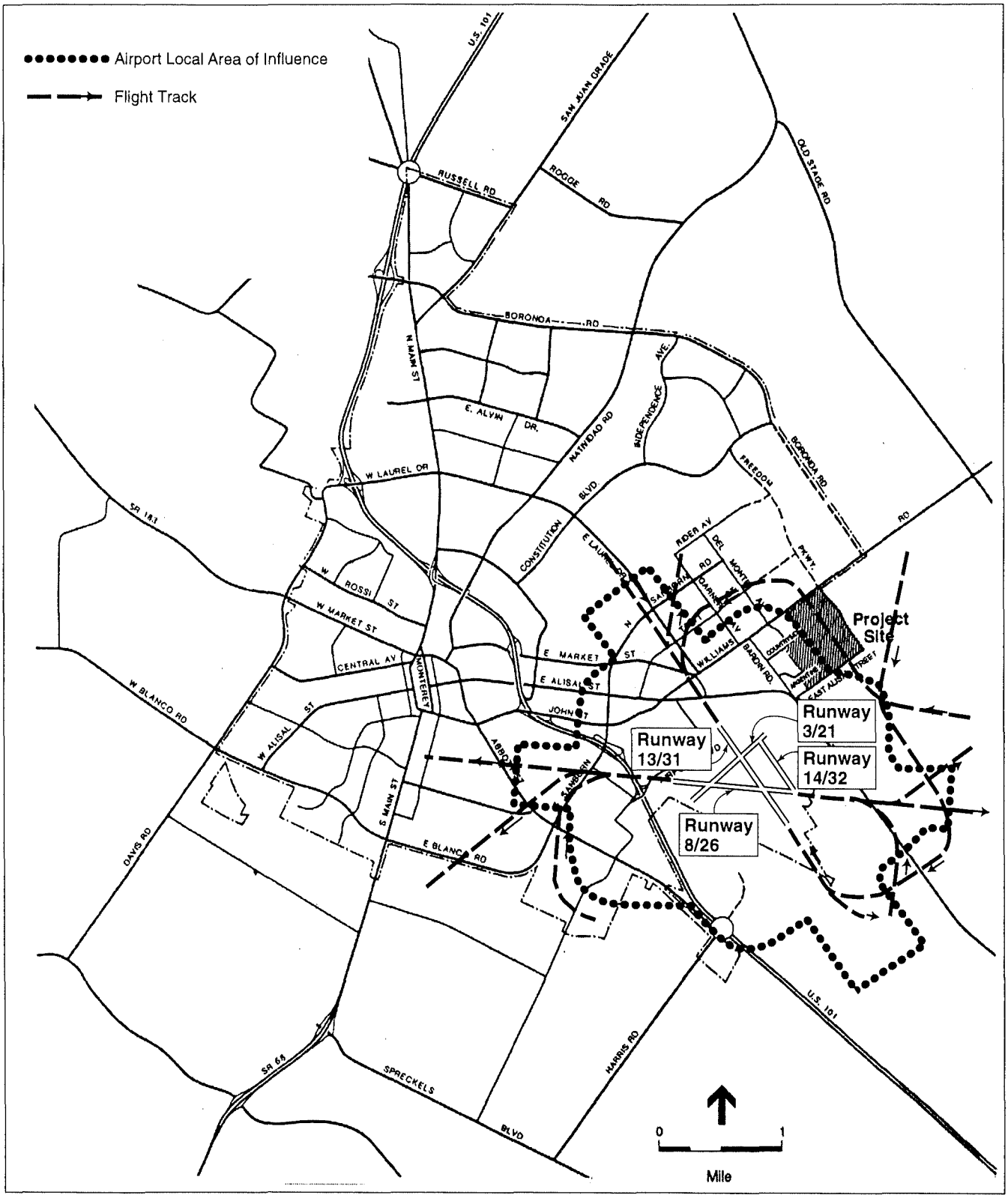
improvements, including airplane hangars, are planned at the end of runway 3/21 within the existing runway protection zone. These future improvements would effectively eliminate use of runway 3/21 when implemented as part of Master Plan Stage II (11 to 20 years).

Airport Land Use Planning Handbook

The southwest boundary of the Mountain Valley project site is located about one-half mile from the end of Salinas Municipal Airport runway 3/21. The project site is situated beneath common flight tracks for runway 3/21 and for runway 13/31 and is within that portion of the Federal Aviation Regulation (FAR) Part 77 runway protection area known as the "Horizontal Surface." FAR Part 77 has been adopted as a means of monitoring and protecting the airspace in the vicinity of airports to ensure safe operation of aircraft at the airport. FAR Part 77 establishes standards for identifying potential obstructions to air navigation in the vicinity of an airport. The standards apply within zones defined as planes, or "imaginary surfaces," that extend outward from the "Primary Surface," which includes the runway, through the "Transitional Surface," "Approach Surface," "Horizontal Surface," and "Conical Surface." The airspace protection zones defined under FAR Part 77 typically extend two to three miles from runway ends but may extend almost eight miles for precision approach corridors. The project site is also partly within the "Airport Local Area of Influence," as shown in the City of Salinas *General Plan.* The flight tracks over the project site and the Local Area of Influence are shown on Figure 10.

The proposed project would be compatible with the applicable FAR Part 77 standards. The project includes no design elements over 200 feet in height, nor other elements that would require an FAA FAR Part 77 obstruction analysis. However, pursuant to CEQA Section 21096, the project site is within an area that warrants analysis using the Airport Land Use Handbook published by Caltrans (Caltrans, 1993). This section states that the Handbook "shall be utilized as a technical resource to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems." Noise issues are described in section 4.7 of this EIR; safety-related Handbook recommendations are discussed below.

Land use compatibility considerations applicable to the project site are described within the Handbook under Chapter 9, Safety Compatibility Policy Issues (within Part II, Airport Land Use Compatibility Issues). The Handbook presents guidelines that are suggested for the Airport Land Use Commissions' use in promoting a high degree of compatibility between airports and surrounding land uses. The guidelines vary according to zones established by the Handbook.



SOURCE: DKS Associates, Salinas General Plan

Mountain Valley / 960352 ■

Figure 10
Airport Local Area of Influence

Like the FAR Part 77 "surfaces," the Handbook zones extend outward from the immediate area of the runway (the "Inner Safety Zone") to the "Traffic Pattern Zone," which is described as follows: "Encompassing the common flight tracks to and from the airport, the limits of this zone could generally be defined by the FAR Part 77 horizontal surface" (Caltrans, 1993). The entire project site thus is located within the Traffic Pattern Zone for Salinas Municipal Airport.

The Handbook provides guidelines for uses within zones but states that these guidelines are "recommendations and suggestions for consideration by individual airport land use commissions, counties, and cities" and are not regulation, policies, or standards (Caltrans, 1993). The following text from the Handbook provides guidelines for land uses within the Traffic Pattern Zone.

> **Traffic Pattern Zone**- Within other portions of the airport area routinely overflown by aircraft, the potential for aircraft accidents is relatively low and the need for land use restrictions is thus minimal.
>
> - *Density of Use* - Only very large assemblies of people - in the 150 or more people per acre range - need to be avoided.
> - *Residential Land Uses* - In small communities, typical residential subdivision densities of 4 to 6 dwelling units per acre are acceptable from a safety perspective. In urban areas, even higher densities may be reasonable, especially if development is clustered to provide open space as discussed below.
> - *Special Functions* - Schools, hospitals and nursing homes should be avoided in traffic pattern zones unless no other feasible alternatives are available.

The following text describes Handbook guidelines concerning open space requirements.

> **Traffic Pattern Zone**- Elsewhere within the airport environment, 10%-15% usable open space or an open area approximately every 1/4 to 1/2 mile should be provided.

Consistency with Airport Land Use Handbook Guidelines

The design of the proposed project would conflict with an applicable Airport Handbook land use recommendation. The proposed project includes a school within the Traffic Pattern Zone; as noted above, schools are considered "special functions" that "should be avoided in traffic pattern zones unless no other feasible alternatives are available." The Handbook further notes that state law requires any school district proposing to acquire a site for an elementary or secondary school located within two miles of a runway to notify the state Department of Transportation (Caltrans) of the intended action. The Caltrans Division of Aeronautics is then required to evaluate the site and communicate its findings to the school district.

In other respects, the project would conform with Handbook guidelines, including the recommendation that residential densities be maintained within a range between 4.0 to 6.0 units per acre. The proposed project would have a gross density of approximately 4.3 units per acre, using the project's total proposed acreage of 199.7 acres. (This value differs from the 5.6 units per acre discussed in Section 3.3, Project Characteristics, because that value is based solely on the acreage proposed for residential development.) The proposed project also designates more than 10 percent of developable land as a park, which is consistent with Handbook recommendations regarding open space. Additional open space, in the form of farmlands, extends to the east and south of the project site.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

Based on the CEQA *Guidelines,* a project normally would have a significant effect on the environment if it would conflict with adopted environmental plans and goals of the community where it is located; disrupt or divide the physical arrangement of an established community; conflict with established recreational, educational, religious or scientific uses of the area; or convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land.

Impact 4.1.1: Implementation of the proposed project would alter the existing on-site land uses. The project would convert 199.7 acres of prime agricultural land to urban residential use. This would be a significant impact.

Although the project site represents approximately 0.2 percent of the agricultural land (and 0.6 percent of the prime farmland) in the Greater Salinas Planning Area (as defined by Monterey County), the loss of agricultural land to urban use would be permanent.

Mitigation Measure

4.1.1 None available. The conversion of prime agricultural land to urban use is considered an unavoidable significant impact.

Impact 4.1.2: Combined with the Williams Ranch project north of Williams Road and other projects in the Salinas vicinity, the cumulative impact on agricultural lands would be a reduction in farmland availability. This would be a significant impact.

The cumulative impact of land conversion in East Salinas from agricultural uses to urban uses would decrease farm land availability. The proposed project (about 200 acres), combined with the Williams Ranch Planned Community north of Williams Road (466 acres) would permanently remove from agricultural use 652 acres of prime agricultural land in Monterey County. The cumulative loss of prime agricultural land in East Salinas as a result of these two projects would be 1.9 percent of the prime farmland in the Greater Salinas Planning Area, and about 0.4 percent of the prime farmland in the county as a whole. Overall agricultural farmland in the Planning Area, including lower quality lands and grazing pastures, would be reduced by 0.8 percent; the loss of countywide agricultural land would be less than 0.1 percent.

Together, the two projects would continue an ongoing trend. Between 1992 and 1994, about 346 acres of agricultural land in Monterey County was converted to urban use, including 255 acres of Prime Farmland (California Department of Conservation, 1996). Another large pending development outside the immediate project area, the Salinas Auto Center project in northwest Salinas, would result in additional loss of 102 acres of prime agricultural land, and the Westridge development (under construction) eliminated about 85 acres of agricultural land, including about 15 acres of land designated prime agricultural or farmland of statewide importance, the second most important category in the state's soil classification system.

The project could create pressure to convert surrounding agricultural land to urban uses. However, the potential for such development is limited by the fact that agricultural lands east and south of the project site are outside of the City's Sphere of Influence and are within County jurisdiction, designated as agricultural land without the Urban Reserve Overlay. Of this land, approximately 200 acres of the Sconberg Ranch east of the project site are designated for development in the Salinas General Plan. The General Plan further states that no development will occur beyond the southern boundary of the project site.

Mitigation Measure

4.1.2 None available. The conversion of prime agricultural land to urban use is considered an unavoidable significant impact.

Impact 4.1.3: The proposed project could be inconsistent with the surrounding agricultural land uses and could generate nuisance complaints by residents due to agricultural noise and dust. This would be a significant impact.

Noise, dust and odors from agricultural operations are sometimes considered a nuisance by nearby residents. The proposed Precise Plan requires that the project sponsor and/or subsequent developers ensure that ensure that all prospective home site purchasers are provided with a copy of an agricultural use disclosure notice prior to closing of the home purchase. Such a notice will inform prospective purchasers of the potential for noise, dust and odors that could occur as a result of normal agricultural operations. Trespassing onto agricultural fields, theft, vandalism, and damage by domestic animals may occur due to the proximity of adjacent agricultural lands causing a nuisance for farmers. It should be noted, however, that the proposed project would essentially extend to the south and east what is now an urban-agricultural boundary at the northern and western project boundaries and, as such, would essentially maintain existing conditions.

Mitigation Measure

4.1.3a The Freedom Parkway and East Alisal Street rights-of-way (approximately 110 feet each) shall be removed from agricultural production by the project sponsor prior to initiation of grading or construction activities.

4.1.3b The proposed agricultural use disclosure notice shall be provided to prospective home site purchasers prior to closing of home purchase; and shall include buyer(s) signature. Form and content of said notice shall be subject to approval by the Community Development Department prior to approval of the first final subdivision map, and each said notice shall be recorded. In addition, a notice shall be recorded for the entire project site.

Implementation of the above mitigation measures would reduce this impact to a less-than-significant level.

Impact 4.1.4: The proposed project would expose residents and occupants of project facilities to a negligible level of risk associated with possible aircraft accidents at Salinas Municipal Airport. This would be a less-than-significant impact.

The risk of an aircraft accident at the project site is extremely low. Accident rates for all types of aviation in the U.S. have declined in recent decades. Salinas Municipal Airport is a general aviation (GA) facility, used by piston-type single-engine and twin-engine aircraft, helicopters, and a growing number of turboprop and jet aircraft. The number of GA accidents nationally

decreased from 5,196 in 1965 to 1,989 in 1994 (U.S. Department of Transportation, Bureau of Transportation Statistics, 1996). The GA accident rate in the same period has decreased from about 31 accidents per 100,000 aircraft hours flown to about nine accidents per 100,000 aircraft hours flown, and the GA fatal accident rate has decreased from about 3 per 100,000 aircraft hours flown to less than two per 100,000 aircraft hours flown.

The great majority of aircraft accidents occur during departure or arrival, and on or immediately adjacent to the runway (Caltrans, 1993). For this reason, onboard injuries and fatalities are far more common than fatalities or injuries to people on the ground. In a survey of 400 GA accidents involving 238 fatalities and 114 serious injuries, only four of the fatalities and five of the serious injuries were sustained by non-occupants of the aircraft on the ground (Caltrans, 1993). In another study of GA accidents involving objects on the ground (e.g., structures, trees), only about 18 accidents per year in the U.S. involved residences and other buildings, and of the accidents involving residences and other buildings, only about one per year in the U.S. resulted in death or serious injury (Caltrans, 1993). Thus, the risk to residents and occupants of the project over the life of the project is negligible. Given a national rate of about one fatality or serious injury to occupants of residences and other buildings per 38,000,000 GA operations annually, such accidents would occur about once every 200 years in the vicinity of Salinas Municipal Airport.[14] The probable frequency of such accidents at the project site itself would be even less.

In regard to the school site location, it is noted that the California Department of Transportation (Aeronautics Program) has analyzed the proposed site (on request by the school district and pursuant to State law). The Caltrans evaluation revealed that, although the site may be subject to some aircraft overflights, these would not present undue safety hazards or noise problems. The department thus had no objection to the school district's acquisition of the site (Gargas, 1997).

Mitigation Measure

4.1.4 None required.

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[14] The calculation assumes the highest activity level forecast in the 1993 Master Plan for the Airport (about 177,000 operations per year in 2010).

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4.2 TRAFFIC AND CIRCULATION

SETTING

Regional Access

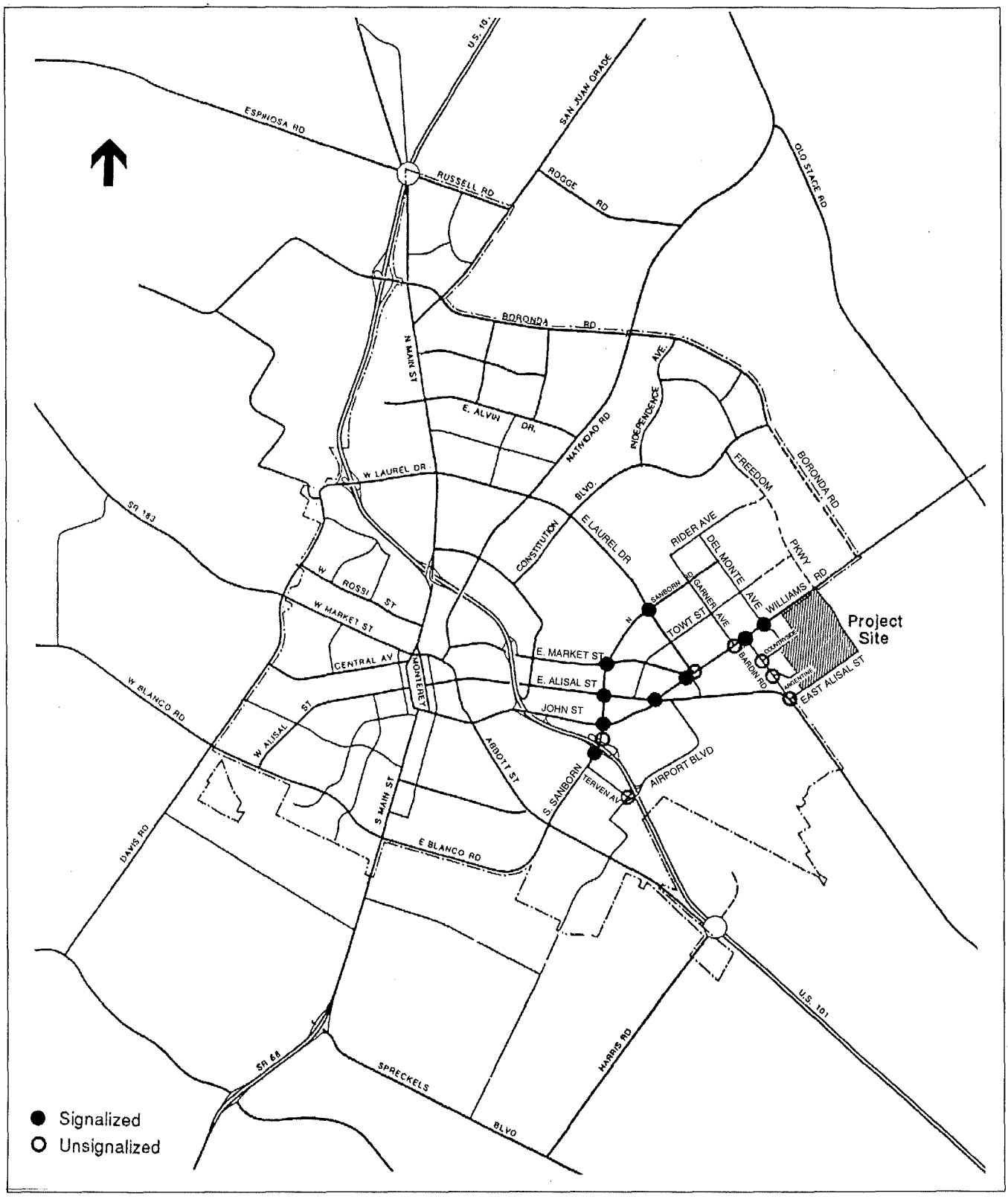
Regional access to the project area is provided via U.S. Highway 101, State Route (SR) 68 and SR 183 (Figure 11). U.S. 101 is a north-south four-lane freeway with an average daily traffic (ADT) volume of between 43,000 vehicles (south of Sanborn Road) and 52,000 vehicles (north of North Main Street) in the project vicinity. The ADT reaches 63,000 vehicles between West Laurel Drive and Boronda Road, in North Salinas (Caltrans, 1997).

SR 68 (Salinas-Monterey Highway) is a four-lane roadway that connects Salinas to Monterey, looping south of Fort Ord and serving the Monterey Peninsula Airport. It has an ADT volume of about 33,000 vehicles at Blanco Road, near the southern Salinas city limit. North of Blanco Road, the ADT is 31,500 vehicles (Caltrans, 1997). SR 183 is a two-lane roadway that connects Salinas to Castroville. Through Salinas (Davis Road to U.S. 101), it is a four-lane facility. The ADT volume is 29,000 vehicles just west of the U.S. 101 interchange and 16,000 vehicles in the vicinity of the Salinas west city limit at Davis Road (Caltrans, 1997).

Local Access

Local access to the project area is provided via Williams Road, which borders the project site on the north.[1] Other nearby streets include East Alisal Street, Bardin Road, and Alisal Road, which serve the areas immediately west of the site. Three local streets - Del Monte Avenue, Countryside Drive and Argentine Drive - dead-end near the project's western boundary. Each of these streets currently carries light traffic, defined as no higher than 2,000 vehicles per day and 200 vehicles in the peak hour. Williams Road is currently a four-lane arterial west of its intersection with Bardin Road, and effectively a two-lane collector east of Bardin Road in the vicinity of the project. (As part of the project, Williams Road would be widened to four lanes adjacent to the project site.) East Alisal Street is a four-lane arterial connecting downtown Salinas with eastern Salinas. Bardin Road is a four-lane minor arterial roadway from Alisal Street to Toro Avenue that primarily serves residential traffic and traffic associated with the Hartnell College East Campus. Alisal Road is a two-lane roadway that connects Salinas with

[1] Because of the orientation of surrounding streets, the project site is rotated approximately 40 degrees from true north. For purposes of this report, Williams Road is considered an east-west street and Bardin Road, a north-south street. Williams Road thus forms the northern project boundary.



SOURCE: DKS Associates

Mountain Valley / 960352 ■

Figure 11
Study Area Intersections
and Existing Traffic Control

rural areas to the southeast; it turns northwest to become East Alisal Street at Bardin Elementary School.

Extension of Boronda Road and Freedom Parkway as far south as Williams Road is included in the City's *General Plan* and in the City of Salinas Traffic Fee Ordinance (Salinas Department of Public Works, 1987). Boronda Road is ultimately planned to be extended as a six-lane arterial in the vicinity of the project in conjunction with other development projects. With the proposed project, Freedom Parkway would be extended southerly across Williams Road into the project site.

Transit Service

Transit service is currently provided by Monterey-Salinas Transit bus service. Bus 34 runs from the Salinas Transit Center in downtown Salinas to Alisal High School in East Salinas, via East Alisal Street. Bus 35 runs from the Salinas Transit Center to East Salinas, via East Market Street.

Existing Traffic Conditions

To help evaluate current traffic conditions, vehicle turning movement counts were conducted during the p.m. peak hour at nine signalized intersections and seven unsignalized intersections in the vicinity of the project site. Figure 11 illustrates intersection locations and existing traffic control. The list of study intersections was developed in cooperation with the City of Salinas Public Works Department. Intersections studied were:

Signalized:

South Sanborn Road / U.S. 101 southbound ramps / Elvee Drive
South Sanborn Road / John Street
North Sanborn Road / East Alisal Street
North Sanborn Road / East Market Street
North Sanborn Road / East Laurel Drive
East Alisal Street / Williams Road
East Market Street / Williams Road
Del Monte Avenue / Williams Road
Bardin Road / Williams Road

Unsignalized:

~~North~~ South Sanborn Road / U.S. 101 northbound ramps
East Laurel Drive / Williams Road
Garner Avenue / Williams Road
Bardin Road / Countryside Drive
Bardin Road / Argentine Drive
Bardin Road / East Alisal Street
Airport Boulevard / Terven Avenue

Level of service (LOS) is a common measure of traffic service to indicate the amount of congestion and delay. LOS A is free flow conditions. LOS B and C represent some intersection delay, while LOS D indicates substantial delay. LOS D is typically considered acceptable for peak-hour periods in urban areas. LOS E is approaching or at capacity and LOS F represents conditions above capacity. For signalized intersections, level of service analysis is based on the volume of conflicting traffic movements versus the design capacity of the intersection. The resulting value is known as the volume-to-capacity (v/c) ratio, and provides the LOS for the intersection as a whole. At unsignalized intersections, each traffic movement that must yield to another movement is evaluated separately and assigned a LOS. The LOS at unsignalized intersections is based on the relative ability of this yielding traffic to find adequate gaps in conflicting traffic flows. Definitions of traffic levels of service for signalized and unsignalized intersections are provided in Appendix B, Tables B-1 and B-2, respectively. Table 4, p. 4.2-13, ~~below~~ summarizes the intersection LOS analysis for the existing weekday p.m. peak hour condition.

In the City of Salinas, the following *General Plan* policies pertain to the proposed project and its traffic impacts:

5.1.A Strive to maintain traffic level of service (LOS) C or better as the standard for all intersections and roadways in Conditional Growth Areas as mapped [in the *General Plan*].[2]

5.1.B Strive to maintain traffic level of service (LOS) D or better within the existing urban area. LOS D should be limited to one-hour peak periods (*e.g.*, a.m., p.m., and noon peak hours), except where improvements to meet this standard would be prohibitively costly or disruptive. At such locations, accept LOS D during two-hour peak periods.[2]

[2] The project site is within a Conditional Growth Area, as would be the future intersections of Williams Road / Freedom Parkway and Williams Road / Boulevard A and the intersections within the project site; Policy 5.1.A would apply. All other study intersections are within the Existing Urban Area; Policy 5.1.B would apply to those intersections.

For this EIR, the *Circular 212* methodology was used to analyze signalized intersections operated by the City of Salinas (Transportation Research Board, 1980). For analysis of the US 101 /Sanborn Road intersections and all unsignalized "T" and 2-way stop-controlled intersections, the *Highway Capacity Manual* methodology was used (Transportation Research Board, 1994). These methodologies are consistent with other EIRs recently conducted for the City of Salinas, and provide reasonable estimates for evaluating existing and future traffic conditions.

Currently, each of the nine signalized intersections analyzed in this report operates at an acceptable LOS (*i.e.*, LOS C or better) during the weekday p.m. peak hour. Except for the Bardin Road intersections (at Countryside Drive, Argentine Drive and East Alisal Street), each of the seven unsignalized study intersections experiences long traffic delays (LOS F) for minor street traffic turning onto the major street during the weekday p.m. peak hour. This is not unusual for stop-controlled intersections with only a small percentage of traffic on the minor street approach.

Substantial queuing was observed during the p.m. peak hour at several locations in Salinas. Of the intersections analyzed in this report, vehicles were observed to experience long delays at the ~~North~~ South Sanborn Road / U.S. 101 northbound off-ramp while attempting left turns from the off-ramp onto ~~North~~ Sanborn Road. Due to the heavy through traffic movement on Sanborn Road, vehicles often wait several minutes before finding a suitable gap. Delays were also observed for motorists along Laurel Drive in both directions.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

In general, based on the Salinas *General Plan* standards, the project would have a significant impact where project traffic would cause intersection LOS to deteriorate to a level worse than LOS D (*i.e.*, LOS E or F) within the existing urban area, as shown in Figure 1 in the *General Plan*. Where a signalized intersection is already at LOS E or F, an increase of 0.01 or greater in volume-to-capacity (v/c) ratio would be considered a significant effect. Within conditional growth areas, including the project site, the project would have a significant impact where project traffic would cause intersection LOS to deteriorate to a level worse than LOS C (*i.e.*, LOS D, E, or F). (None of the existing study intersections are within conditional growth areas. Two intersections to be constructed as part of the project would be within a conditional growth area.)

Based on Appendix G of the CEQA *Guidelines*, the project would have a significant impact on local streets (other than intersections) if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Based on Salinas *General Plan* standards, the project would have a significant impact where project traffic would cause future local residential streets to exceed 500 to 800 vehicles per day, and future residential collector streets to exceed 3,000 vehicles per day. Del Monte Avenue, Countryside Drive and Argentine Drive would function as residential collector roadways after the project is built. Bardin Road currently functions as a four-lane minor arterial and is not considered a residential street.

Internal Roadway Network

The project would have an internal roadway network that would connect with both existing and future roadways in East Salinas. Countryside Drive would be extended east to meet at a "T" intersection with the proposed Mountain Valley Boulevard. Argentine Drive would also be extended east to meet at a "T" intersection with Mountain Valley Boulevard. Del Monte Avenue would be extended south to meet at a "T" intersection with Argentine Drive within the project site. Freedom Parkway would be extended south across Williams Road into the Mountain Valley project site, where it would intersect Mountain Valley Boulevard, Boulevard B, and also the East Alisal Street Extension. East Alisal Street would be constructed east from Alisal Road at Bardin Road to Freedom Parkway. Several local roadways also would be developed within the Mountain Valley project site (see Figure 2 in Chapter 3.0, Project Description).

Programmed Improvements

As part of the City's Traffic Fee Ordinance (Salinas Department of Public Works, 1987), several roadway and intersection improvements are planned in conjunction with development projects:

- Boronda Road, which currently extends east from U.S. 101 to Constitution Boulevard, is ultimately to be completed as a six-lane arterial from U.S. 101 to Williams Road. It will be constructed to Williams Road as a two-lane street by 2001.
- Freedom Parkway, which was recently opened to public traffic between Constitution Boulevard and Williams Road.
- Williams Road will be upgraded from a two-lane arterial to a four-lane arterial east of Bardin Road, extending to Boronda Road.
- The intersections of Williams Road at Boronda Road and Williams Road at Freedom Parkway will be signalized.

Several assumptions regarding the roadway network in East Salinas were made in order to perform the analysis in this report. Each of the following roadway improvements is included in the development agreement for the approved Williams Ranch project, located across Williams Road from the proposed Mountain Valley project site, and would be funded by developer fees from Williams Ranch and by funds collected as part of the City's Traffic Fee Ordinance.

- The intersection of Williams Road at Boronda Road would be signalized by the time the proposed Mountain Valley development is fully occupied.
- The intersection of Williams Road at Freedom Parkway would be signalized by the time the proposed Mountain Valley development is fully occupied.

As part of the proposed project, the following intersection improvement would be implemented:

- The intersection of Bardin Road at East Alisal Street would be reconfigured between East Alisal Street and Alisal Road in order to accommodate the East Alisal Street extension along the project's south boundary. As part of this improvement, the unrestricted right-turn eastbound movement from East Alisal Street onto southbound Alisal Road would be modified so that vehicles would come to a stop (Higgins Associates, 1997).

Trip Generation

Assumptions regarding cumulative projects in the vicinity of the proposed Mountain Valley project were obtained from the City of Salinas Community Development Department.[3] Table 2 lists the projects used in this analysis and Figure 12 illustrates their locations. The trip generation characteristics of the cumulative projects (i.e., approved and pending) and the proposed Mountain Valley project were determined by referencing Institute of Transportation Engineers' *Trip Generation* (Institute of Transportation Engineers, 1991 and 1995) and the City's Traffic Fee Ordinance. The average weekday daily and p.m. peak-hour trip generation for each cumulative project is included in Table 3. Cumulative projects would generate a total of about 132,914 daily trips, including about 13,395 p.m. peak-hour trips.

The weekday daily and p.m. peak-hour trip generation for the proposed project is shown in Table 3, p. 4.2-10. The proposed project would generate a total of about 9,495 daily trips, including about 947 weekday p.m. peak hour trips.

[3] Cumulative projects are defined as reasonably foreseeable developments that are currently under construction, approved but not under construction, or under environmental review.

TABLE 2: TRIP GENERATION FOR CUMULATIVE PROJECTS[a]

		Daily[b]			P.M. Peak Hour[c]		
	Size & Unit	Rate	No. Trips	Rate	Total	In	Out
Thrust IV							
Residential - SFDU	1,600 du	10.00	16,000	1.02	1,632	1,056	576
Retail (Community)	176.0 ksf	64.00	11,264	5.34	940	470	470
Office	600.0 ksf	21.00	12,600	1.44	858	126	732
Arcadia							
Residential - SFDU	120 du	10.00	1,200	1.02	122	79	43
Harden Ranch							
Residential - SFDU	1,008 du	10.00	10,080	1.02	1,028	665	363
Residential - MFDU	719 du[e]	6.00	4,314	0.69	497	288	209
Retail	53.6 ksf	41.00	2,198	5.38	288	144	144
Office	220.0 ksf	12.00	2,640	1.51	330	55	275
Schools	2,200 students	1.00	2,200	0.25	550	308	242
Park[d]	20.9 acre	3.00	63	3.14	66	23	43
Williams Ranch							
Residential - SFDU	1,251 du	10.00	12,510	1.02	1,276	826	450
Residential - MFDU	419 du	6.00	2,514	0.69	290	168	122
Office	55.5 ksf	12.00	666	2.17	120	20	100
Retail (Community)	255.0 ksf	64.00	16,320	4.67	1,194	597	597
Schools (2,400 students)	28.1 acre	60.00	1,686	0.25	600	336	264
Park[d]	47.35 acre	3.00	142	3.14	149	52	97
Institution	3.0 ksf	5.00	15	1.08	3	0	3
Westridge							
Regional Discount Retail	493.35 ksf	36.00	18,249	3.33	1,638	868	770
Hotel	250 rooms	8.60	2,143	0.76	190	107	83
Mini-Storage	40.0 ksf	2.40	94	0.28	11	6	5
Williams/Bardin Shopping Center							
Retail (Community)	103.4 ksf	64.00	6,618	6.48	670	335	335
Auto Center							
Auto Center	Phases 1 & 2	[f]	9,398	[f]	943	434	509
TOTAL			**132,914**		**13,395**	**6,963**	**6,432**

a Approved and Reasonably Foreseeable Projects list provided by City of Salinas Department of Community Development. (Other approved projects, such as Rossi-Rico, Madison Lane Commercial and Steinbeck Square, are not included here as they would not affect the Mountain Valley Project study area intersection and roadways.)

b Daily trips rates based on City of Salinas, Traffic Fee Ordinance, 1987; Westridge daily trips based Westridge Center FEIR, City of Salinas, 1994.

c PM Peak Hour trip rates based on ITE, *Trip Generation*, 5th Edition, 1991.

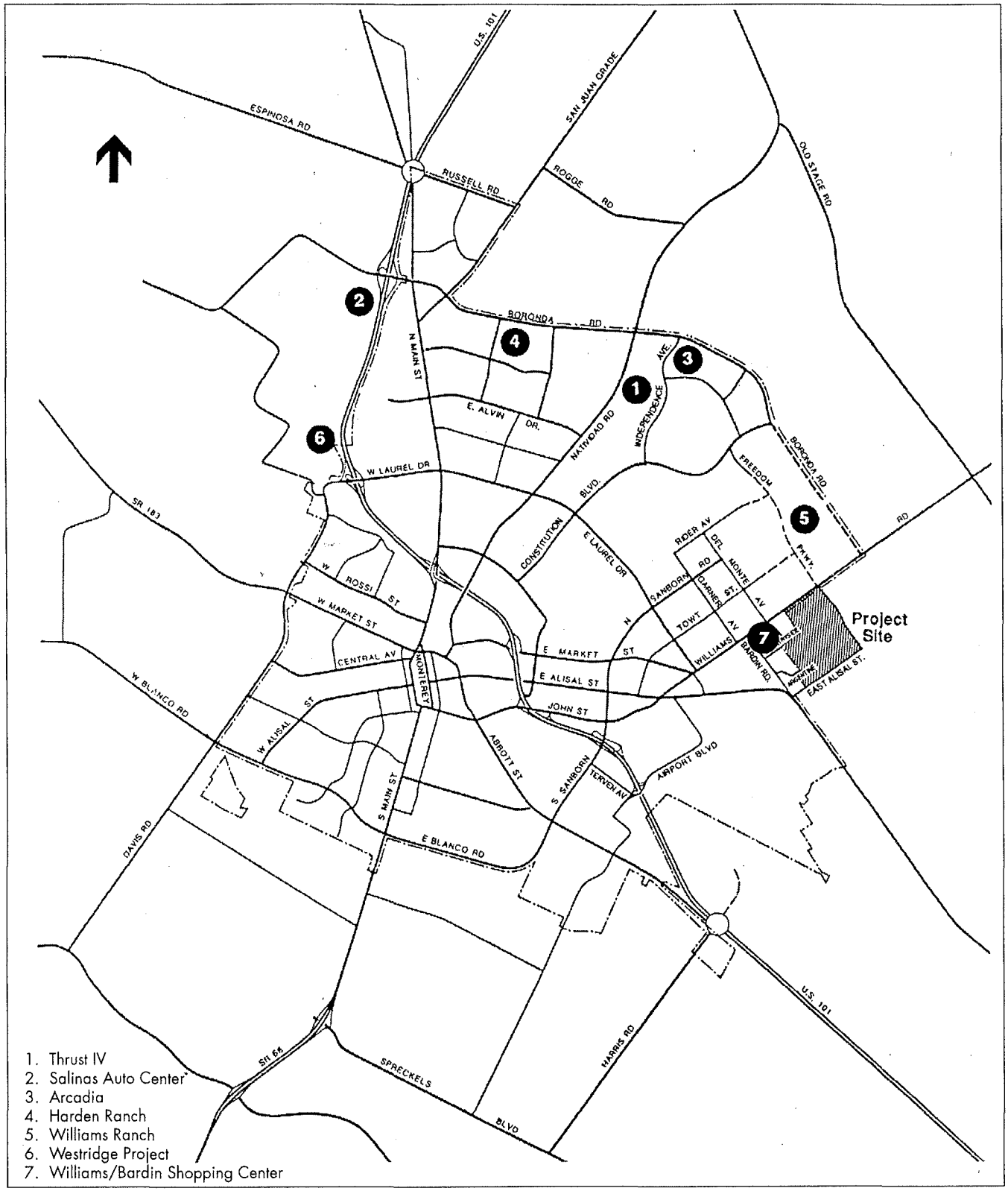
d Trip rates for parks differ between City TFO and ITE. ITE numbers used in analysis of p.m. peak-hour traffic produces conservative analysis.

e EIR analysis assumed 719 multi-family dwelling units to provide a conservative analysis. The revised Harden Ranch development may have fewer units.

f Trip generation data for Auto Center from Salinas Auto Center FEIR, City of Salinas, June 1997.

ksf = Thousand Square Feet
du = Dwelling Unit (mf = multi-family; sf = single family)

SOURCES: Institute of Transportation Engineers, *Trip Generation*, 5th Ed., 1991; Salinas Traffic Fee Ordinance; DKS Assoc.



SOURCE: DKS Associates

Mountain Valley / 960352 ■

Figure 12
Location of Approved and Pending Projects

TABLE 3: PROJECT TRIP GENERATION

Project Component	Land Use	Size Unit	Daily Trips[a] Rate	Daily Trips[a] Trips	PM Peak Hour[b] Total	PM Peak Hour[b] In	PM Peak Hour[b] Out
Phase 1	Residential - SFDU	204 du	10.00	2,040	208	135	73
Phase 2	Residential - SFDU	153 du	10.00	1,530	156	101	55
Phase 3	Residential - SFDU	148 du	10.00	1,480	151	98	53
Phase 4	Residential - SFDU	88 du	10.00	880	90	58	32
Phase 5	Residential - SFDU	142 du	10.00	1,420	145	94	51
Phase 6	Residential - SFDU	118 du	10.00	1,180	120	78	42
Parks	Community/ Neighborhood	21.5 acre	3.00	65	68	24	44
School	Elementary	900 students	1.00	900	9	5	4
Totals				**9,495**	**947**	**593**	**354**

a ADT trip rates based on City of Salinas, Traffic Fee Ordinance, 1987.
b PM Peak Hour trip based on ITE, *Trip Generation*, 5th Edition, 1991.

SFDU = Single-Family Dwelling Unit

SOURCE: Institute of Transportation Engineers, *Trip Generation*, 5th Ed., 1991; Salinas Traffic Fee Ordinance; DKS Associates

Trip Distribution

The trip distribution pattern assumptions for cumulative projects and the proposed project were based on the *Williams Ranch Planned Community Precise Plan EIR* (City of Salinas, 1991), and the *Westridge Center EIR* (City of Salinas, 1994). The patterns were reviewed with City staff and compared with other recent traffic studies for consistency, and incorporated in this analysis. Figure 13 shows trip distribution patterns for the proposed Mountain Valley project. About 70 percent of project-generated trips (all residential) would begin and end in Salinas; others would have origins or destinations outside the City.

Trip Assignment

Trips generated by cumulative projects and the proposed Mountain Valley project were assigned to the street network along the most reasonable paths based on the distribution indicated in Figure 13. Traffic assignment was done with the assistance of the TRAFFIX traffic impact model, using logical paths and route choices. In cases where more than one reasonable route was

TABLE 4: INTERSECTION LEVEL OF SERVICE (LOS) ANALYSIS - PM PEAK HOUR

	Existing Conditions		Existing + Proposed Project		Existing + Proposed Project (Mitigated)		Existing + Proposed Project + Cumulative (incl. all other developments)		Existing + Project + Cumulative w/ Mitigation	
Study Intersections	V/C[a]	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Signalized Intersections										
S. S'nb'rn Rd/US 101 SB Rmp[d]	14.9	B	15.8	C	-	-	21.5	C	-	-
No. Sanborn Rd / John Street	0.46	A	0.53	A	-	-	0.79	C	-	-
No. Sanborn Rd / E. Alisal Str	0.53	A	0.58	A	-	-	0.92	E	0.65	B
No. Sanborn Rd / E. Market St	0.62	B	0.65	B	-	-	0.85	D	-	-
No. Sanborn Rd / E. Laurel Dr	0.48	A	0.54	A	-	-	0.76	C	-	-
Williams Rd/E. Alisal St/John St	0.47	A	0.53	A	-	-	0.87	D	-	-
Williams Rd / E. Market Street	0.42	A	0.48	A	-	-	0.60	A	-	-
Williams Rd / Del Monte Ave.	0.34	A	0.35	A	-	-	0.56	A	-	-
Williams Rd / Bardin Road	0.33	A	0.53	A	-	-	0.61	B	-	-
Williams Rd / Freedom Blvd	[b]		0.19	A	-	-	0.57	A	-	-
Unsignalized Intersections[c]										
S. S'nb'rn Rd/US 101 NB Rmp[d]		**F**		**F**	10.0	B		**F**	27.5	D
Williams Rd / E. Laurel Drive		**F**		**F**	0.32	A		**F**	0.58	A
Williams Rd / Garner Avenue		**F**		**F**	0.30	A		**F**	0.71	C
Bardin Rd / Countryside Drive		B		C	-	-		C	-	-
Bardin Rd / Argentine Drive		B		B	-	-		B	-	-
Bardin Rd / E. Alisal Street		B		C	-	-		C	-	-
Airport Blvd / Terven Avenue[e]		**F**	0.76	C	0.76	C	0.81	D	0.81	D
Williams Rd / Boulevard A	[b]			**F**	0.42	A		**F**	0.67	B

Bold-face text indicated unacceptable Level of Service.

a V/C = Volume-to-Capacity ratio (basis of LOS determination for signalized intersections), as measured by *Circular 212* methodology (Transportation Research Board, 1980), except Sanborn/U.S. 101 Ramps; see note "d" below. See Appendix B for level of service definitions.

b Intersection does not exist in current conditions; proposed as part of Salinas Traffic Fee Ordinance.

c Unsignalized intersection level of service designation reflects conditions for the movement with the worst level of service (typically left-turns from the minor street onto the major street). LOS determination by use of *Highway Capacity Manual* methodology (Transportation Research Board, 1994).

d Intersection calculated by 1994 Highway Capacity Manual operations methodology, using average delay per vehicle to determine level of service. This intersection is operated by Caltrans District 5 and was analyzed using an operations methodology that is consistent with Caltrans requirements. Numbers in "v/c" column represent average vehicle delay in seconds.

e Signal installation to be complete in summer 1998.

SOURCE: DKS Associates

It should be noted that breaks in traffic resulting from operation of the traffic signal at the nearby intersection of Sanborn Road and the U.S. 101 southbound ramps could allow for left-turns from the northbound ramps with less delay than is calculated as part of this analysis. Therefore, conditions projected in this analysis may be conservative. The project is not projected to add traffic to the left-turn volumes, but would add to traffic volumes on Sanborn Road, thereby reducing gaps in cross traffic and substantially increasing calculated delays for left-turning vehicles. As a result, drivers could attempt unsafe turning movements without adequate clearance in cross-traffic, or choose another route. As previously noted, the calculated delay could be conservative due to the presence of a nearby signal. Further, these long delays would be experienced by less than 2 percent of the traffic at the intersection. The project contribution to this impact would be negligible. Cumulative plus project-generated traffic would further increase delays.

Mitigation Measure

4.2.1a No TFO project is planned for the intersection of ~~North~~ South Sanborn Road and U.S. 101 Northbound Ramps. With the addition of traffic from the proposed project, the intersection would satisfy a Caltrans peak-hour signal warrant. Other warrants and conditions, however, should be considered before a traffic signal is installed, such as pedestrian and vehicular safety, distance between adjacent intersections, and accident history (Caltrans, 1992). The project sponsor shall be required to fund a proportionate share of intersection improvements, based on the project's contribution to the impact.

Once the intersection is signalized, the intersection would operate at LOS B (average delay = 10.0 sec.) with the proposed project, and at LOS D (average delay = 27.5 sec.) with cumulative development plus the proposed project. Implementation of this measure would reduce the impact to a less-than-significant level.

Because there is no identified funding source that would completely fund this mitigation measure, the impact would be significant and unavoidable. For reference, Table 5, p. 4.2-19, provides the project's contribution to traffic volumes at each study intersection. This information can be used as one measure in assessing the project's fair share contribution towards the cost of a new traffic signal. New traffic signals typically cost about $150,000.

4.2.1b: Williams Road / East Laurel Drive. The proposed project would cause the minor street turn movement at the unsignalized intersection of Williams Road and East Laurel Drive, currently operating at LOS F, to experience increased delays in the future,

during the weekday p.m. peak hour. Existing southbound vehicles on Laurel Drive turning left onto Williams Road (about 70 vehicles in the p.m. peak hour, or about 4 percent of total intersection volume) experience an average of about 90 seconds delay per vehicle. With a projected increase of more than 100 additional left-turning vehicles due to project traffic and reduced gaps in cross traffic due to project-generated increased volumes on Williams Road, calculated average delays for this movement would increase substantially. As a result, drivers could attempt unsafe turning movements without adequate clearance in cross-traffic, or choose another route. It should be noted that breaks in traffic resulting from operation of the traffic signal at the nearby intersection of Williams Road and East Market Street could allow for left-turns from Laurel Drive with less delay than calculated for this analysis. Therefore, conditions projected in this analysis may be conservative. The lengthy delays would be experienced by about 8 percent of total intersection traffic under existing-plus-project conditions. Cumulative plus project-generated traffic would further increase delays. This would be a significant impact in that project traffic and traffic from cumulative development would contribute measurably to an existing unacceptable level of service.

Mitigation Measure

4.2.1b No TFO project is planned for the intersection of Williams Road and East Laurel Drive. With the addition of traffic from the proposed project, the intersection would satisfy a Caltrans peak-hour signal warrant. Other warrants and conditions, however, should be considered before a traffic signal is installed, such as pedestrian and vehicular safety, distance between adjacent intersections, and accident history (Caltrans, 1992). The project sponsor shall be required to fund a proportionate share of intersection improvements, based on the project's contribution to the impact.

Once the intersection is signalized, the intersection would operate at LOS A (v/c = 0.32) with the proposed project, and at LOS A (v/c = 0.58) with cumulative development plus the proposed project. Implementation of this measure would reduce the impact to a less-than-significant level.

Because there is no identified funding source that would completely fund this mitigation measure, the impact would be significant and unavoidable. For reference, Table 5, p. 4.2-19, provides the project's contribution to traffic volumes at each study intersection.

Alternatives to traffic signalization also exist, but would require further study by the City before implementation, and are therefore not recommended at this time. These alternatives include reducing the number of streets with access to Williams Road, creating streets with right turn in -right turn out access only on Williams Road, including

a median on Williams Road to enforce the left turn restrictions. These measures may be somewhat more cost effective than new traffic signals, and would allow better progression between traffic signals that are in close proximity to one another.

4.2.1c: Williams Road / Garner Avenue. The proposed project would cause the minor street turn movement at the unsignalized intersection of Williams Road and Garner Avenue, currently operating at LOS F, to experience increased delays in the future, during the weekday p.m. peak hour. Existing southbound vehicles on ~~Laurel Drive~~ Garner Avenue turning left onto Williams Road (about 70 vehicles in the p.m. peak hour, or about 5 percent of total intersection volume) experience LOS F conditions. The project is not projected to add traffic to the left-turn volumes, but would add to traffic volumes on Williams Road, thereby reducing gaps in cross traffic and substantially increasing calculated delays for left-turning vehicles. As a result, drivers could attempt unsafe turning movements without adequate clearance in cross-traffic, or choose another route. It should be noted that breaks in traffic resulting from operation of the traffic signal at the nearby intersection of Williams Road and Bardin Road could allow for left-turns from Garner Avenue with less delay than calculated in this analysis. Therefore, conditions projected in this analysis may be conservative. The lengthy delays would be experienced by about 3 percent of total intersection traffic under existing-plus-project conditions. Cumulative plus project-generated traffic would further increase delays. This would be a significant impact in that project traffic and traffic from cumulative development would contribute measurably to an existing unacceptable level of service.

Mitigation Measure

4.2.1c No TFO project is planned for the intersection of Williams Road and Garner Avenue. With the addition of traffic from the proposed project, the intersection would satisfy a Caltrans peak-hour signal warrant. Other warrants and conditions, however, should be considered before a traffic signal is installed, such as pedestrian and vehicular safety, distance between adjacent intersections, and accident history (Caltrans, 1992). The project sponsor shall be required to fund a proportionate share of intersection improvements, based on the project's contribution to the impact.

Once the intersection is signalized, the intersection would operate at LOS A (v/c = 0.30) with the proposed project, and at LOS C (v/c = 0.71) with cumulative development plus the proposed project. Implementation of this measure would reduce the impact to a less-than-significant level.

Because there is no identified funding source that would completely fund this mitigation measure, the impact would be significant and unavoidable. For reference, Table 5, p. 4.2-19, provides the project's contribution to traffic volumes at each study intersection.

4.2.1d: Airport Boulevard / Terven Avenue. The proposed project would cause the minor street turn movement at the unsignalized intersection of Airport Boulevard and Terven Avenue, currently operating at LOS F, to experience increased delays in the future, during the weekday p.m. peak hour. However, the City has secured funding for the installation of a traffic signal at this intersection, and also at the Airport – De La Torre intersection. Those projects are designed and currently under construction. These signals are expected to be completed by summer of 1998, and are fully funded. Once the intersection is signalized, the intersection would operate at LOS C (v/c = 0.75) prior to other development, at LOS C (v/c = 0.76) with the proposed project, and at LOS D (v/c = 0.81) with cumulative plus the proposed project. This would be a less-than-significant impact.

Mitigation Measure

4.2.1d None required.

Impact 4.2.2: Project-generated traffic would result in an unacceptable level of service for the minor street turn movement at the future unsignalized intersection of Williams Road and Boulevard A, constructed as part of the project. This would be a significant impact.

4.2.2: Williams Road / Boulevard A. Project-generated traffic would cause the minor street turn movement at Williams Road / Boulevard A to operate at LOS F during the weekday p.m. peak hour.

Mitigation Measure

4.2.2 No TFO project is planned for the intersection of Williams Road and Boulevard A. The project sponsor shall install a traffic signal at the intersection prior to issuance of the first certificate of occupancy.

With the addition of traffic from the proposed project, the intersection would satisfy a Caltrans peak-hour signal warrant. With signalization, the intersection would operate at LOS A (v/c = 0.42) with the proposed project, and (LOS B (v/c = 0.67) with cumulative development plus the proposed project.

The project sponsor shall be responsible for the design of the intersection, including signal timing and locations, to the satisfaction of the Salinas Public Works Department. Issues that will require consideration include school bus turning radii, pedestrian crosswalks, drop-off maneuvers at Alisal High School, and potential backups on Williams Road near the school driveways.

Implementation of the above measures would reduce the impact to a less-than-significant level.

Impact 4.2.3: The project, along with cumulative development, would result in a deterioration in the level of service at the signalized intersection of Sanborn Road and Alisal Street. This would be a significant cumulative impact.

Sanborn Road / Alisal Street. The proposed project would cause the intersection of North Sanborn Road and East Alisal Street to degrade incrementally from LOS A (v/c = 0.53) at present to LOS A (v/c = 0.58) with traffic from the proposed project, during the weekday p.m. peak hour. Project-generated traffic would not cause any change in the level of service.

With traffic from cumulative development, the intersection would degrade to LOS E (v/c = 0.92).This would be a significant cumulative impact, resulting from additional traffic generated by approved and planned development.

Mitigation Measure

4.2.3 No mitigation is required for the project impact. Mitigation of the cumulative impact could be achieved by providing a second eastbound left turn lane from East Alisal Street onto northbound North Sanborn Road unless additional study does not confirm the need for the additional turn lane.

With the mitigation measure, the intersection would operate at LOS B (v/c = 0.65) with cumulative development, and with the proposed project. Implementation of this measure would reduce the cumulative impact to a less-than-significant level.

Because there is no identified funding source that would completely fund this mitigation measure, the cumulative impact would be significant and unavoidable. For reference, Table 5, p. 4.2-19, provides the project's contribution to traffic volumes at each study intersection.

TABLE 5: PROJECT CONTRIBUTION TO STUDY INTERSECTION TRAFFIC VOLUMES

Intersection	Existing Volume	Exist. LOS	Project Volume	Existing +Project Volume	Exist.+ Project LOS	Signif. Impact?	Cumul. Volume	Total Volume	Cumul. + Proj. LOS	Signif. Impact?	Mitigation Measure	Mit. LOS	Total Mitigation Cost	Project Percent of Total Vol.	Project Mitigation Cost /a/
Signalized Intersections															
Sanborn/US 101 SB	2,163	B	138	2,301	C	No	1,108	3,409	C	No	n/a	n/a	n/a	4.0%	n/a
Sanborn/John	2,413	A	309	2,722	A	No	839	3,561	C	No	n/a	n/a	n/a	8.7%	n/a
Sanborn/Alisal	3,250	A	135	3,385	A	No	1,128	4,513	**E**	Cumul.	Restripe	B	$50,000	3.0%	$1,496
Sanborn/Market	2,993	B	44	3,037	B	No	1,340	4,377	D	No	n/a	n/a	n/a	1.0%	n/a
Sanborn/Laurel	3,066	A	164	3,230	A	No	1,300	4,530	C	No	n/a	n/a	n/a	3.6%	n/a
Williams/Alisal/John	1,745	A	444	2,189	A	No	837	3,026	D	No	n/a	n/a	n/a	14.7%	n/a
Williams/Market	1,737	A	453	2,190	A	No	946	3,136	A	No	n/a	n/a	n/a	14.4%	n/a
Williams/Del Monte	1,233	A	184	1,417	A	No	1,380	2,797	A	No	n/a	n/a	n/a	6.6%	n/a
Williams/Bardin	1,674	A	599	2,273	A	No	1,012	3,285	B	No	n/a	n/a	n/a	18.2%	n/a
Williams/Freedom	597	n/a	309	906	A	No	1,212	2,118	A	No	n/a	n/a	n/a	14.6%	n/a
Unsignalized Intersections															
Sanborn/US 101 NB	2,776	**F**	175	2,951	**F**	No	1,099	4,050	**F**	Cumul.	Signal	D	$150,000	4.3%	$6,481
Williams/Laurel	1,619	**F**	599	2,218	**F**	Yes	1,013	3,231	**F**	Cumul.	Signal	A	$150,000	18.5%	$27,809
Williams/Garner	1,482	**F**	599	2,081	**F**	Yes	1,012	3,093	**F**	Cumul.	Signal	C	$150,000	19.4%	$29,049
Bardin/Countryside	638	B	415	1,053	C	No	0	1,053	C	No	n/a	n/a	n/a	39.4%	n/a
Bardin/Argentine	575	B	109	684	B	No	0	684	B	No	n/a	n/a	n/a	15.9%	n/a
Bardin/Alisal	773	B	48	821	C	No	0	821	C	No	n/a	n/a	n/a	5.8%	n/a
Airport/Terven /b/	1,910	**F**	14	1,924	D	No	0	1,924	D	No	n/a	D	n/a	0.7%	n/a
Williams/Blvd A /c/	1,808	n/a	251	2,059	**F**	Yes	1,380	3,439	**F**	Yes	Signal	B	$150,000	n/a	$150,000

/a/ Project Mitigation Cost based on estimate of $150,000 for installation of traffic signal.
/b/ Signal to be installed by summer 1998.
/c/ Intersection would not exist until construction of project; therefore, project must bear full cost of mitigation.

SOURCE: DKS Associates

Trip Reduction Ordinance

Pursuant to Section 37-165.1 of the Salinas Municipal Code, the project sponsor has proposed several trip reduction measures designed to reduce the number of single occupant vehicles associated with the Mountain Valley development. The purpose and intent of the trip reduction program is to ~~conform with air quality and congestion management mandates,~~ implement General Plan policies, support transit regional goals, and achieve a 1.6 percent per year vehicle trip reduction and/or a 60 percent drive alone rate. A Facilities Trip Reduction Plan is required for all new residential developments of more than 25 units. (The traffic analysis in this EIR did not assume a reduction in vehicle trips attributable to a trip reduction plan, in order to provide a conservative analysis.)

Of the 14 measures that may be required by the City of Salinas in order to meet the trip reduction goals, the following 6 would have the most affect on reducing vehicle trips at a new residential development:

1. Provision of ridesharing/transit and child care information to buyers as part of move-in materials
2. Bicycle amenities, such as bicycle racks and bicycle lanes on roadways
3. Bus pull-outs, pedestrian access, transit stops, shelters and amenities as part of the site plan
4. Transportation information at kiosks
5. Pedestrian facilities linking transit stops and common areas
6. Transit and/or pedestrian oriented design

The project sponsor, as part of their Precise Plan, completed a Facilities Trip Reduction Plan Application. The Mountain Valley Trip Reduction Plan includes each of the first five elements listed above. Item 6 would require that a portion of the units be higher density housing. By taking the allowable reduction percentages, the Mountain Valley project may achieve a total of a 7.5 percent reduction in vehicle trips.

These measures could lead to a 1.6 percent per year trip reduction, which would level off at 7.5 percent. Implementation of these measures, collectively, would reduce vehicle trips, but would not change traffic congestion levels in the City of Salinas. Congestion relief would require many more people using transit (much higher transit mode share), less free parking at work sites anxd other locations, and provision of more services (shopping, medical, recreational,

school, etc.) within walking distance. While every measure listed above is an important contributing factor to reducing vehicle trips, overall traffic congestion relief is a regional issue as much as a citywide issue, and requires the efforts of many entities. The actual success of the project's Trip Reduction Plan would depend on a number of elements, including future increases in transit service, availability of employment opportunities accessible by transit and/or bicycle, provision of goods and services in proximity to residences, and other factors.

Freeway Impacts

Impact 4.2.4: Project-generated traffic would increase freeway volumes in the peak direction by less than one percent during the p.m. peak hour, and would not result in any change in level of service or substantial increases in delay or congestion. Cumulative development would cause the U.S. 101 freeway, in the segment north of ~~North~~ Sanborn Road, to degrade from LOS D to LOS E in the peak (northbound) direction during the p.m. peak hour. This would be a less-than-significant project impact, and a significant cumulative impact, to which the project would not make a substantial contribution.

The Transportation Agency of Monterey County, which also serves as the County's Congestion Management Agency (CMA), is responsible for monitoring service levels along the Congestion Management Program (CMP) roadway network. The CMP network includes all state highways (U.S. 101, SR 68 and SR 183 in Salinas), as well as North Main Street, Market Street ~~and~~ Davis Road, Blanco Road, South Sanborn Road, Boronda Road, Laurel Drive, Natividad Drive, Sherwood Drive, and Alisal Street in Salinas. The intersection LOS analysis presented above can be used to assess service levels along Market Street between Williams Road and ~~North~~ South Sanborn Road. The freeway LOS analysis presented in this section shows service levels along U.S. 101. As determined by the County CMA, LOS D is the established minimum acceptable service level for U.S. 101 through Salinas.

Table 6 shows freeway mainline traffic volumes and levels of service along U.S. 101, using the methodology outlined in the *Highway Capacity Manual* (Transportation Research Board, 1994). As shown in Table 6, cumulative development would increase existing peak-direction traffic volumes by about 28 percent in the freeway segment between ~~North~~ South Sanborn Road and John Street, and the p.m. peak-hour level of service would drop from LOS D to LOS E. Project-generated traffic would add less than a one percent increase in existing freeway traffic volumes along this LOS E segment, and less than one percent of the existing freeway capacity (estimated at 4,000 vehicles per hour for two lanes).

TABLE 6: PM PEAK HOUR FREEWAY ANALYSIS

Freeway Segment		Existing		Existing + Proposed Project		Existing + Proposed Project + Cumulative	
		Vol.	LOS[a]	Vol.	LOS	Vol.	LOS
US 101 betw. ~~North~~ South Sanborn Road and John Street	NB	2,763	D	2,794	D	3,559	**E**
	SB	1,548	B	1,607	C	2,040	C
US 101 betw. Airport Boulevard and ~~North~~ South Sanborn Road	NB	2,698	D	2,718	D	3,112	D
	SB	1,900	C	1,920	C	2,282	C
US 101 south of Airport Boulevard	NB	1,625	B	1,643	C	2,034	C
	SB	875	A	885	B	1,246	B

Bold-face text indicated unacceptable Level of Service.

[a] LOS = level of service, as defined in Chapter 3 of the *Highway Capacity Manual*, Transportation Research Board Special Report 209, 1994.

Vol. = total volume in each direction

SOURCE: DKS Associates

Although not related to the Mountain Valley project, development on the Shipper's site and Ottone Business Park in central Salinas has been conditioned on construction of a four-lane street (Work Street) between John Street and Sanborn Road, parallel to U.S. 101. Approximately one-half of this street has been constructed and the other half is expected to be completed by late 1998. Completion of this roadway will provide a street connection (minimum two-lane width) from Alisal Street to Airport Boulevard, parallel to the freeway. This facility will include traffic signals at all major streets (Alisal Street, John Street, Sanborn Road and Airport Boulevard) and will provide improved access for local street without the need to use U.S. 101.

Mitigation Measure

4.2.4 No project mitigation measure would be required.

The mitigation measure for the cumulative impact would be the addition of a third freeway lane in each direction along U.S. 101 in Salinas, which would be consistent with the City's *General Plan* and reduce this impact to a less-than-significant level.

Neighborhood Impacts

Impact 4.2.5a: Project-generated traffic would increase the daily weekday traffic volumes on Countryside Drive, Argentine Drive and Del Monte Avenue as follows:

Countryside Drive, from about 1,000 to about 2,800 daily vehicle trips.
Argentine Drive, from about 1,000 to about 2,200 daily vehicle trips.
Del Monte Avenue, from about 1,000 to about 2,200 daily vehicle trips.

This would be a less-than-significant project impact, as these residential collector street volumes would not exceed General Plan standards.

Because the proposed Mountain Valley project is adjacent to existing residential areas, the potential for cut-through traffic would be created. Motorists would use Del Monte Avenue, Countryside Drive and Argentine Drive to access Bardin Road and Williams Road. Intersection capacity analysis indicated that traffic service levels would not create a significant impact along Countryside Drive, Argentine Drive or Del Monte Avenue.

Although traffic volumes would increase along these residential streets, overall traffic conditions would be considered light to moderate. Residents and visitors would be expected to be able to cross streets safely and maneuver in and out of driveways with little difficulty. The significance threshold for local residential collector streets is a daily volume of 3,000 vehicles. The project would not exceed this threshold. In addition, the project sponsor would include traffic calming features as part of the project's street design.

Mitigation Measure

4.2.5a None required. However, to reduce further local traffic impacts of the proposed project, the ~~City could require that the~~ project sponsor would incorporate neighborhood traffic safety measures into the design of the proposed project.

Traffic calming measures could be incorporated into the site design and the interface between the project site and the adjacent existing neighborhood. Measures that should be considered include speed humps and speed tables, narrowing of streets (e.g., constrictors, curb extenders, etc.), partial street diverters, stop signs, and landscaping elements that are aimed at slowing down and/or diverting traffic to the outer arterial roadways (East Alisal and Freedom Parkway). The traffic calming measures, combined with enforcement of traffic laws, would be aimed at protecting the neighborhood along Argentine Drive, Countryside Drive and Del Monte Avenue from additional vehicles generated by the Mountain Valley project.

With the extension of Freedom Parkway along the eastern perimeter of the Mountain Valley site and East Alisal Street along the south, motorists would tend to use those collector roadways, rather than Del Monte Avenue, Countryside Drive and Argentine Drive. Traffic cannot be entirely eliminated from the residential streets, but perimeter local arterial roadways would result in less traffic intrusion into the adjacent neighborhood than would otherwise occur.

Impact 4.2.5b: If Del Monte Avenue were not used as an access route between Williams Road and the proposed project, project-generated traffic would increase the daily weekday traffic volumes on Countryside Drive, and possibly Argentine Drive, beyond the threshold for local residential collector streets of 3,000 vehicles per day. This would be a significant impact.

The project originally proposed the extension of Del Monte Avenue into the project site, along with extensions of Countryside and Argentine Drives. During a neighborhood meeting on September 20, 1997, a group of neighbors indicated their support for extending both Countryside and Argentine, but wanted to "close" Del Monte in a cul-de-sac with only pedestrian and bicycle access to the project site. The Precise Plan was revised to reflect this change; however, the project description in the EIR continues to reflect Del Monte's extension into the project site (the staff-supported option).

If Del Monte were not available as a third access and egress route, most of the approximately 1,200 project-generated vehicles that would have used Del Monte would instead use Countryside Drive. Some vehicles might shift to Argentine Drive or to another route through the project site (e.g., Boulevard "A" or Freedom Parkway), but the proximity of Countryside Drive to Del Monte Avenue and the fact that Countryside would provide the shortest route to Williams Road makes it likely that most Del Monte vehicles would shift to Countryside.

Mitigation Measure

4.2.5b Implementation of traffic calming measures such as those identified in Measure <u>4.2.5a</u> ~~4.2.4a~~ would reduce traffic volumes on Countryside Drive and, potentially, Argentine Drive. However, it is unlikely that volumes on Countryside Drive would be reduced below the 3,000-vehicles-per-day threshold, and this impact would be significant and unavoidable.

Pedestrian, Transit, Bicycle, and Parking Impacts

No significant impacts to pedestrian safety are anticipated as a result of the proposed project. Sidewalks and pedestrian walkways will be incorporated into the development. Pedestrian crossing buttons would be incorporated into all new traffic signal installations.

The incorporation of pedestrian paths between residential areas and school and park facilities would contribute to pedestrian safety, and would be consistent with the Salinas *General Plan.* Such measures would also be consistent with the City's Trip Reduction Ordinance.

Impact 4.2.6: Project-generated transit ridership, along with project and cumulative traffic on Williams Road, could impede transit service on Williams Road.

The project would not be expected to result in transit ridership that could not be accommodated, as Monterey-Salinas Transit already provides service along Williams Road in the vicinity of the proposed site. However, with increased traffic on Williams Road and increased transit ridership to and from the site, buses could have difficulty maneuvering in and out of traffic.

Mitigation Measure

4.2.6 The project sponsor shall construct a bus turnout on the project's Williams Road frontage to meet the requirements of Monterey-Salinas Transit.

The Precise Plan indicates that the project's widening of the Williams Road right-of-way would include a 30-foot greenway that would be "wide enough to construct a bus turnout should Monterey-Salinas Transit determine that volume warrants its construction." The project sponsor shall consult with Monterey-Salinas Transit (MST), and if MST determines that a bus turnout is required, the sponsor shall construct a turnout as part of the Phase 2 project construction. Additional bus turnouts shall be installed by the sponsor as deemed necessary by Monterey-Salinas Transit and the City of Salinas.

It is not anticipated that the project would result in significant bicycle use impacts. The proposed project would include Class II bicycle lanes on the Freedom Parkway Extension, East Alisal Street Extension, Mountain Valley Boulevard and Boulevard "A." To encourage increased bicycle use, the City could provide bicycle racks or lockers and shower facilities at the

park facilities. Incorporation of the above measures would be consistent with the Salinas *General Plan* and the City's Trip Reduction Ordinance.

Because the proposed project would consist entirely of residences, a school, and a park, no significant parking impacts are anticipated. The project would comply with the Salinas Zoning Code requirement of two covered parking spaces per single-family unit (City of Salinas, 1993). It is expected that, with the addition of driveway parking and on-street parking, no parking overflow problems will occur.

Construction Impacts

Impact 4.2.7: Construction traffic could access the Mountain Valley site via Del Monte Avenue, Argentine Drive and Countryside Drive. The additional trucks, delivery vehicles and other construction related trips will add vehicles to local residential collector roadways throughout the construction phases. This would be a less-than-significant impact.

Mitigation Measure

4.2.7 No mitigation is required. However, to avoid disruption of local traffic during construction, the City could prohibit access via Del Monte, Argentine, and Countryside. Prior to the start of grading or construction, acceptable access (as determined by the City Public Works Department) could be required to be provided via Williams Road and/or Alisal Street extension. In addition, the project sponsor could be required to prepare, before the start of construction, a construction mitigation plan that, at a minimum, considers:

- The number of truck trips;
- Time of day and location of any street closures;
- Time of day arrival and departure of trucks;
- Limitations on the size and type of trucks;
- Provision of a truck staging area, with limitations on the number of trucks that can be waiting;
- Provision of a truck circulation pattern;
- Mobile office placement and associated parking;
- Manual traffic control when necessary;
- Proper advance warning and posted signage concerning street closures and construction activity;

- Provisions for pedestrian safety;
- Relocation of MST Transit Bus stops, if necessary.

Cumulative Impacts

This section provides a qualitative discussion of potential projects that may adversely affect traffic service levels throughout the City of Salinas. Cumulative traffic impacts are analyzed above for the intersections that would be affected by project traffic, and are included in Table 4.

The Transportation Agency for Monterey County is currently in the process of preparing a North Salinas Traffic Study. As part of that work effort, year 2015 traffic modeling is being conducted that includes segments of U.S. 101 north of Laurel Drive, as well as other roadways throughout North Salinas. Because the proposed Mountain Valley project is located in southeast Salinas, the project's anticipated impacts would be located mostly south of Constitution Boulevard and east of Natividad Road, and therefore would not correspond to the study area for the North Salinas Traffic Study. Only the project traffic that would use Boronda Road to travel to and from North Salinas would affect the North Salinas Traffic Study Area.

The *Salinas Auto Center Draft EIR* analyzed transportation impacts for the year 2015 cumulative condition. The analysis was based largely on *General Plan* buildout in Salinas. The analysis in this report, however, uses a detailed approved projects list, which in turn provides a more conservative analysis of transportation impacts, as more trips were added to the roadway system under this analysis. (Revisions, General Plan Amendments, and annexations have resulted in more traffic being forecast in Salinas than was assumed under the *General Plan* analysis.)

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4.3 PUBLIC SERVICES AND UTILITIES

SETTING

Public Services

Schools

The City of Salinas is served by four school districts. The project site would be within the Alisal Union Elementary School District and the Salinas Union High School District, both currently operating near or beyond permanent capacity and using temporary facilities to accommodate the overflow.

The Alisal Union Elementary School District operates eight elementary schools (Grades K-6). The enrollment of 6,466 elementary school students in the school district in 1996-1997 made up 97 percent of the district's permanent and temporary capacity of 6,560 students (Hausrath, 1998). Bardin Elementary School is located contiguous to the project site to the southwest, and Alisal Elementary is located northwest of the site on Williams Road.

The Salinas Union High School District operates three middle schools. The 1996-1997 school year enrollment of 3,598 junior high students fills approximately 95 percent of combined permanent and temporary capacity of 3,780 junior high school students (Hausrath, 1998). The nearest existing middle school to the project site is El Sausal Middle School, located approximately one mile west of the site. A fourth site is planned in the Williams Ranch on Sanborn Road at Paseo Grande Way.

The Salinas Union High School District also operates four high schools. The 1996-1997 enrollment of 7,310 high school students uses approximately 99 percent of the combined permanent and temporary capacity of 7,370 high school students (Hausrath, 1998). Alisal High School is the nearest high school, across Williams Road and north of the project site.

Police

The Salinas Police Department maintains its headquarters in the Civic Center complex on Lincoln Avenue, approximately 3.25 miles west of the project site. The Police Department employs 150 sworn officers, including two positions paid for by a federal grant (Wilson, 1998). The current level of service is 1.22 officers per 1,000 persons, based on a resident population of

123,300; and 1.09 officers per 1,000 persons, based on a service population of 135,600,[1] a ratio which is relatively low among California cities (Wilson, 1998).

The project site is within Beat 11 (of 12), an area that has seen considerable gang-related activity in recent years, particularly north of the site along Sanborn Road. The Williams Ranch project, now under construction across Williams Road from the project site, is also in Beat 11 (Wilson, 1998).

Fire Protection and Emergency Medical Service

The project site is within the Salinas Rural Fire Protection District service area, but would be served directly by the Salinas Fire Department after annexation to the City.

The Salinas Fire Department operates a total of five stations and has a total of 79 firefighters. The department aims to maintain a 3-5 minute response time, although the *General Plan* specifies a targeted 6.5-7.5 minutes response time. The City has a service standard of approximately 9,200 housing units per station (Hausrath, 1998). Firefighters are trained to provide emergency medical assistance, and American Medical Response is under contract to provide emergency medical transport services.

Currently, the nearest fire station to the project site is Station No. 4 at 308 Williams Road, about 1.0 mile from the project site. A new fire station, Station No. 5, is to be built within the Williams Ranch project about 0.75 miles northwest the project site. Station No. 5 is included in the City's current six-year Capital Improvement Program. However, funds have not been allocated for construction of the new fire station, and construction may not occur before 2000. The existing Station No. 4 would provide secondary response to the project site.

Libraries

The City of Salinas maintains a library system comprising ~~of~~ the Salinas Main (John Steinbeck) Library, El Gabilan Branch Library, and the Cesar Chavez (formerly Santa Lucia) Branch Library, the nearest branch, at the northeast corner of Bardin Way and Williams Road, approximately 0.3 mile northwest of the project site. Because the library administration is

[1] The service population is based on the projected 1997 resident population of 123,300 plus one-fourth of the Salinas employment (Hausrath, 1997).

centralized and materials are transferred routinely among the three libraries, all library materials essentially are accessible to the public at all branches.

The library system currently has a total of 42,753 square feet of space. This represents 0.35 square feet per person. Planned expansion of the El Gabilan library would bring the space standard to 0.43 square feet per person (Hausrath, 1998).

Parks and Recreation

The existing developed park acreage in the City of Salinas consists of approximately 236 acres of community and neighborhood parks to serve the City's 1997 population of approximately 123,300 people (Hausrath, 1998). This represents a ratio of approximately 1.9 acres per 1,000 residents, less than the *General Plan* standard of 3.0 acres per 1,000 residents (City of Salinas, 1988).

The seven-acre Closter Community Park, with facilities for basketball, tennis, baseball, soccer, football, and picnicking, is located approximately 0.75 miles northwest of the project site. Smaller parks such as the 0.5-acre Gabilan Play Lot and the 0.75-acre tot lot, each about 0.1 mile from the project site, are geared toward young children in the neighborhood. A 64-acre community / open space park (Natividad Creek Park) is being developed as part of the Williams Ranch development to the north (the first phase has been recently completed). Salinas also operates nine community centers for meetings, exhibits and other public gatherings and recreational activities. East Salinas is currently served by the Firehouse Recreation Center on Alisal Street and the Breadbox Recreation Center on Sanborn Road.

East Salinas is currently underserved by park facilities, and the existing Closter Park does not meet the community park acreage standard of a minimum of 20 acres (City of Salinas, 1988). According to the *General Plan*, the high demand on schools makes joint use of schools as recreational facilities difficult; however, joint use is nonetheless encouraged.

Public Utilities

Water Service

Groundwater is the primary source of water for agricultural, industrial, commercial and residential uses in the Salinas Valley. Alco Water Service Company provides residential and

commercial water service to the southeastern portion of the City of Salinas in the project area. The drinking water currently conforms to primary and secondary water quality standards without any form of treatment; however, water treatment facilities would be installed if changes in State Department of Health requirements or deteriorating groundwater quality necessitate treatment (Adcock, 1993; Fuog, 1998).

Adjacent to the project site are existing 12-inch water mains located in Williams Road, Del Monte Avenue, Countryside Drive, and the Gabilan Village apartment complex east of Del Monte Avenue, and a six-inch water main in Argentine Drive (EMC, 1998). There is an existing pumping station at the western corner of Alisal High School on Burke Street which pumps 2,600 gpm (City of Salinas, 1991). The project site contains one of four wells that supply agricultural irrigation water to the Sconberg Ranch.

Sewer Service

Salinas' wastewater discharges to the Salinas Pump Station, and then is transported and treated at the regional wastewater treatment plant in Marina. The City of Salinas owns and operates the collection facilities within its urban boundaries, and the Monterey Regional Water Pollution Control Agency provides sewage treatment service at the treatment plant. With a treatment capacity of 29.6 million gallons per day (mgd), the plant currently operates at an average flow of 20 mgd (Hausrath, 1998). Not all of the capacity of the plant is available. The plant's usable capacity is governed by the plant's operating permit issued by the Monterey Bay Unified Air Pollution Control District. The Air District permits the Water Pollution Control Agency to serve a population that is consistent with the District's Air Quality Management Plan. Each jurisdiction served by the Marina plant, including the City of Salinas, receives an allocation based on the projected growth within the jurisdiction, as determined by the Air Quality Management Plan. The Association of Monterey Bay Area Governments (AMBAG) has found the project to be consistent with the Air Quality Management Plan (Papadakis, 1998). Sufficient capacity currently exists to accommodate regional growth including the proposed Mountain Valley project (Hausrath, 1998; Schaap, 1998). As a result of the consistency finding and the availability of capacity, the Air District finds that there is no obstacle to supplying sewer service to the project site (Brennan, 1998).

There are three existing sewer mains adjacent to the project area: a 15-inch main within the East Alisal Street right-of-way, and two 10-inch mains within the rights-of-way for Argentine Drive

and Countryside Drive, which drain into the 15-inch main. The 15-inch main in East Alisal Street is currently operating over capacity during periods of wet-weather flow. The City's sewage and drainage master plan identified a need to expand capacity along East Alisal Street (Brown and Caldwell, 1992). ~~No funding source has been identified for construction of a relief main to provide the needed capacity.~~ The relief main is included in the City's current six-year Capital Improvement Program; however, no funds have yet been allocated. Other identified "downstream" improvements needed to accommodate new development in the eastern portion of Salinas include the addition of 24-inch collector pipes along South Wood Street and Los Palos Drive, as well as expansion of the Kipling Street collector pipe (currently under construction) (Hausrath, 1998).

There are existing deficiencies in the City's overall sanitary sewer facilities. The costs to make repairs required by the Regional Water Quality Control Board are estimated at $12 million to $14 million. On April 7, 1998, the City Council adopted an ordinance increasing the citywide sewer collector system fee (user fee) from 15 percent to 35 percent (percentage of total sewer bill). This increase is anticipated to fully fund the needed improvements implemented through the City's six-year Capital Improvement Program.

Storm Drainage

The Salinas Public Works Department is responsible for ongoing maintenance of the drainage network. The basin containing the project site and its vicinity is served by storm drain network 16, which is currently operating at capacity (Brown and Caldwell, 1992). However, the site currently generates limited runoff, as its present use as agricultural land allows rainfall to percolate into the soil with little runoff from the site. The City's Master Sewage and Drainage Plan indicates that there are several maintenance problems in the area of the project site.

Solid Waste

Salinas Disposal Service collects and disposes municipal refuse under contract with the City of Salinas, and also provides services to adjacent unincorporated areas. Solid waste is deposited in the Crazy Horse Landfill (owned by the Salinas Valley ~~Landfill Joint Powers~~ Solid Waste Authority), located approximately 10 miles northeast of the city. Salinas Disposal also operates recycling programs, including residential curbside pickup at single-family dwellings and some multi-family buildings. The Crazy Horse Landfill has sufficient capacity to accommodate demand for solid waste disposal to approximately the year 2002 (City of Salinas, 1994). The City is currently seeking approval to increase the capacity of the landfill by increasing the allowable fill height.

As a member of the Salinas Valley ~~Landfill Joint Powers~~ Solid Waste Authority, the City could utilize another dump site if the landfill is not expanded (Hausrath, 1998).

Natural Gas, Electricity, and Telephone Service

Gas and electric services are provided in the project area by Pacific Gas & Electric, and telephone service is provided by Pacific Bell.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

Any increase in demand for public services or utilities created by the proposed project would be considered significant if the increase were to result in a substantial reduction in the level of service currently provided to the project site and the surrounding area. An impact would be considered significant if it exceeded a threshold, service ratio or minimum standard established in the Salinas *General Plan* that is currently met; or substantially affected an existing substandard condition; or interfered with emergency response plans or emergency evacuation plans.

Financing for additional services and utility capacity is central in the determination of a service provider's ability to accommodate additional demand. The fiscal impacts and financing mechanisms associated with this project are analyzed in a separate document, the *Draft Services and Facilities Plan for the Mountain Valley Residential Development*, prepared concurrently by Hausrath Economics Group.

Public Services

Impact 4.3.1: The proposed project would generate an additional enrollment of about 512 new students in the Alisal Union Elementary School District and about 235 new students in the Salinas Union High School District. This would be a less-than-significant impact.

With a proposed 853 housing units, the project would result in about 512 elementary school students, about 107 middle school students, and about 128 high school students (Hausrath, 1998).

The *Greater Salinas Area School Facilities Master Plan* (School Facility Consultants, 1993) presents a strategy to accommodate projected student enrollment growth over the next twenty years. The Alisal Union Elementary School District plans to add six elementary schools, each with a capacity of 620 students, plus additional classroom space at existing schools. Funding for that expansion is not assured. Two of the new elementary schools will be in the Williams Ranch planned community, north of the project site, one of which has been constructed and is in operation. The Salinas *General Plan* also indicates a school site on the Sconberg Ranch property immediately east of the project site (and outside the current Salinas Sphere of Influence).

The Salinas Union High School District plans to accommodate projected enrollment growth of about 2,100 additional junior high students in the next twenty years by building two new junior high schools, one of which is located in the adjacent Williams Ranch development, and a nine classroom addition to the existing Harden Middle School on McKinnon Drive in North Salinas. The District also plans to add three high schools, each accommodating about 1,700 students. Funding for those additions is not secured.

As part of a previous agreement between the project sponsor and the school districts (Alisal and Salinas Union), the project sponsor has agreed to donate fee title of nine acres of land for a new elementary school and offer two acres of land adjacent to the existing Bardin School for sale to the district. This donation would occur in conjunction with filing of the final subdivision map for Phase 1 of the project. The project sponsor would also pay the Alisal School District the required school impact fees of $1.84 per square foot of development, which is the maximum that school districts can levy under state law. However, this fee would not fully offset the impact of development on the school districts. Because the project would involve legislative action on the part of the City (annexation, *General Plan* Amendment, and rezoning), the City could legally impose a fee greater than the $1.84 state maximum. However, it is probably not feasible for the City to increase the development fee to cover the entire amount of per residential unit cost of school impacts (Hausrath, 1998). Pursuant to previous school agreements between the project sponsor and Alisal and Salinas Union School Districts, the project sponsor has agreed to pay $639,000 to the high school district as a supplement to the state maximum fee. The state's maximum fee would total approximately $2,111,032.[2] Payment of statutory school impact fees would occur in conjunction with issuance of individual building permits. The project sponsor would also donate in fee title a 9-acre school site to the Alisal Union Elementary School District.

[2] Assumes average livable building square footage of 1,333 and 1,500 for proposed 4,500 square foot lots and 6,500 square foot lots, respectively.

The actual cost to construct facilities to accommodate project-generated students would be approximately $6 million, while the incremental costs of accommodating middle school and high school students would total nearly $5 million (Hausrath, 1998). This would require a per-unit fee of nearly $13,000 to fully offset the cost to the Alisal Elementary School District, a figure that would not be feasible to implement because it would increase the cost of each dwelling unit by such an extent that units would be substantially less affordable.

Land donation would occur in conjunction with filing of the final subdivision map for Phase 1 of the project. Payment of statutory school impact fees would occur in conjunction with issuance of individual building permits.

Implementation of the above measures proposed as part of the project would reduce the project's impact on school facilities to a less-than-significant level since agreements have been accepted by both school districts. However, it should be noted that the project sponsor would not be funding the entire cost of school facilities impacts.

Elementary school students residing within the project site could attend the school proposed on-site, or may attend Bardin, Alisal Community, or Cesar Chavez School in the Williams Ranch development. Middle school students in the area could attend either the existing El Sausal Middle School or the proposed junior high school in Williams Ranch, and high school students would attend Alisal High School. The middle school and high school are currently at capacity and will require additional facilities and/or new school to accommodate students from the proposed project and other projected growth. The project sponsor has also agreed to pay the Salinas Union High School District an additional fee, as described above.

Should the project be completed prior to the needed expansion of the school facilities to accommodate the enrollment growth, the elementary and high school districts would rely on temporary facilities, busing and year-round schedules until such time as permanent facilities can be made available.

Mitigation Measure

4.3.1 None required (mitigation proposed as part of project, as described above).

Impact 4.3.2: The proposed project would increase the demand for police services. This would be a less-than-significant impact.

The Salinas Police Department would provide services to the site. Because of the relatively large amount of activity in Beat 11, which includes the project site as well as the Williams Ranch site, the project could result in some lengthening of response times. To maintain the present level of service, the project would require about two additional police officers and one additional vehicle (Hausrath, 1998). (Please see the *Draft Services and Facilities Plan for the Mountain Valley Residential Development*, prepared concurrently by Hausrath Economics Group [Hausrath, 1998] for a discussion of the project's fiscal effects on the Police Department.)

Mitigation Measure

4.3.2 No mitigation is required.

Impact 4.3.3: The proposed project would increase the demand for, and frequency of, fire protection services and emergency responses to the project site. This would be a significant impact.

Primary fire protection to the Mountain Valley project would be from Station No. 5, a new station to be located within the nearby Williams Ranch project on Freedom Parkway. Secondary response would be from the existing Station No. 4, located about 1.0 mile to west of the project site at 308 Williams Road. The staffing and vehicles for Station No. 5 would be redistributed from Station No. 4 and other existing stations.

As noted in the Setting, construction of Station No. 5 is in the City's Capital Improvement Program, although the project is not yet funded, and construction may not occur before 2000. The Precise Plan (Policy 27) includes a requirement that each residential developer on the Mountain Valley project site pay a fire protection services fee of $140 per unit (the fair share calculated by the City, based on the fire protection fee assessed to the adjacent Williams Ranch project) towards the cost of construction of Station No. 5; this fee would be paid at the time of building permit issuance (EMC, 1998). However, this fee would raise approximately $120,000, which is slightly more than 10 percent of the estimated cost of constructing the new fire station. Additional funds would be required, most likely from the City's General Fund.

If Mountain Valley development were to precede the construction of Station No. 5, it would be necessary to serve the project out of Station No. 4. In such an event, this would result in a

response time to Mountain Valley of approximately 5-7 minutes, longer than the current city standard of 3-5 minutes, and a dilution of the protection afforded the Station No. 4 service area.

In compliance with city ordinance, all residential units constructed in the project would be required to be equipped with sprinkler systems to minimize the risk of fire at the project site.

Mitigation Measure

4.3.3 Construction of Fire Station No. 5 shall be completed prior to the issuance of a certificate of occupancy for any unit in Phase 4 or above.

Construction of Fire Station No. 5 shall be completed prior to occupancy of units in Mountain Valley Phases 4 through 6, which would be the most distant from the existing Station No. 4 (more than 1.5 miles). This would ensure that adequate response times could be maintained to the project site, and would reduce the impact to a less-than-significant level.

Impact 4.3.4: The proposed project would result in additional demand for library services. This would be a less-than-significant impact.

The City's Capital Improvement Program includes expansions to the El Gabilan Library, totaling about 10,054 square feet (Hausrath, 1998). Previous plans to expand the Steinbeck and Cesar Chavez libraries have been indefinitely delayed due to budgetary constraints. If the City only builds the El Gabilan expansion, the library space area per resident would equal 0.43 square feet. The proposed project would reduce this rate to 0.42 square feet of library space per resident, which would not be a substantial change.[3] The Precise Plan includes payment of a library fee (also applicable to the Williams Ranch project), and currently $353 per residential unit and indexed annually, at the time of building permit issuance (EMC, 1998). At the current fee, approximately $300,000 would be raised.

Mitigation Measure

4.3.4 None required.

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[3] Assumes a 1997 population of 123,300, project generation of 2,730 persons, and 52,747 square feet of library space.

Impact 4.3.5: The proposed project would increase demand on the City's parks and recreation facilities. This would be a less-than-significant impact.

The project would include a community park of about 21.5 acres (at full buildout) along the eastern border (EMC, 1998). The 21.5 acres of park would provide more than the *General Plan* standard of three developed acres per 1,000 residents. The project would thus meet the project-generated demand for park facilities and would offset a portion of the City's existing park deficiency. The developer would also fund, through a landscape maintenance district, annual maintenance of ~~8.7~~ 8.1 acres of the community park.

The expansion of the Lincoln Avenue recreation center as set forth in the *General Plan*, and the addition of 50,000 square feet of additional community facilities (including 30,000 square feet in a multi-use complex in Natividad Creek Park) as specified in the Salinas Park and Recreation Development reports, would offset the demand for other recreational facilities generated by new development (Hausrath, 1998).

Mitigation Measure

4.3.5 None required.

Public Utilities

Impact 4.3.6: The proposed project would create new water demand for Alco Water Service. This would be a less-than-significant impact.

Demand for domestic water would increase with project development. (For water supply issues and hydrological impacts please refer to Section 4.4, Hydrology, Drainage, and Water Quality.)

Alco customers in the vicinity have voiced concerns regarding water quality and inadequate water pressure. Available documentation, in the form of water sample testing results (including a random test performed by the City of Salinas in March 1998), shows no evidence that State or federal water quality standards have been violated.

The California Public Utilities Commission (CPUC) is the regulatory body for water pressure, and its standard is a pressure of 40 pounds per square inch (psi), with a minimum pressure

standard of 30 psi during hourly maximum demand. According to Alco, the company's standard operating pressure is 40 psi or higher, and usually within a range of 50-60 psi; however, water pressure did drop to 28 psi for approximately one hour in July 1997 when two pump motors burned out. Maintenance of water pressure is the responsibility and jurisdiction of the State, not the City.

The supply of water to the project site would not be expected to reduce water pressure for other Alco Water Service customers (Fuog, 1998).

Another issue related to Alco's provision of water to the project is the number of authorized connections within the Alco service area. Currently, the number of service connections required to accommodate planned and approved single-family projects in the service area (excluding Mountain Valley) is about 1,000 less than is currently authorized by the State Department of Health Services. Alco will thus need to receive authorization for additional connections in the near future. This matter is also within the responsibility and jurisdiction of the State, not the City.

The project proposal includes the ~~construction~~ provision of four new well sites on the project site and the construction of a water distribution system; Alco Water Service would construct the wells, and the sponsor would provide primary funding for construction of three of the wells and limited funding for the fourth. The sponsor would be ultimately responsible for construction of the wells to ensure adequate water service is available to the project site. The proposed well sites would be located on a site on the corner of proposed Boulevard "B" and Freedom Parkway, on a lot near the Bardin Elementary School expansion, on a site on Williams Road at the western corner of the property, and on a site near Surrey Way (see Figure 2 in Chapter 3.0, Project Description). These wells are required to provide water to the new development and to adequately guard against the threat of nitrate and salt water intrusion, currently being experienced at other well sites in the Salinas area (Fuog, 1997). Installation of four water well sites that meet Alco Water Service specifications will reduce the project's impact on water facilities to a less-than-significant level. Each well site must normally have a net usable area of 0.5 acre (Fuog, 1997); for this project, Alco would require a minimum of 20,000 square feet of net usable area (Adcock, 1998).

Each of the five existing mains in the vicinity of the project would be extended into the site, and 16-inch water mains would be located within rights-of-way for Williams Road, Freedom Parkway, and Alisal Road; these are illustrated as "future mains" in the *General Plan* Public Services and Utilities Element. Internal water mains would be constructed as part of the on-site infrastructure network.

Mitigation Measure

4.3.6 None required. However, as part of the Tentative Map process, the City would require that the project applicant provide the proposed four well sites of sufficient size to meet Alco Water Service specifications. The project sponsor would be ultimately responsible for construction of the wells to ensure adequate water service is available to the project site.

In order to provide for future water treatment, each well site must have a net usable area of ~~0.5 acres~~ 20,000 square feet, taking into account front yard landscape requirements, minimum distance to sanitary sewer lines, utility easements, access roads, and access to equipment (Adcock, 1998 ~~Fuog, 1997~~).

Implementation of the above mitigation measure would avoid water services impacts.

Impact 4.3.7: The proposed project would increase the flow of wastewater discharged into the sewage system. This would be a significant impact.

The project would generate about 215,000 gallons of wastewater per day[4]. Sufficient unused capacity exists at the regional wastewater plant in Marina to accommodate the proposed project. The project site would be annexed to the Monterey Regional County Sanitation District - Monterey Regional Water Pollution Control Agency as part of the project.

The terrain of the planning area requires two portions of the project area to discharge into existing mains to the west within the Argentine Drive and Countryside Drive Street right-of-way. The remaining portion of the project would drain to the southeastern corner of the site through an on-site network of sewer mains and then to a 15-inch main to be constructed within the right-of-way of the proposed East Alisal Street extension. This main would connect with the existing 15-inch main on East Alisal Street (EMC, 1998). The 15-inch East Alisal Street main is currently operating over capacity during periods of wet-weather flow. Expansion of wastewater capacity along East Alisal Street is required (Brown and Caldwell, 1992; Hausrath, 1998).

Mitigation Measure

4.3.7 Prior to the issuance of building permits, construction of a relief main in East Alisal Street shall be completed.

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[4] Based on 90 percent of residential water use of 350 gallons water consumed per dwelling per day, plus 16 acre-feet per year water consumed at elementary school.

Based on the City's formula for development fees, the project sponsor would contribute approximately $830,000 in Sanitary Sewer Development fees.[5] Construction of an Alisal Street bypass collector sewer line and other improvements on South Wood and Los Palos Drive are proposed in accordance with the Salinas Sewage and Drainage Master Plan and the City's current six-year Capital Improvements Program (CIP). However, no funds have been identified or allocated for construction of the bypass line, estimated at $2.6 million. The current CIP shows the bypass line not being funded until 2002-03. Therefore, because the existing Alisal Street sewer is at capacity, the project sponsor would be required to fund the entire cost of installing a relief main. The City and/or other developers would reimburse the project sponsor at a later date for costs in excess of the sponsor's required fee of approximately $830,000. Further study of the relief main may conclude that additional capacity exists. In this event, the Public Works Department may accordingly determine that some of the building permits could be issued prior to the completion of the relief main.

Implementation of the above Mitigation Measure would reduce sewage system impacts to a less-than-significant level.

Impact 4.3.8: The proposed project would increase discharge to the City's storm drainage system. This would be a significant impact.

Development of the project would alter existing drainage patterns, resulting in storm water runoff from the site, where virtually none occurs now. The City's existing storm drainage system is currently operating at capacity, and cannot accept additional demands.

A temporary detention basin would be constructed as part of Phase 1 grading and site preparation, and shall detain storm water from the Phase 1 and 2 portions of the property and release it at a reduced rate prior to construction of the permanent detention basin. .The temporary basin would be located east of the intersection of Countryside Drive and the proposed Mountain Valley Boulevard. Maintenance of the temporary basin would be the responsibility of the project sponsor. Once the permanent basin were operational, the temporary basin would be filled in and the site developed as housing.

As required by the Monterey County Water Resources Agency and the City of Salinas, the project would include construction of a 1.7-acre siltation/detention basin as part of Phase 3 of the project, to coincide with drainage infrastructure installations. The proposed storm water siltation/detention basin would be a rectangular site with a capacity of 3.5 acre-feet, located

[5] Based on a $278 per bedroom Sanitary Sewer Trunk Line Fee, and assuming half of the project units will have three bedrooms and the other half, four bedrooms.

adjacent to the Bardin School property in the southwest corner of the project site. The siltation/ detention basin would be funded by the project sponsor.

The storm drain system would be designed to meet City and County standards, and engineering calculations prepared by a California licensed civil engineer that verify the design would be submitted and approved to the permitting agency(s) prior to final project approval. Both the temporary and permanent siltation/detention basins would be sized to conform to the County Water Resources Agency policy requiring on-site detention for the differential between runoff from pre-development 10-year storm and post-development 100-year intensity rainfall.

The project sponsor would also develop a siltation/detention basin management plan to maintain adequate storage volume over the life of the project. Periodic maintenance may be needed since accumulation of sediment and vegetative growth would reduce the basin storage capacity over time. The management plan would propose a schedule and designate responsibility for anticipated maintenance. Maintenance of the siltation/detention basin would be funded through a maintenance assessment district.

Mitigation Measures

4.3.8a Prior to the issuance of the first grading or building permits, the project sponsor shall install a temporary (interim) storm water siltation/detention basin.

Design shall be subject to approval by the City and the Monterey County Water Resources Agency and shall permit discharge of a 10-year pre-development storm. Discharge from the basin shall be at a rate that will preclude any increase in the existing rate of runoff from the site (20.38 cubic feet per second).

4.3.8b Prior to the issuance of building permits for dwelling construction for units in Phase 3 or beyond, the project sponsor shall install the permanent storm water siltation/detention basin (capacity of 3.5 acre-feet).

Design shall be subject to approval by the City and the Monterey County Water Resources Agency. Discharge from the basin shall be at a rate that will preclude any increase in the existing rate of runoff from the site (20.83 cubic feet per second). Storm water discharged from the detention basin shall be reduced to compensate for runoff from northern portions of the project site that would not be captured by the detention basin.

Implementation of the above measure would reduce the project's impact on storm drainage facilities to a less-than-significant level.

Impact 4.3.9: The proposed project would increase demand for solid waste disposal facilities. This would be a less-than-significant impact.

The Crazy Horse landfill currently has capacity for solid waste disposal only until approximately the year 2002 (City of Salinas, 1994). The project would generate approximately 1,310 tons (about 2,730 cubic yards at 0.48 tons per cubic yard) of solid waste per year, or about 0.9 percent of the City's total.[6] The City of Salinas and other local communities recently formed the Salinas Valley ~~Landfill Joint Powers~~ Solid Waste Authority (SVSWA ~~SVLJPA~~). The Crazy Horse Landfill was sold to the SVSWA ~~SVLJPA~~. While the Crazy Horse Landfill is quickly approaching capacity, other landfills owned and operated by the SVSWA ~~SVLJPA~~ are expected to have sufficient capacity to accommodate solid waste generated by the proposed project, as sufficient capacity is available well into the middle of the 21st century (Hausrath, 1998).

Mitigation Measures

4.3.9 None required.

Impact 4.3.10: The proposed project would increase demand for gas and electric and telephone facilities. This would be a less-than-significant impact.

New utility lines would be extended into the project site from facilities located along Williams Road (EMC, 1998). All utility lines would be placed underground, including primary and secondary electrical lines, natural gas, telephone, and cable television (EMC, 1998).

Mitigation Measure

4.3.10 None required.

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[6] Generation based on 2.49 pounds per person per day for residential service and total municipal solid waste tonnage of 142,433 tons (Appel, 1994).

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4.4 HYDROLOGY, DRAINAGE, AND WATER QUALITY

SETTING

Drainage Basin

The project site is located in the lower Salinas Valley, to the north of the Salinas River, in the general vicinity of the Santa Rita, Gabilan, Natividad, and Alisal Creeks. These creeks flow from the westerly slopes of Gabilan Mountains towards the City of Salinas, and empty into Reclamation Ditch No. 1665, which is operated by the Monterey County Water Resources Agency. The Gabilan and Natividad creek channels pass through Carr Lake before reaching the Reclamation Ditch. Carr Lake is one of nine depressions along the Reclamation Ditch which were once lakes, but are now only flooded during the rainy season. Water flows from the Reclamation Ditch to Monterey Bay at Moss Landing. The surface hydrology of the project vicinity is illustrated in Figure 14.

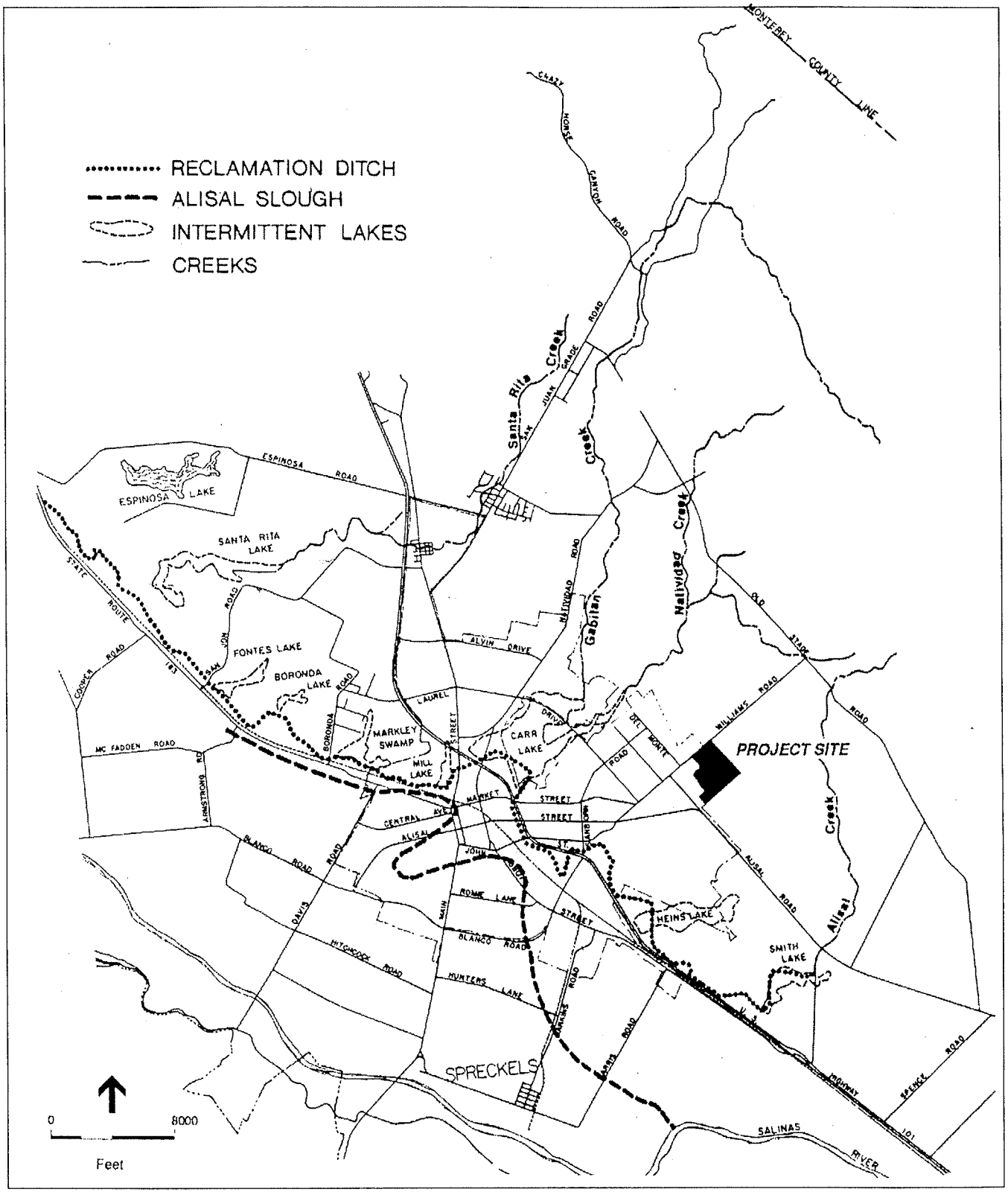
The project site is located on a gently sloping alluvial fan at the base of the Gabilan Mountain range. Soil on the Sconberg Ranch has been classified as predominantly Chualar loam, a soil with relatively slow permeability. The upper (eastern) edge of the site is at approximately elevation 130 feet. The land slopes at about a 1 percent grade (one foot vertical fall for each 100 feet horizontally) towards the west, where the property boundary is at roughly elevation 110 feet. In its existing state as agricultural land, very little storm water runs off the site.

Climate

The Salinas Valley is a prime agricultural area characterized by dry summers that range from moderately warm and somewhat foggy in the Salinas area to hot and dry in the southern portion of the valley, and a rainy season occurring predominantly in the months of December, January and February. The City of Salinas experiences an average annual rainfall of approximately 14 inches, and an annual potential evaporation of 48 inches (Creegan + D'Angelo, 1992).

Surface Hydrology

The Sconberg Ranch has been intensively farmed for many years, and little evidence of undisturbed surface hydrological features exists. The project site has been divided into several rectangular fields separated by dirt roads and drainage/percolation ditches. Each field has been graded nearly flat, and the ditches have been trenched between the fields to catch furrow runoff,



SOURCE: Salinas General Plan

Mountain Valley / 960352 ■

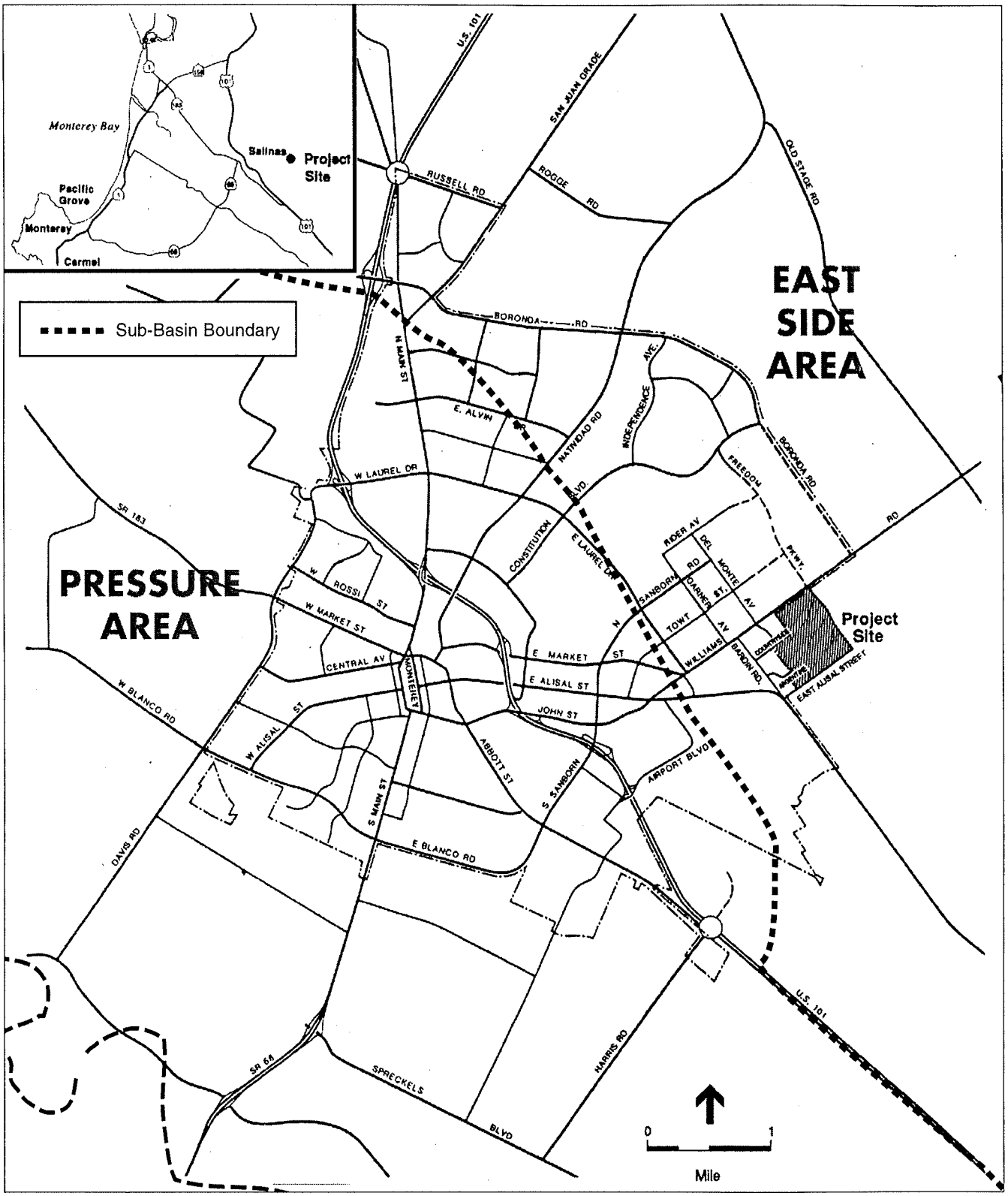
Figure 14
Salinas Area Surface Hydrology

and to convey runoff from higher areas through the project site. The unvegetated ditches are typically rectangular in cross-section, three feet wide and three to five feet deep. A larger drainage ditch, which is up to 15 feet in width, flows westerly along Williams Road and conveys run-off from tributary areas east of the project site as well as runoff from the Sconberg Ranch. No natural seeps, springs, creeks, or ponds were observed on the project site. Along the westerly boundary of the site, adjacent to the existing development along Alisal Road, a one-foot-high berm prevents surface water from leaving the farmed area. Two man-made storage reservoirs are located east of the project site on Sconberg Ranch property.

Groundwater Hydrology

The project site is located in the East Side Area sub-basin of the Salinas Valley Aquifer (see Figure 15). Many years of groundwater withdrawal, primarily for agricultural irrigation, has resulted in salt water (seawater) intrusion and a lowered water table in the Salinas Valley Aquifer. In the Castroville area, west of Salinas, a shallow aquifer (about 180 feet deep) has long been abandoned due to salt water intrusion, and a deeper aquifer (about 400 feet deep), which supplies drinking and agricultural water to Salinas, has been substantially intruded by seawater. While there is no evidence of salt water intrusion into wells in Salinas, ongoing groundwater depletion raises the likelihood that, absent preventative measures to reduce groundwater pumping, subsurface water supplies in Salinas will eventually suffer salt water intrusion as well (City of Salinas, 1988). Previous studies indicate that saltwater within the Pressure Area's 180-foot aquifer extends to the east near San Jon Road, which is approximately two miles from the northeast Salinas city limits, and about six miles from the project site (Monterey County, 1996). If the saltwater intrusion continues to move in the direction of the East Side Area sub-basin, its progress may be impeded by reduced permeability at the boundary between the East Side and Pressure Area sub-basins. Additional testing is recommended to monitor salt water intrusion in the aquifer (Staal, Gardner and Dunne, 1993).

The East Side Area sub-basin, like the larger Salinas Valley Aquifer, is slowly replenished (recharged) by percolation of surface water. Replenishment occurs from the bed of the Salinas River and its tributaries, from rainfall, from deeply percolating irrigation water, and from underground flow originating in the foothills surrounding the valley. At the Sconberg Ranch, the depth to groundwater was between 160 and 198.5 feet as measured at four locations in December 1990. In the East Side Area, groundwater withdrawal by approximately 5,000 to



SOURCE: DKS Associates

Mountain Valley / 960352 ■

Figure 15
Salinas Area Groundwater
Sub-Basin Boundary

8,000 acre feet per year in excess of recharge (Stewart, 1994) has led to a situation in which the water table has been drawn down substantially below sea level.

Existing Water Use

The project sponsor retained an engineering firm to prepare an analysis (H.D. Peters, 1997) of water issues pertinent to the proposed development. The analysis examines existing and proposed water use on the project site. The methods and assumptions used in the plan have been reviewed by ESA and provide the primary basis for determining existing water use on the project site.

Virtually all the water used for irrigation, industry, and domestic consumption in the Salinas Valley is pumped from groundwater storage. Residents and businesses in the City of Salinas are supplied with groundwater by several private water companies. In the area of the proposed project, water is supplied by Alco Water Service (Alco). Alco is a privately owned water company with approximately 5,000 customers. The water company is regulated by the California Public Utilities Commission, California Department of Health Services, and the Monterey County Health Department, Division of Environmental Health.

The operators of the greater Sconberg Ranch area pump groundwater from four wells for the irrigation of 460 acres of crops. Only one of the wells is located on the project site; however the four wells function in conjunction with storage and piping as a single system to distribute water throughout the ranch. The wells send water to two storage reservoirs on the ranch, which then serve water to the fields with furrow irrigation.

The project site has historically been used for strawberry production in alternate years, which is the most water intensive crop grown on the site. Gross agricultural water consumption on the project site, assuming strawberry crops every other year, equals approximately 732 acre feet per year (H.D. Peters, 1997). When a percolation return factor of 20% is taken into consideration the project site would have a net agricultural water use of approximately 586 acre feet per year (H.D. Peters, 1997; Creegan + D'Angelo, 1992).

Water Quality

The main water quality issues in the project vicinity are salt water intrusion, discussed previously, and nitrate contamination.

For a conservative estimate of future water consumption, including potential increases in consumption such as could occur if a homeowner were to increase the planted area of turf or other water-intensive landscaping, or were to install new bathroom fixtures, this report uses the Alco "all units" demand of 350 gallons per day. (The newly constructed units could include some that either were not occupied throughout the year or were not fully landscaped, and thus used less water than would otherwise be the case.)

A breakdown of water usage by differing land uses (e.g., residential, school, park, and public landscaping) is shown in Table 7. As noted above, the existing gross water usage on the site for agricultural uses is 732 acre feet per year and net water use (considering percolation) equals approximately 586 acre feet per year. Considering the net water consumption figure, the proposed project would result in a reduction in water use on the 200-acre site of almost 200 acre feet per year, which would represent a reduction of about 34 percent.

TABLE 7: EXISTING AND PROJECTED WATER USE

	Acre-feet per year
Existing Consumption[a]	
Estimated Use	732
Percolation return (20%)	(146)
NET CONSUMPTION	586
Projected Consumption	
Residential domestic and landscaping[b]	334
Park irrigation	29
School	16
Detention Basin, Bardin School Addition, and Greenway strips	10
TOTAL	389
Projected savings	197
	-34%

a Based on approximately 193.6-acres of irrigated lands and 6.9 acres of field roads. Alternate years of strawberry and other crop production are included in this calculation.

b Projected residential consumption provided based on Alco Water Service records for 1997 consumption of 350 gallons per day for all single-family units in its service area (east Salinas, including the project site).

SOURCE: H.D. Peters, Co., Inc., 1997; Environmental Science Associates

For the interim period between cessation of crop production on each development phase of the project site and occupation of the proposed dwellings in that phase, a substantially greater temporary reduction in groundwater use would occur. The lack of groundwater pumping during the construction and sales phases of the proposed project would temporarily contribute to the recovery of the groundwater table and incrementally help slow the intrusion of seawater.

Although the project would result in a substantial reduction in water demand on the 200-acre site, the extraction of water from the aquifer would contribute, albeit more slowly, to groundwater overdraft which is occurring throughout the Salinas Valley. The project would require an irretrievable commitment to continue groundwater extractions which would, in conjunction with other pumping, contribute to continued ground water overdrafting and seawater intrusion. Urban water demand is different from agricultural demand. Agricultural demand is seasonal and allows for some aquifer recovery or an increase in water levels during the rainy season and fallow periods, while urban demand occurs continuously throughout the year and does not allow for a period of aquifer or water level recovery. This phenomenon has been observed with existing groundwater pumping in the City of Salinas.

With water conservation features included in the project, the project would decrease water use on the site by approximately 34 percent, compared to existing agricultural use. As a result, it would be less likely that pumping from on-site wells would cause changes in the groundwater gradient. Also, there is no reason to believe that domestic water pumping will affect water availability for neighboring agricultural pumping, or vice versa (Fuog, 1998).

As required by CEQA Section 21151.9 and Sections 10910 - 10914 of the California Water Code, the City consulted with Alco Water Service to determine whether (a) the projected water demand of the proposed Mountain Valley project was included in Alco's most recently adopted urban water management plan, and (b) whether Alco's projected water supplies over the 20-year period contained in the urban water management plan, including dry water years, would adequately meet the proposed demand. Alco stated that the project demand is included in the urban water management plan, which forecasts adequate water supply to serve the project and other existing and projected Alco users (Adcock, 1998a). Appendix A contains Alco's urban water management plan and the correspondence with the City relative to this project.

As noted, conversion of irrigated agricultural land to residential use generally reduces water demand at a given location. Cumulatively, continued residential development in the Salinas

Valley and, in particular, in the East Side groundwater sub-basin, would be expected to result in an incremental decrease in groundwater overdrafting in the future.

Presently, virtually all of the project site is covered with relatively permeable soil, either in the form of cultivated fields or dirt roads. Under the existing agricultural land use, it has been estimated that only 10 percent of rainwater runs off the project site; the remainder percolates into the ground. Construction of the proposed Mountain Valley project, however, would increase runoff because permeable soil surfaces would be replaced with paved streets, sidewalks, driveways, houses, patios, and other impervious surfaces.

On an annual basis, about 27 acre-feet of rainwater is available for on-site groundwater recharge under existing land uses. After project development, increased runoff and evaporation due to increased impervious surfaces would substantially reduce rainfall percolation to groundwater. In addition to the loss of potential rainwater recharge, the potential for excess landscape irrigation water to percolate into the groundwater would also be substantially reduced after project development.

Mitigation Measures

Because the project would result in a decrease in water consumption on the project site, this impact was determined to be less than significant, and no mitigation is required. Because groundwater overdrafting will continue to be a concern in the Salinas Valley, particularly as more residential development increases the more "permanent" commitment of water to dwellings, the following measures are identified to further reduce the project's less-than-significant impact on groundwater consumption.

4.4.1a Water conservation could occur at the project site through increased xeriscaping in landscaped areas in addition to that proposed in the Mountain Valley Precise Plan.

4.4.1b Water conservation could occur at the project site through retiring agricultural land from crop production on the entire project site prior to the start of construction.

4.4.1c The City could encourage retrofitting plumbing fixtures such as toilets and shower heads in existing urban areas that draw water from the East Side Area sub-basin.

Installing xeriscaping instead of turf could save approximately one acre-foot of water per 43,000 square feet of residential xeriscaped area per year (Creegan + D'Angelo, 1992). Retiring

agricultural land could save approximately 3.1 acre-feet per acre per year, based on existing consumption on the project site (H.D. Peters, 1997; Creegan + D'Angelo, 1992).[1] Retrofitting existing single-family residences with ultra-low-flow toilets could save about one acre-foot per year for each 33 to 43 homes, assuming 3.2 persons and one toilet per residence (California Urban Water Conservation Council, 1992; Monterey Peninsula Water Management District,[2] 1997).[3]

Overdrafting in the Salinas Valley is being addressed through regional planning efforts that are beyond the scope of this report. A 34 percent reduction in water use resulting from the proposed project would substantially offset the site's contribution to the depletion of the basin, and would exceed the Monterey County Water Resource Agency's goal of 20 percent reduction for a change in land use.

Implementation of the above mitigation measures would further reduce the proposed project's less-than-significant impact on groundwater consumption.

Impact 4.4.2: Increased water runoff resulting from the proposed project would cause localized flooding in the project vicinity and/or flooding in downstream areas. This would be a significant impact.

With construction of the proposed project, the land surface at the project site would be largely changed from pervious, exposed soil to impervious asphalt roadways, driveways and parking areas, concrete patios, and areas covered by houses and buildings. Some areas would exist as lawns and landscaped common areas; however, even those areas would experience increased runoff potential. During high intensity storms, as much as 50 percent of the rainfall would run off the site compared to 10 percent with existing conditions (Creegan + D'Angelo, 1992).

Increased runoff would have several detrimental effects. The undersized storm drain network in the project area cannot accept additional flows during heavy rainfall without backing-up and causing localized flooding. Soil erosion in the drainage basin has caused siltation of the drainage system in the project vicinity that further reduces drainage capacity. Increased runoff may add to

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1 Assumes strawberry crop water usage.
2 MPWMD assumes a savings of 0.023 acre-feet per year per toilet replaced.
3 Actual water savings could vary. The figures in this paragraph are intended to provide a range of magnitude estimate of possible savings.

the existing siltation problem. Finally, even if the storm drains in the project area could carry additional flows generated by the proposed project, flooding problems downstream would be exacerbated by the additional runoff.

As described in Section 4.3, Public Services and Utilities, the project would include a temporary siltation/detention basin built in Phase 1 to serve construction Phases 1 and 2, and a permanent 1.7-acre siltation/detention basin built in Phase 3 with 3.5 acre-feet of storage capacity, the capacity estimated to be adequate to contain additional runoff (H.D. Peters, 1997; EMC, 1998; Williams, 1998). Siltation/detention facilities would be constructed to meet City and County standards, and would be sized to conform to the County Water Resources Agency policy requiring on-site detention for the differential between runoff from pre-development 10-year storm and post-development 100-year intensity rainfall. (See the discussion and mitigation measures under Impact 4.3.8 for additional detail on flood control facilities.)

Mitigation Measures

Implementation of Mitigation Measures 4.3.8a and 4.3.8b, along with construction of storm water detention facilities proposed as part of the project, would reduce the potential impacts from flooding to a level of less than significance.

Impact 4.4.3: Degradation of surface water and groundwater quality may be caused by stormwater runoff from the proposed project during and after construction. This would be a significant impact.

Mitigation Measures

4.4.3a The project sponsor shall obtain and comply with a NPDES General Construction Stormwater Permit issued by the Regional Water Quality Control Board (RWQCB), Central Coast Region. (Required by law)

This permit is required by the RWQCB for construction projects with greater than five acres of land disturbance. In obtaining a stormwater permit, the project sponsor would be required to develop Best Management Practices to reduce or eliminate pollutants in stormwater. The Best Management Practices may include the following points:

- Construction Scheduling - earthwork during the rainy season should be avoided. Exposed soil shall be covered or vegetated as soon as practical.

- Erosion Control - silt fences, hay bales or gravel sediment traps, and temporary earth berms shall be used to control erosion.

- Spill Prevention - A spill prevention plan shall be developed describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction. The plan shall cover fuels, solvents, chemicals, sanitary wastes, concrete rinse water, and all other potential sources of stormwater pollution.

4.4.3b The project sponsor shall comply with all NPDES requirements in effect at the time of project construction. (Required by law)

As required by law, the project would be subject to all regulations under the National Pollution Discharge Elimination System.

4.4.3c The project sponsor shall ensure that the contractor installs storm drain sediment traps in the project vicinity as part of the installation of storm drainage facilities. (Required by law)

The traps shall be installed as recommended in the City of Salinas Sewage and Drainage Master Plan, and as required by the County Water Resources Agency and the City of Salinas Public Works Department.

As noted above (Mitigation Measure 4.4.2), the project sponsor proposed to construct a storm water siltation/detention basin as part of the project. The siltation/detention basin, which is recommended in the City's *Sewage and Drainage Master Plan,* would serve to remove silt from storm water runoff before it enters the City storm drain system.

Implementation of these mitigation measures would reduce the stormwater related water quality impacts of the proposed project to a less-than-significant level.

Impact 4.4.4: The existing plume of nitrate contamination in the groundwater basin may be dispersed or otherwise impacted by the proposed project. This would be a significant impact.

Mitigation Measures

4.4.4a New wells installed to serve the proposed project shall be constructed ~~by the project sponsor~~ to withdraw water from levels below existing nitrate contamination.

Alco proposes to install 800-foot deep wells with the top 300 feet of each well casing sealed. Groundwater therefore would be drawn only from the screened portions of the casing, at depths greater than 300 feet (Adcock, 1993). This would minimize or eliminate disturbance of the shallow nitrate plumes in the vicinity of the project. In

general, the conversion of fertilized agricultural land to residential development reduces the source of nitrate contamination, and has a beneficial impact on groundwater quality. The project sponsor would provide primary funding for construction of three of the wells and limited funding for the fourth, and would have ultimate responsibility for construction of the wells to ensure that adequate water service is provided to the project.

4.4.4b New well sites ~~installed to serve the proposed project shall be constructed~~ provided by the project sponsor ~~to~~ shall meet the minimum lot size requirements set by Alco Water Service.

Alco normally requires that all new groundwater wells be built on lots with a minimum net size of 0.5 acres (Fuog, 1998); for this project, Alco would require a minimum of 20,000 square feet of net usable area (Adcock, 1998b).[4] This would allow room for future water treatment facilities should nitrate contamination become a problem at the project site. These water treatment facilities would reduce the impact of nitrate contamination to a less-than-significant level. The project sponsor would have ultimate responsibility for construction of the wells to ensure that adequate water service is provided to the project.

4.4.4c Prior to the start of construction, the project sponsor shall provide a monitoring well on the project site to the satisfaction of the County Water Resources Agency and the County Department of Health.

The monitoring well would be used by the County to gather data on basin-wide groundwater quality and quantity. The possible conversion of the existing agricultural well on the project site into a monitoring well should be considered by the parties involved. Alternatively, construction of a new monitoring well, which is often less costly than conversion of an existing well, could be undertaken in conjunction with construction of one of the project's water supply wells (Mulholland, 1994).

Implementation of the above mitigation measures and Mitigation Measure 4.4.5, below, would reduce the impact of nitrate contamination to a less-than-significant level.

Impact 4.4.5: Abandoned agricultural wells on the project site could serve as a conduit to introduce pollutants into the groundwater basin. Stormwater or irrigation runoff could enter an improperly abandoned well and contaminate the aquifer. This would be a significant impact.

Mitigation Measure

4.4.5 Prior to the issuance of a certificate of occupancy for dwelling units on the project site, the project sponsor shall abandon unused agricultural well(s) in accordance with state and county standards, or convert the unused well(s) into monitoring wells, at the discretion of the County Water Resources Agency.

Proper abandonment would involve filling the well with concrete or another approved material, and removing the exposed well head. Proper abandonment shall be verified by the County Water Resources Agency and, if necessary, by the County Health Department.

Implementation of the above measure would reduce the potential impact of abandoned agricultural wells to a less-than-significant level.

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[4] One of the proposed well sites would be an addition to an existing well lot on Surrey Way; the total site would have to be 20,000 net sq. ft.

LAFCO Groundwater Standards

The Monterey County Local Agency Formation Commission (LAFCO), which must approve a change in the Salinas Sphere of Influence and annexation of the project site (see Section 4.1, Land Use, Plans and Policies, and Zoning), has adopted standards for the evaluation of annexations and other jurisdictional boundary changes. Included among those standards are the following policy statements regarding groundwater, presented in summary form. After each statement is a brief description of the project's consistency, based on the impacts analysis in this section.

- The Commission will encourage projects that use reclaimed wastewater, minimize nitrate concentration, and provide beneficial use of storm waters.

  The project would not use reclaimed wastewater. The project would not increase nitrate concentrations (sometimes caused by percolation of nutrient-rich irrigation water or animal waste), and would provide for groundwater recharge from the proposed storm water basin.

- The Commission will encourage projects that incorporate water conservation measures.

  The project proposes a number of water conservation measures, including limitations on turf planting, use of low-flow plumbing fixtures, provision of information on conservation, and provision of drip irrigation equipment.

- The Commission will encourage projects that conform with adopted water allocation plans.

  The City of Salinas is no longer required to have a water allocation plan.

- The Commission will encourage projects in which the affected jurisdiction has achieved water savings or new water sources that would offset the project's increase in water use.

  The project would result in a decrease in on-site water use through conversion of agricultural land to residential development.

- The Commission will discourage projects that contribute to cumulative effects on the groundwater basin unless those projects promote planned and orderly development.

  The project, in conjunction with cumulative development, would contribute to ongoing groundwater overdrafting but to a much lesser degree than current conditions. As noted above, the project would result in a net decrease of water use on the project site, and would therefore incrementally reduce the rate of overdraft. Regarding promotion of orderly development, the majority of the project is primarily within the City of Salinas sphere of influence, and thus planned for urban development. The project, after implementation of mitigation measures, would result in conversion of prime agricultural land to developed use. The project would not result in unmet demand for any other public services. LAFCO's overall

"Standards for the Evaluation of Proposals" state that the standards are not absolute and that all standards must be related to the facts of a particular case.

- The Commission will discourage projects that result in a significant adverse impact on the groundwater basin even with mitigation.

As stated above, the project would result in a net decrease in water use on-site.

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4.5 AIR QUALITY

SETTING

Climate and Meteorology

The primary factors that determine air quality are the locations of air pollutant sources and the amounts of pollutants emitted. Meteorological and topographical conditions, however, are also important. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants.

The project site is located in Salinas Valley, which lies within the North Central Coast Air Basin. Salinas Valley extends from Salinas at the northwest end to King City at the southeast end. The Gabilan Range is to the east of the Valley, while the Sierra de Salinas and the coastal Santa Lucia Range are to the west of the Valley (Monterey Bay Unified Air Pollution Control District, 1995).

The predominant high pressure cell off the coast determines the climate of the region. Salinas Valley has a moderate year-round climate, because of the proximity of the ocean and the prevailing northwesterly winds. Summers are generally dry; over 90 percent of the annual rainfall occurs between November and April (City of Salinas, 1988). In summer, the high pressure cell causes a stable temperature inversion of hot air over a cool coastal layer of air. This warmer air acts as a lid to prevent vertical dispersion of air pollutants.

The onshore air currents passing over the cool ocean water bring fog and relatively cool air into the coastal valleys. The prevalence of morning fog with winds from the northwest contributes to the cool temperatures. Summer fogs generally dissipate by noon. In winter, there are some days of heavy fog, but they are infrequent and of short duration. The general absence of persistent inversions and occasional storm systems usually result in good air quality in the region during winter and early spring. In fall, the surface winds become weak, and at times winds from the north and the east bring pollutants from the San Francisco Bay Area or the Central Valley into the Air Basin.

In general, the prevailing winds during summer are predominantly from the northwest with maximum speeds of seven to eight miles per hour. During the winter months the prevailing

winds are from the southeast with slightly higher average speeds. Strong wind patterns are generally associated with winter storm systems (City of Salinas, 1988).

Air Quality Regulatory Context

Regulation of air quality is achieved through implementation of national and state ambient air quality (concentration) standards and enforcement of emissions limits for individual sources of air pollutants. The federal Clean Air Act required the U.S. Environmental Protection Agency (U.S. EPA) to identify National Ambient Air Quality Standards (national standards) to protect public health and welfare. National standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulate matter (PM-10), and lead. These pollutants are called "criteria" air pollutants because the corresponding ambient standards satisfy criteria specified under the Clean Air Act. The State of California has established its own ambient air quality standards (state standards) which are generally more stringent than their national counterparts.

The federal Clean Air Act required U.S. EPA to designate Air Basins, or portions thereof, as either "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the national standards have been achieved. The California Clean Air Act, patterned after the federal Clean Air Act, also required that areas be designated as "attainment" or "nonattainment" but with respect to the state standards rather than the national standards. The project site is located within the North Central Coast Air Basin (Air Basin). This Air Basin is currently designated as "nonattainment" for state standards for ozone and fine particulate matter, known as PM-10 (California Air Resources Board, 1996). The Air Basin, although originally designated as "nonattainment" for the national ozone standard, is now designated as "attainment" for the national ozone standard based on recent monitoring data (Brennan, 1997). The Air Basin is "attainment" or "unclassified" with respect to the other state and national ambient air quality standards.

Under the federal Clean Air Act, Air Basins designated as "nonattainment" were required to prepare air quality plans which set forth a strategy to attain the standards. The plans and programs developed for a given state are referred to as State Implementation Plans (SIPs). California's SIP is comprised of plans developed at the regional or local level. Since the North Central Coast Air Basin had once been designated "nonattainment" for the national ozone standard, a regional air quality plan for the Air Basin was prepared. Under the federal Clean Air

Act Amendments of 1990, the regional air quality agencies (Monterey Bay Unified Air Pollution Control District, Association of Monterey Bay Area Governments, and San Benito County Council of Governments) prepared a "Maintenance Plan" in anticipation of U.S. EPA's recognition that the Air Basin has attained (and now must maintain) the national ozone standard.

Under the California Clean Air Act, Air Basins designated as "nonattainment" with respect to the state standards must prepare plans to achieve the standards or that, at a minimum, implements all feasible measures. Therefore, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) prepared and adopted the *1991 Air Quality Management Plan for the Monterey Bay Region* (1991 AQMP). The 1991 AQMP addressed planning requirements related to the state ozone standard and recommended adoption of 20 measures to control emissions of reactive organic gases (ROG) from stationary sources, 5 measures for stationary sources of nitrogen oxides (NO_X), and 8 transportation control measures. In December 1994, the District adopted an update to this plan, the 1994 AQMP, which showed that the District could achieve the required reduction in ROG and NOx by 1997 without the control measures referenced in the 1991 AQMP.

Regulatory Agencies

The California Air Resources Board (CARB), California's state air quality management agency, regulates mobile emissions sources and oversees the activities of Air Pollution Control Districts and Air Quality Management Districts. CARB indirectly regulates local air quality by having established state ambient air quality standards and vehicle emission standards, by conducting research activities, and by planning and coordinating activities.

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) is the regional agency empowered to regulate air pollution emissions from stationary sources in the North Central Coast Air Basin. MBUAPCD regulates air quality through its permit authority over most types of stationary emission sources and through its planning and review activities. MBUAPCD operates air quality monitoring stations that provide information on ambient concentrations of criteria air pollutants.

Association of Monterey Bay Area Governments (AMBAG) does not regulate emissions directly but develops transportation control measures and employment and population forecasts which are used in developing the AQMP. For projects that would lead to an increase in population in Monterey County, AMBAG determines whether the increase in population would be consistent with the population assumptions that were used to develop the AQMP. If consistent with those

assumptions, a project is regarded as included in the AQMP; and as such, is consistent with the strategies included in the AQMP to improve regional ozone concentrations. If not consistent, then the project is deemed to contribute to a significant adverse cumulative effect on regional ozone concentrations (see page 4.5-15 for AMBAG's determination regarding the proposed Mountain Valley project).

Existing Air Quality

MBUAPCD's air quality monitoring stations provide information on ambient concentrations of criteria air pollutants. Table 8 is a five year-summary of the highest annual criteria air pollutant concentrations. The ozone data shown in Table 8 are a compilation of data from all of the monitoring stations in the Air Basin since ozone is a regional pollution. Pollutant data for carbon monoxide and PM-10 were collected at the Salinas II air quality monitoring station, 1270 Natividad Road, about 2 miles northwest of the project site. Carbon monoxide and PM-10 are more local in character than ozone. In Table 8, air pollutant concentrations are compared with the state ambient air quality standards, which are generally more stringent than the corresponding national standards. The major criteria air pollutants are described below.

Ozone

Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_X). ROG and NO_X are referred to as precursors to ozone. Significant ozone production generally requires about three hours in a stable atmosphere with strong sunlight. Ozone is a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production, and high ozone concentrations can occur miles away from the source of the precursors. Motor vehicles are generally the major source of ozone precursors.

Short-term exposure to ozone can result in injury and damage to the lung, decreases in pulmonary function and impairment of immune mechanisms (Monterey Bay Unified Air Pollution Control District, 1995). These changes have been implicated in the development of chronic lung disease as the result of longer-term exposure. Symptoms of ozone irritation include shortness of breath, chest pain when inhaling deeply, wheezing, and coughing. In addition, effects on vegetation have been documented at concentrations below the standards. On-road motor vehicles contribute

TABLE 8: SALINAS AIR POLLUTANT SUMMARY, 1992-1996[a]

Pollutant	*Standard*[b]	1992	1993	1994	1995	1996
Ozone						
Highest one-hour average, ppm[c]	*0.09*	**0.10**	**0.11**	**0.10**	**0.14**	**0.12**
Number of standard violations[d]		1	12	6	8	16
Carbon Monoxide						
Highest one-hour average, ppm	*20.0*	4.0	4.0	5.0	3.0	6.0
Number of standard violations		0	0	0	0	0
Highest eight-hour average, ppm	*9.0*	2.9	2.7	2.2	1.7	2.9
Number of standard violations		0	0	0	0	0
Particulate Matter (PM-10)						
Highest 24-hour average, $\mu g/m^3$ [c]	*50*	41	**86**	50	50	50
Number of standard violations[e]		0	3	0	0	0
Annual Geometric Mean, $\mu g/m^3$	*30.0*	20.3	17.9	18.0	17.7	17.2

a Ozone data represent basin-wide values based on data from all of the monitoring stations. Pollutant data for carbon monoxide and PM-10 were collected at MBUAPCD's Salinas II monitoring station, 1270 Natividad Road.
b State standard, not to be exceeded.
c ppm - parts per million; $\mu g/m^3$ - micrograms per cubic meter.
d Refers to the number of days (in a given year) during which violations of the applicable standard were measured.
e Typically measured every sixth day.

Note: Values in **bold type** are in excess of applicable standard.

SOURCE: California Air Resources Board, *Air Quality Data Summaries*, 1992-1996.

approximately 30 to 40 percent of the ROG and NO_X emitted in the North Central Coast Air Basin (California Air Resources Board, 1995a). As shown in Table 8, the state standard for ozone is violated on an average of approximately six days per year within the region.

Carbon Monoxide

Carbon monoxide is an odorless, invisible gas usually formed as the result of incomplete combustion of organic substances. Ambient carbon monoxide concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic. Carbon monoxide concentrations also are influenced by wind speed and atmospheric mixing. Under

inversion conditions, carbon monoxide concentrations may be distributed more uniformly over an area out to some distance from vehicular sources.

When carbon monoxide combines with hemoglobin in the blood, the oxygen-carrying capacity of the blood is reduced and the release of oxygen is inhibited or slowed (Monterey Bay Unified Air Pollution Control District, 1995). This condition places angina patients, persons with other cardiovascular diseases or with chronic obstructive lung disease, asthma, persons with anemia, and fetuses at risk. Symptoms of exposure may include headaches, dizziness, sleepiness, nausea, vomiting, confusion, and disorientation. On-road motor vehicles are responsible for approximately 63% of the carbon monoxide emitted within the Air Basin (California Air Resources Board, 1995a). The state standards for carbon monoxide have not been violated at the monitoring station in Salinas over the past five years.

Particulate Matter (PM-10)

PM-10 consists of particulates 10 microns (a micron is one one-millionth of a meter) or less in diameter, which can be inhaled and cause adverse health effects. Particulates in the atmosphere result from many kinds of dust- and fume-producing industrial and agricultural operations, combustion, and atmospheric photochemical reactions. In the NCCAB, the major sources of PM-10 emissions are paved and unpaved road dust (60%), windblown dust (14%), construction (12%), and farming operations (7%). Particulate concentrations near residential sources generally are higher during the winter, when more fireplaces are in use and meteorological conditions prevent the dispersion of directly emitted contaminants. Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates also can damage materials and reduce visibility. The state 24-hour PM-10 standard has been violated on rare occasions over the past five years at the monitoring station in Salinas.

Existing Emissions Associated with the Project Site

The existing site is used for agricultural purposes. Existing emissions sources include tilling (fugitive dust), windblown dust (fugitive dust), pesticide application (fugitive ROG), and combustion of fuel by farm equipment (ROG, NO_X, and PM-10). Emissions from these sources have been estimated and are shown, on an annual average basis, in Table 9.

TABLE 9: ESTIMATED EXISTING EMISSIONS ASSOCIATED WITH PROJECT SITE

	Annual Average (pounds per day)[a]				
Pollutant	Tilling	Windblown Dust	Pesticide Application	Farm Equipment	Total
Carbon Monoxide	--	--	--	4	4
Reactive Organic Gases	--	--	5	1	6
Nitrogen Oxides	--	--	--	3	3
Sulfur Oxides	--	--	--	--	0
Particulate (PM-10)	22	48	--	--	70

[a] Emissions categories, formulas, assumptions, and references are contained in Appendix C.

-- denotes negligible emissions.

SOURCE: Environmental Science Associates, 1997.

Sensitive Receptors

Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because infants and children, the elderly, and people with health afflictions, especially respiratory ailments, are more susceptible to respiratory infections and other air-quality-related health problems than the general public. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present.

Industrial and commercial districts are less sensitive to poor air quality because exposure periods are shorter and workers in these districts are, in general, the healthier segment of the public. Recreational land uses are moderately sensitive to air pollution. Although exposure periods are generally short in such places, vigorous exercise associated with recreation places a high demand on the human respiratory functions, which air pollution can impair. Noticeable air pollution also detracts from the recreational experience.

For this project, the Bardin Elementary School, the Alisal Elementary and High School, and nearby residential land uses would be considered sensitive receptors.

IMPACTS AND MITIGATION MEASURES

Air quality impacts would result both from construction activities and from the operation of the project. Construction emissions would have a temporary effect, while operational emissions would continue to affect air quality throughout the lifetime of the project.

Construction emissions would consist mainly of dust generated during earthwork and other construction activities, exhaust emissions from construction-related equipment and vehicles, and relatively minor emissions of ROG from paints and other architectural coatings. Over the long-term, the primary source of criteria air pollutant emissions from a residential development would be vehicular emissions generated by project-related traffic. Natural gas used for space heating would also generate air pollutants, but to a much lesser extent.

Significance Criteria

Appendix G of the *CEQA Guidelines* states that a project would normally have a significant air quality impact if it would violate any air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.

Dispersion modeling techniques provide estimates in terms of concentrations (e.g., parts per million) which can be directly compared to ambient air quality standards; however, since dispersion modeling is not feasible for a regional pollutant like ozone, MBUAPCD recommends the use of emissions-based criteria to evaluate the significance of increases in emissions of ozone precursor emissions (Monterey Bay Unified Air Pollution Control District, 1995). For ROG or NO_X emissions, an increase of 150 pounds per day or more from direct and indirect sources would be considered significant. In this context, direct sources refer to those emissions sources that emit air pollutants at a given site, such as water heaters and space heaters at a residence, and indirect sources refer to those sources that emit air pollutants primarily away from the site and yet are connected with the use of the site, such as auto trips to and from work, shopping, or other destinations.

For PM-10, MBUAPCD recommends a threshold of 82 pounds per day from direct sources as the significance criterion. Carbon monoxide impacts are evaluated through dispersion modeling techniques so that a direct comparison with ambient air quality standards can be used to evaluate

the significance of carbon monoxide impacts. Cumulative impacts on regional ozone concentrations are based upon a consistency determination with the AQMP.

Methodology

Fugitive dust from project construction activities is quantified on the basis of emissions factors published by the U.S. EPA (U.S. Environmental Protection Agency, 1995). Operational-phase vehicular emissions from the proposed 853 single-family residences are estimated using the URBEMIS computer program developed by the California Air Resources Board (California Air Resources Board, 1995b). The vehicle fleet mix recommended by MBUAPCD's *CEQA Air Quality* Guidelines was modified slightly to more accurately reflect the fleet mix generated by a residential subdivision. Stationary source emissions from the residential units were estimated using factors developed by the California Air Resources Board (California Air Resources Board, 1995c). Stationary and mobile source emissions were added and total emissions were compared against the significance thresholds established by the MBUAPCD (e.g., 150 pounds per day for ROG or NOx).

Roadside carbon monoxide concentrations were modeled using the line dispersion model, CALINE4. This Gaussian dispersion model calculates one-hour concentrations on the basis of peak-hour traffic volumes, roadway configurations, and worst-case meteorological assumptions. CALINE4-generated concentrations are added to projected background concentrations obtained from MBUAPCD's *CEQA Air Quality Guidelines*. Eight-hour carbon monoxide concentrations were estimated from the one-hour concentrations by using a persistence factor of 0.7 and then adding in the appropriate eight-hour background concentration. The resulting ambient carbon monoxide concentrations were then compared to the one-hour and eight-hour state carbon monoxide standards to determine if there would be any air quality standard violations.

The cumulative impact on regional ozone concentration is evaluated based on a determination of the consistency of the project with the AQMP. Association of Monterey Bay Area Governments (AMBAG) makes this determination for projects in Monterey County.

Impact 4.5.1: Construction activities would temporarily generate criteria air pollutants, particularly PM-10, over the expected six-year construction period. This would be a short-term significant effect.

Construction of the project would generate fugitive dust (including PM-10), and other criteria air pollutants from exhaust emissions. A large portion of the total construction dust emissions

would result from grading activities and heavy equipment travel over temporary roads at the construction site. Dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. Equipment and vehicles used for the construction of the project would generate criteria air pollutants from engine exhausts.

Development of the proposed project would include six phases that would occur over approximately six years. Typically, with this size of development, three builders would proceed on development of 50 lots each during a given year. The sequence of construction for each of these 50-unit blocks of homes would begin with approximately four months of site preparation during which most of the grading would occur followed by four months of home construction. Most of the first month would be devoted to rough grading of roadways and building pads. The next two months would be needed for installation of storm, sewer, and water infrastructure, and one month would be needed for utilities and streets. Actual building construction would then occur over the next four months. Most construction activities typically end by the end of November for the winter and do not start again until the beginning of March. Since excavation and grading activities would occur intermittently, rather than continually, no PM-10 concentration modeling was performed for this assessment.

While most of the dust associated with project construction would occur during the first month of site preparation, dust would also be generated during installation of infrastructure and underground utilities primarily from trenching activities and heavy vehicle movement over unpaved surfaces. In addition, following installation of underground utilities, approximately one week of roadway regrading is required before paving. Relatively little dust would be generated during the four months when the homes would be built since the homes would be slab-on-grade construction (i.e. would not include excavated basements) and since the interior roads would be paved after site preparation and prior to building construction (paved interior roads would reduce the dust generated by vehicle movement over unpaved surfaces on the project site). During home construction, however, dust would be generated during regrading of the lots prior to landscaping. This regrading would take approximately one day per unit.

As stated above, dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. Over the course of the year, PM-10 emissions could vary from virtually zero on non-workdays and from December through February to approximately 280 to 350 pounds per day on days when rough grading would be taking place. This estimate for PM-10 from rough grading is based on a U.S. EPA emissions factor for heavy

construction activity of 0.77 tons per acre per month which was converted to 70 pounds per acre per day (assuming 22 work days per month and no dust abatement) and an estimate of a maximum of four to five acres of grading on any one given day of construction (assuming three builders). If only two of the builders were to conduct rough grading at the same time, PM-10 emissions would be approximately 190 to 235 pounds per day, and if only one builder were to be grading on a given day, PM-10 emissions would be approximately 95 to 115 pounds per day. Based on these estimates, there would be days when construction-related PM-10 emissions would exceed the MBUAPCD-recommended threshold of 82 pounds per day.

Since construction could generate substantial amounts of dust (i.e., greater than 82 pounds per day), construction could also elevate local PM-10 concentrations to the extent that state PM-10 standards would be violated. Additionally, land uses in the immediate vicinity of the project site include sensitive land uses such as two elementary schools, one high school and residences. In later stages of project development, residents of the homes built earlier would also be exposed. Therefore, project construction would have a significant, albeit temporary and intermittent, effect on air quality.

According to MBUAPCD's *CEQA Air Quality Guidelines*, calculating temporary ROG and NO_X emissions from construction is not necessary because those emissions have been accounted for in state- and federally-required plans (Monterey Bay Unified Air Pollution Control District, 1995). ROG emissions from paints and other architectural coatings, similarly, would be relatively minimal compared to regional emission totals.

Mitigation Measure

4.5.1a The project sponsor shall require site preparation and home building contractors to implement the following dust control program during construction to reduce the contribution of project construction to local PM-10 concentrations:

- Water active sites at least twice daily. Increase the frequency of watering when wind speeds exceed 15 miles per hour. Effective watering generally reduces dust by as much as 50 percent over uncontrolled conditions.

- Prohibit all grading activities during periods of high winds (instantaneous gusts over 15 miles per hour).

- Pave interior roads as soon as practicable after the close of site preparation to reduce dust emissions from vehicle movement over unpaved roads on the project site.

- Enforce a speed limit of 15 miles per hour on unpaved surfaces.

- Replace ground cover in disturbed areas as quickly as possible.

- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stock piles (e.g. sand, gravel, or dirt) and inactive construction areas.

- Sweep streets at the end of each construction day if visible soil material is carried out from the construction site to adjacent thoroughfares.

- Cover all trucks hauling dirt, sand, soil, or other loose materials or require that all haul trucks maintain at least two feet of freeboard.

- Sweep up dirt or debris spilled onto paved surfaces immediately to reduce re-suspension of particulate matter through vehicle movement over these surfaces.

- Install wheel washers at the entrance to the construction site(s) for all exiting trucks.

- Post a publicly visible sign that specifies the telephone number and person to contact regarding dust complaints. This person shall respond to all complaints and take corrective action within 48 hours. The phone number of MBUAPCD shall be visible on the sign to ensure compliance with Rule 402 of the MBUAPCD Rules and Regulations (Nuisance).

- Designate a person or persons to oversee the implementation of a comprehensive dust control program and to increase watering, as necessary.

- Maintain and operate construction equipment so as to minimize particulates from exhaust emissions. During construction, trucks and equipment should be running only when necessary. Equipment should be kept in good condition and well-tuned, to minimize exhaust emissions.

With implementation of these mitigation measures, an approximately 75 percent reduction in PM-10 emissions would be expected. This would reduce the chance that PM-10 standards would be violated in the vicinity of the project site or at occupied home sites within project site during the later stages of project build-out. Although violations could still occur, they would be intermittent over the total construction period.

A further reduction the amount of PM-10 generated daily could be achieved through limiting the amount of grading at any one time. Such a limitation, however, might not be feasible in that it would require that no more than five acres would be undergoing grading, assuming 70 pounds per acre per day of uncontrolled PM-10 emissions and 75 percent reduction through mitigation.

Implementation of the above mitigation measure would reduce the impact of construction-generated PM-10. However, it is not certain that construction-generated PM-10 emissions would be reduced to below the MBUAPCD's threshold of 82 pounds per day, and therefore this impact is considered significant and unavoidable.

Impact 4.5.2: Criteria air pollutants generated by the proposed project would increase total air pollutant emissions in the region. This would be a less-than-significant impact.

Long-term air quality would be adversely affected by air pollutant emissions from both mobile and stationary sources. Mobile emissions would consist of emissions from vehicle trips associated with the residential units. Stationary source emissions would consist mainly of emissions from natural gas used for space heating, fireplaces, architectural coatings, and use of aerosols and other volatile consumer products. Project emissions in Year 2005 (i.e. at assumed buildout) have been estimated and are shown in Table 10. Table 11 shows the net change in emissions due to the Project once existing emissions have been taken into account (see Table 9), As shown in Table 11, net project emissions of reactive organic gases, nitrogen oxides, sulfur oxides, and particulates would be below MBUAPCD CEQA significance thresholds. ~~However, net emissions of reactive organic gases, also known as hydrocarbons, would exceed the threshold of 150 pounds per day.~~ (Carbon monoxide (CO) emissions are evaluated differently from the other criteria pollutants. See Impact 4.5.3, below.)

As described in Section 4.2, Traffic and Circulation, the project sponsor has developed a Facilities Trip Reduction Plan, as required by the Salinas Municipal Code. The trip reduction plan states that the project could achieve up to 7.5 percent reduction in vehicle trips, compared to conditions without such a plan, by implementation of features such as provision of ridesharing/ transit and child care information to buyers, inclusion of bicycle racks and bicycle lanes on roadways, provision of transit information, and creation of transit stops and shelters, and provision of pedestrian facilities. (The traffic analysis in this EIR did not assume a reduction in vehicle trips attributable to a trip reduction plan, in order to provide a conservative analysis.) Assuming the plan reduces vehicle trips (and associated VMT) by one-half of its 7.5 percent goal (a conservative assumption), net emissions of reactive organic gases would be reduced by about 4 pounds per day (from 147 ~~159~~ pounds per day to 143 ~~155~~ pounds per day). ~~, which would exceed the MBUAPCD significance threshold by 5 pounds per day.~~

TABLE 10: ESTIMATED EMISSIONS ASSOCIATED WITH THE PROJECT, YEAR 2005

Pollutant	Annual Average (pounds per day)[a] Traffic[b]	Stationary	Total
Carbon Monoxide	~~858~~ 1,176	267	~~1,125~~ 1,443
Reactive Organic Gases	~~100~~ 88	65	~~165~~ 153
Nitrogen Oxides	~~104~~ 96	33	~~137~~ 129
Sulfur Oxides	12	1	13
Particulate	149	32	181

a Emissions categories, formulas, assumptions, and references are contained in Appendix C.
b Emissions reflect wintertime conditions for carbon monoxide and summertime conditions for the other pollutants listed in the table.

SOURCE: Environmental Science Associates, 1998.

TABLE 11: ESTIMATED NET INCREASE IN EMISSIONS ASSOCIATED WITH THE PROJECT, YEAR 2005

Pollutant	Annual Average (pounds per day)[a] Existing Emissions	Project Emissions	Difference	Applicable Significance Criterion	Project Site-only Emissions[c]	Applicable Significance Criterion
Carbon Monoxide (CO)	4	~~1,125~~ 1,443	~~1,121~~ 1,439	b	N/A	N/A
Reactive Organic Gases (ROG)	6	~~165~~ 153	~~159~~ 147	150	N/A	N/A
Nitrogen Oxides (NOx)	3	~~137~~ 129	~~134~~ 126	150	N/A	N/A
Sulfur Oxides (SOx)	0	13	13	150	N/A	N/A
Particulate (PM-10)[c]	70	181	111	N/A	32	82

a Derived from emissions estimates contained in Tables 9 and 10.
b Because carbon monoxide emissions from the project would be primarily emitted from indirect sources (*i.e.*, motor vehicles), the significance of carbon monoxide impacts is evaluated by dispersion modeling rather than by using the 550 pounds per day emissions threshold.
c MBUAPCD criterion for PM-10 is based on direct (on-site) emissions only.

N/A = Not Applicable

SOURCE: Environmental Science Associates, 1998.

Mitigation Measures

4.5.2a: <u>None required. However, the following measures are recommended to minimize the long-term increase in criteria air pollutant emissions from the project.</u> The project sponsor ~~shall~~ <u>could</u> ensure that all homes designed to accommodate wood burning include EPA-certified wood stoves and/or fireplace inserts.

EPA-certified stoves have been shown to have 70 to 90 percent less emissions than conventional stoves. Use of EPA-certified equipment would reduce annual average residential wood-burning emissions of PM-10 from 30 pounds per day to 6 pounds per day, and would also reduce emissions of reactive organic gases.

4.5.2b: The following additional measures are identified to reduce the emissions associated with home energy use.~~, since the vehicle trip reduction plan would not be expected to reduce the net increase in project-related HC emissions to less than 150 pounds per day, the MBUAPCD significance criterion.~~

- The sponsor ~~shall~~ <u>could</u> provide an information package on solar space heating, hot water systems, and pool heating to prospective home owners.
- The sponsor ~~shall~~ <u>could</u> require that home builders install low-NO_X space heaters and water heaters, which would reduce NO_X emissions from that source by 25 to 60 percent. (Along with ROG, NO_X is an ozone precursor.)
- The sponsor ~~shall~~ <u>could</u> require that home designs exploit solar energy to the extent feasible, including solar panels and passive solar features.
- The sponsor ~~shall~~ <u>could</u> require home builders to provide exterior electrical outlets to enable residents to use electrical garden equipment (lawnmowers, etc.) instead of gasoline-powered equipment, potentially reducing emissions from such equipment.
- The sponsor ~~shall~~ <u>could</u> require home builders, to the extent feasible, to install the most energy-efficient appliances available on the market.

Implementation of the above mitigation measures would be expected to reduce emissions of criteria air pollutants due to project operation and, in particular, would be expected to achieve a reduction in emissions of reactive organic gases of at least 5 pounds per day. ~~This would result in net project emissions of reactive organic gases that would not exceed the MBUAPCD threshold of 150 pounds per day. As noted in the above analysis, the calculations have been completed assuming the project is completed by 2005. Because emission factors used in the calculations anticipate continued decrease in emissions from automobiles, the same calculations performed for the year 2007 would show enough of a decrease in emissions, compared to those in 2005, to avoid any exceedance of the MBUAPCD thresholds. In view of the above,~~ <u>With or without the above mitigation measures,</u> project emissions of criteria air pollutants would be less than significant. ~~with mitigation.~~

Impact 4.5.3: Project-related traffic would raise ambient carbon monoxide concentrations along access roadways and intersections. This would be a less-than-significant impact.

Carbon monoxide concentrations were modeled for evening peak-hour traffic conditions for the three intersections most affected by project traffic using CALINE4. The results of the modeling effort are shown in Table 12. As shown in the table, carbon monoxide concentrations would not violate the air quality standards under any of the analyzed scenarios. Carbon monoxide emission rates are projected to decrease into the future due to cleaner burning fuels and improved combustion technologies. Since the project would not cause any carbon monoxide standard violations, project-generated traffic would not have a significant effect on ambient carbon monoxide concentrations. Cumulative effects on local carbon monoxide concentrations would also be less-than-significant.

TABLE 12: PROJECTED CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS

		Concentrations (ppm)[a,b]		
Intersection	Averaging Time (hr)	Existing 1997	Existing + Project 2005	Cumulative 2005
E. Laurel Dr./Sanborn St.	1	13.5	8.7	9.6
	8	8.4	5.2	5.8
E. Alisal St./John St./Williams Rd.	1	11.8	8.2	9.2
	8	7.2	4.8	5.5
Sanborn St./E. Market St.	1	14.5	9.6	10.7
	8	**9.1**	5.8	6.6

a Projected using CALINE4 dispersion model, worst-case meteorological assumptions, and evening peak-hour traffic estimates. Receptors were placed at a distance of 50 feet from the center of the intersection. Composite emissions factors from MBUAPCD's *CEQA Air Quality Guidelines* were used for this analysis. CALINE4 printouts showing input and results are provided in Appendix C.

b One-hour average concentrations include a background concentration of 4.4 ppm in 1997 and 3.9 ppm in 2005. Eight-hour average concentrations are assumed to be 70 percent of the local contribution to the one hour concentrations, plus a background concentration of 2.0 ppm in 1997 and 1.8 ppm in 2005.

Note: The state one-hour carbon monoxide standard is 20 ppm and the federal standard is 35 ppm. The state and federal eight-hour carbon monoxide standards are 9.0 ppm. **Bold-face** values indicate violation of standard.

SOURCE: Environmental Science Associates, 1998.

Mitigation Measure 4.5.3: None required.

Impact 4.5.4: The project, along with regional growth and development, would have a cumulative air quality impact. This would be a less-than-significant impact.

The project would incrementally add to regional emissions of ozone precursors (ROG and NO_X), along with such emissions resulting from regional growth and development. AMBAG has determined that the project is consistent with the regional AQMP (Papadakis, 1998).[1] Therefore, the project would not be considered to have a significant cumulative effect on regional air quality.

Mitigation Measure 4.5.4: No mitigation is required.

REFERENCES - Air Quality

Brennan, Janet, Senior Planner, Monterey Bay Unified Air Pollution Control District, telephone conversation, July 23, 1997.

California Air Resources Board, *Emissions Inventory 1993*, June 1995a.

California Air Resources Board, *URBEMIS Computer Program, Version 5.0, User Guide*, July 1995b.

California Air Resources Board, *Emission Inventory Procedural Manual, Volume III: Methods for Assessing Area Source Emissions*, September 1995c.

California Air Resources Board, *Proposed Amendments to the Area Designations for State Ambient Air Quality Standards*, November 1996.

City of Salinas, *Salinas General Plan Master Environmental Assessment*, November 1988.

Monterey Bay Unified Air Pollution Control District, *CEQA Air Quality Guidelines*, October 1995.

Papadakis, Nicolas, Executive Director, Association of Monterey Bay Area Governments, letter February 26, 1998.

U.S. Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors*, AP-42, 1995.

[1] The consistency finding was based on a previously proposed, larger project, and would remain applicable to the project analyzed herein. A copy of the letter containing AMBAG's consistency determination is included in Appendix C.

4.6 SOILS CONTAMINATION

SETTING

Definitions

A substance may be considered hazardous due to a number of criteria, including toxicity, ignitability, corrosivity, or reactivity. A hazardous material is defined as "a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed" (Title 22, California Code of Regulations, Section 66084).

Once a hazardous material is ready for discard, it becomes a hazardous waste. A "hazardous waste", for the purpose of this report, is any hazardous material that is abandoned, discarded, or (planned to be) recycled (California Health and Safety Code, Section 25124). In addition, hazardous wastes may occasionally be generated by actions that change the composition of previously non-hazardous materials. The same criteria that render a material hazardous make a waste hazardous: toxicity, ignitability, corrosivity, or reactivity.

Toxic, ignitable, corrosive and reactive materials are all subsets of hazardous materials and wastes. For example, if a material is toxic, it is hazardous, but not all hazardous materials are toxic. Specific tests for toxicity, ignitability, corrosivity and reactivity are set forth in Title 22, California Code of Regulations, Sections 66693 - 66708. Each type of hazardous material is defined below.

Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation or other adverse health effects if human exposure exceeds certain levels (the level depends on the substance involved). Carcinogens (substances known to cause cancer) are a class of toxic substances. Examples of toxic substances include benzene, which is a component of gasoline and a suspected carcinogen, and methylene chloride, a paint stripper.

Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane and natural gas are examples of ignitable substances.

Corrosive materials can cause severe burns or damage materials; these include strong acids and bases, such as lye or sulfuric (battery) acid.

Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metal (which react violently with water), and cyanides (which react with acids to produce toxic hydrogen cyanide) are examples of reactive materials.

Contamination and contaminants are not necessarily hazardous materials or waste. Soil or water is considered to be contaminated if it contains elevated (above background) levels of a chemical substance, and if the resulting soil or water has the potential to cause human health effects or adversely affect the natural environment.

Even if soil or groundwater at a contaminated site does not have the characteristics of a hazardous material, remediation (clean-up) of the site may be required by the regulatory agencies. Several regulatory agencies usually become involved in overseeing site remediation activities. Clean-up requirements are determined on a case-by-case basis.

Government Regulations

The use of hazardous materials is subject to numerous laws and regulations at all levels of government. Appendix D provides a brief overview of these laws and regulations.

Hazardous Materials Use at and Near the Project Site

The project site is the location of the Sconberg Ranch, which is and has been used for agricultural land uses. Because of the agricultural uses on the site, the potential exists for surface soils to be contaminated from pesticide application. Consequently, a soil survey was performed in April of 1997 to characterize the degree and extent of potential pesticide contamination on the project site (Lee & Pierce, 1997). Ten soil samples were collected from row ends identified in a review of historic aerial photographs of the project site. All ten samples were tested for the presence of pesticides in a California certified laboratory using EPA method 8080. All laboratory results indicated that detected residual pesticide contamination is below state hazardous waste thresholds. In addition, the ten samples were composited into two samples for

analysis of metals content. With consideration given to dilution processes required to composite the samples, detected metals concentrations were also below state hazardous waste thresholds.

The State of California Cortese hazardous waste and substance sites list was also consulted for contamination sites in the project area as required by CEQA. No hazardous waste sites or hazardous substances are identified on the project site.

IMPACTS & MITIGATION MEASURES

Significance Criteria

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, and agency and professional standards, a project would be considered to pose a significant impact if it would:

- pose public health and safety hazards through release of emissions or risk of upset;
- result in unsafe conditions for employees or surrounding neighborhoods;
- not comply with all applicable laws regarding the handling of hazardous materials; or
- involve the use, production, or disposal of materials in a manner that poses a hazard to people, or to animal or plant populations in the area affected.

As discussed above, there is no indication that the soils proposed to be disturbed for project development are contaminated with hazardous materials or wastes. There is no foreseeable risk to people, or to animal or plant populations, on the project site or in the vicinity. Consequently, this impact is considered to be less than significant.

REFERENCES - Soils Contamination

California Code of Regulations, Title 22, Division 4.5 "Environmental Health Standards for the Management of Hazardous Wastes," Chapter 11, Article 3 (Characteristics of Hazardous Waste), Sections 66261.20-24.

Lee & Pierce Inc., *Residual Pesticide and Metals Investigations for Sconberg Ranch, Salinas, California*, April 9, 1997.

4.7 NOISE

SETTING

Introduction to Noise Principles and Descriptors

Environmental noise is usually measured in A-weighted decibels (dBA).[1] Environmental noise typically fluctuates over time, and different types of noise descriptors are used to account for this variability. Typical noise descriptors include the energy-equivalent noise level (L_{eq}), the day-night average noise level (L_{dn}), and the Community Noise Equivalent Level (CNEL).[2] The L_{dn} and CNEL are commonly used in establishing noise exposure guidelines for specific land uses. By virtue of the logarithmic nature of the decibel, a doubling of a noise source (e.g., 400 auto passby events compared to 200 auto passby events in an hour) results in an increase of three dBA. In general, an increase of two to three dBA is regarded as the threshold of "noticeable" change in a noise environment while an increase of ten dBA is perceived as a doubling of loudness.

The noise level experienced at a receptor depends on the type of noise source, the distance between the source and the receptor, presence or absence of noise barriers and other shielding features, and the amount of noise attenuation (lessening) provided by the intervening terrain. For line sources, such as vehicular traffic, noise decreases by approximately 3.0 to 4.5 dBA for every doubling of the distance from the source. For point or stationary noise sources, such as fans or generator, a noise reduction of 6.0 to 7.5 dBA is experienced for each doubling of the distance from the source.

Regulatory Setting

Noise is regulated in the City of Salinas through implementation of policies contained in the Noise Element of the *General Plan* (Noise Element) and through enforcement of City

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1 A decibel (dB) is a logarithmic unit of sound energy intensity. Sound waves exert a sound pressure (commonly called "sound level"), measured in decibels. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response of the typical human ear at commonly-encountered noise levels. The highest dBA recorded in a given period of time is known as the maximum noise level (L_{max}). All of the noise levels reported herein are "A-weighted" unless stated otherwise.

2 L_{eq}, the energy equivalent noise level (or "average" noise level), is the equivalent steady-state continuous noise level which, in a stated period of time, contains the same acoustic energy as the time-varying sound level actually measured during the same period. L_{dn}, the day-night average noise level, is a weighted 24-hour average noise level. With the L_{dn} descriptor, noise levels between 10:00 p.m. and 7:00 a.m. are adjusted upward by ten dBA to take into account the greater annoyance of nighttime noise as compared to daytime noise. The Community Noise Equivalent Level (CNEL) is similar to the L_{dn}, except that it includes an approximate five-dBA adjustment to evening noise (7:00 p.m. to 10:00 p.m.) in addition to the ten-dBA adjustment for nighttime noise.

ordinances. The Noise Element identifies compatible noise environments for different types of land uses in the City (City of Salinas, 1988). Table 13 contains the noise/land use compatibility guidelines for the types of uses found in the project vicinity. For residential and school land uses, the City strives to achieve an exterior noise level of 60 L_{dn}. Guiding policies of the Noise Element include the following:

- Minimize vehicular and stationary noise sources, and noise emanating from temporary activities;
- Ensure that new development can be made compatible with the noise environment;
- Through design review, require features to reduce the impact of noise on inhabitants of residential development; and
- Locate urban development within the Salinas Municipal Airport "area of influence" to be compatible with the Airport noise environment.

Implementing policies of the Noise Element include the following:

- Require noise-attenuation measures including measures to shield sensitive uses from noise sources for new developments exposed to noise levels above "normally acceptable" levels.
- Mitigate interior noise to 45 L_{dn} in habitable rooms in new residential projects.
- Ensure that new development or changes in use mitigate noise to acceptable levels at the property line.
- Minimize residential population increases within the 55 CNEL contour related to the Salinas Municipal Airport as projected to the year 2000 (Section 37-154(a) and Chapter 21A of the Salinas Municipal Code).

In addition to Noise Element policies, the City also has two Noise Ordinances, Chapter 21A and Chapter 37 of the Salinas Municipal Code. Chapter 21A limits construction noise to the hours of 7:00 a.m. to 9:00 p.m. Chapter 37, the Zoning Code, contains additional noise regulations.

Existing Noise Sources and Levels

Existing noise sources in the project area include vehicular traffic along Williams and Alisal Roads, and aircraft overflights associated with Salinas Municipal Airport (Airport), located approximately one-half mile southwest of the project site. The eastern portion of the project site lies beneath a flight track for incoming aircraft (City of Salinas, 1993). In general, aircraft overflights are characterized by brief intermittent noise events that intrude over background noise levels generated by such sources as traffic and wind.

ordinances. The Noise Element identifies compatible noise environments for different types of land uses in the City (City of Salinas, 1988). Table 13 contains the noise/land use compatibility guidelines for the types of uses found in the project vicinity. For residential and school land uses, the City strives to achieve an exterior noise level of 60 L_{dn}. Guiding policies of the Noise Element include the following:

- Minimize vehicular and stationary noise sources, and noise emanating from temporary activities;
- Ensure that new development can be made compatible with the noise environment;
- Through design review, require features to reduce the impact of noise on inhabitants of residential development; and
- Locate urban development within the Salinas Municipal Airport "area of influence" to be compatible with the Airport noise environment.

Implementing policies of the Noise Element include the following:

- Require noise-attenuation measures including measures to shield sensitive uses from noise sources for new developments exposed to noise levels above "normally acceptable" levels.
- Mitigate interior noise to 45 L_{dn} in habitable rooms in new residential projects.
- Ensure that new development or changes in use mitigate noise to acceptable levels at the property line.
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TABLE 13: LAND USE COMPATIBILITY STANDARDS FOR COMMUNITY EXTERIOR NOISE ENVIRONMENTS

	Community Noise Exposure, L_{dn}			
Land Use Category	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Residential	up to 60	60 to 70	70 to 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	up to 60	60 to 70	70 to 80	above 80
Playgrounds, Neighborhood Parks	up to 70	N/A	70 to 72	above 72

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise requirements.

[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

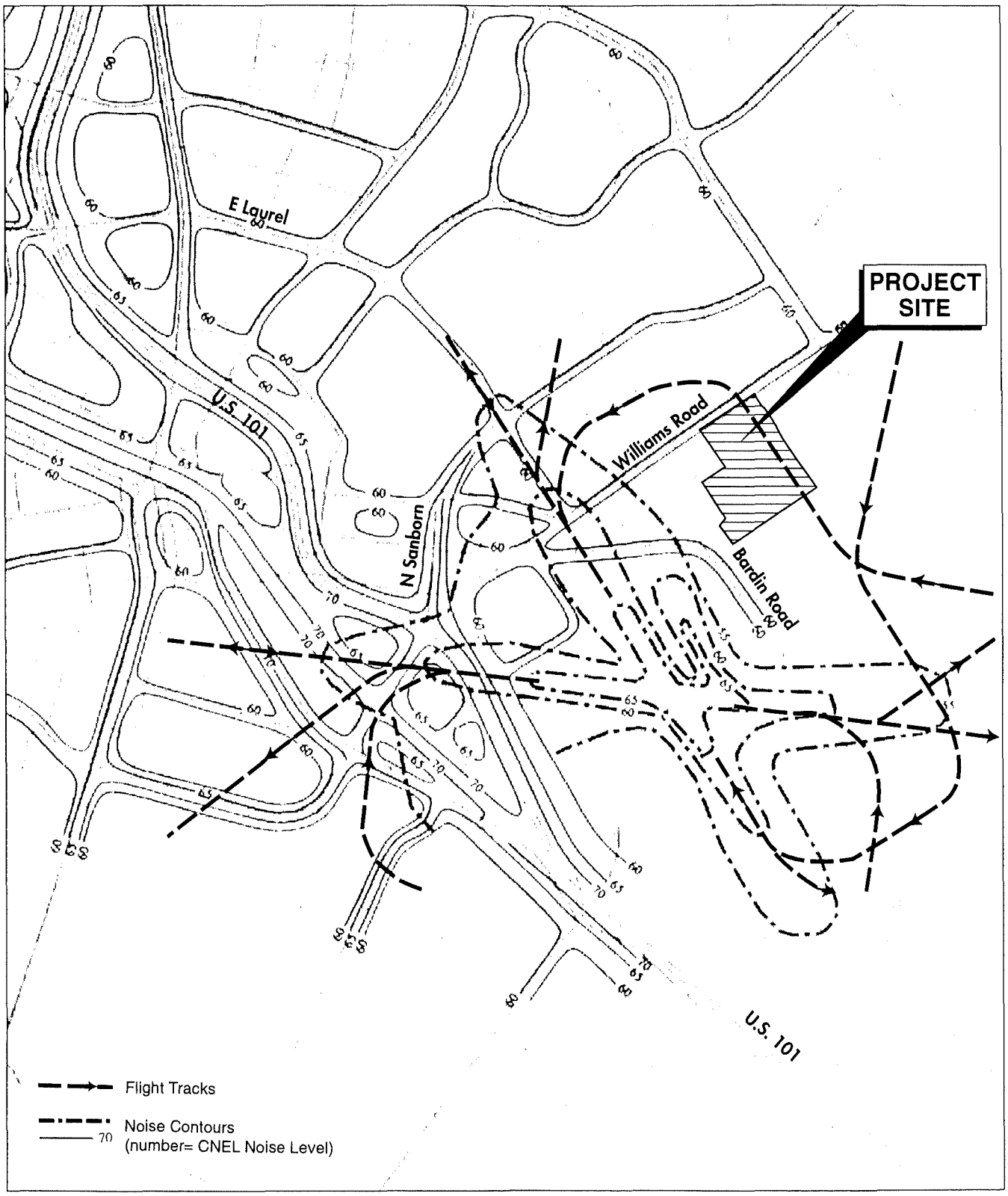
[c] Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

SOURCE: City of Salinas, Noise Element of the *General Plan*, 1988.

Approximately 90 percent of all aircraft operations at the Airport are performed by piston-powered aircraft, and among these operations, touch-and-go (training) operations represent a sizable portion (approximately 36 percent). Jet aircraft comprise approximately 1 percent of total annual aircraft operations at the Airport.

The Noise Element includes noise contours from vehicular traffic along major roadways in Salinas, and based on those contours, the project site experiences traffic noise levels that are less than 60 L_{dn} except for the strip of land immediately adjacent to Williams Road which experiences approximately 60 L_{dn} (see Figure 16). Existing aircraft noise at the project site is 55 L_{dn} based on noise contours developed for the Airport, as shown on Figure 16 (City of Salinas, 1993).



SOURCE: Salinas General Plan

Mountain Valley / 960352 ■

Figure 16
Projected Community Noise Equivalent Level (CNEL)

Airport Land Use Planning Handbook

Pursuant to CEQA Section 21096, the project site is within an area that warrants analysis under the Airport Land Use Handbook (hereafter referred to as "Handbook") published by Caltrans (Caltrans, 1993). The CEQA section states that the Handbook "shall be utilized as a technical resource to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems." The Handbook includes noise-related recommendations that suggest the airport's 55 CNEL noise generation level is well below the 60 CNEL criteria, which is considered suitable for airports in suburban settings. Therefore, the proposed project would be consistent with the noise-related guidelines included within the Handbook. (See Section 4.1, Land Use, for a discussion of safety-related issues.)

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial and industrial land uses.

Noise-sensitive land uses in the project area include an existing single-family residential neighborhood and an existing multi-family affordable housing development to the west and the Bardin Elementary School located at the southwest corner of the project site on Alisal Road. Alisal High School and Community School and a single family residential neighborhood are to the northwest and north of the project site, respectively, across Williams Road. Agricultural land uses are predominant to the south and east of the project site, and are not considered noise-sensitive. The project itself includes residential and school land uses, both of which are considered noise-sensitive.

IMPACTS AND MITIGATION MEASURES

Future noise sources associated with the proposed project would include noise from construction activities and operational noise from intensified land use on the project site. Construction noise would have a short-term effect, while operational noise, primarily from vehicle traffic, would continue throughout the lifetime of the project.

Approach to Analysis

Temporary, construction-related noise impacts are based on estimates of typical noise levels generated during different phases of construction. The impact of construction noise is determined by comparing construction noise to existing ambient levels at noise-sensitive uses taking into account the distance between construction activities and the duration of the construction period.

Long-term noise impacts associated with increased vehicular traffic are assessed by using the Federal Highway Administration's (FHWA) traffic noise prediction model (U.S. Department of Transportation, 1978). The model uses roadway traffic volumes, projected in the traffic analysis, to predict resultant noise levels with and without the project. Road segments where existing traffic volumes would increase by 10 percent or more as a result of the project were modeled. Roadway segments not adjacent to noise-sensitive land uses were eliminated from this analysis.

Significance Criteria

CEQA Guidelines Appendix G states that a project would normally have a significant adverse impact on the environment if it would increase substantially the ambient noise levels of adjoining areas.

Temporary impacts during construction are considered significant if they would be substantially greater than existing ambient noise levels, would substantially interfere with affected land uses, would continue for a substantial period, or would affect noise-sensitive uses during the nighttime. For assessment of temporary construction noise impacts, "substantially greater" means more than five dBA (hourly L_{eq} or L_{dn}).

To assess long-term changes in the ambient noise environment, the following significance criteria take into account both the absolute change in noise levels due to a project and the relationship between the resultant noise level and the City's noise/land use compatibility standards (see Table 13). Where the resultant noise level would remain "normally acceptable" for the affected land use, a change of five L_{dn} or more is significant. Where the resultant noise level would be in range described as "conditionally acceptable," a change of three L_{dn} or more is significant, and where the resultant noise level would be "unacceptable," a change of 1.5 L_{dn} or more is significant. It should be noted that the noise standards in Table 13 apply to new construction, and do not specifically apply to existing uses. However, for purposes of a

conservative analysis, these standards are generally relied upon to assist in determining the significance of noise impacts.

Impact 4.7.1: Grading and construction activities in the project area would intermittently and temporarily generate noise levels above ambient background levels. This would be a significant impact.

Noise from construction activity would fluctuate depending on the particular type, number, and usage rates of various pieces of construction equipment. Table 14 shows typical construction noise levels generated during various phases of construction. While the project is expected to be under construction for six years, the impact of construction at any one location would be of considerably less duration as residences would be completed in a given area and construction would proceed to the next phase and location.

TABLE 14: TYPICAL RESIDENTIAL CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (L_{eq})[a]
Ground Clearing	83
Excavation	88
Foundations	81
Erection	81
Finishing	88

[a] Noise levels corresponds to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 1971.

Based on the estimates shown in Table 14, excavation (grading) and finishing activities would be the noisiest phases of construction during which noise levels would reach approximately 88 L_{eq} at a distance of 50 feet from the noisiest piece of equipment associated with a particular phase of construction and a distance of 200 feet from the rest of the equipment associated with that phase (U.S. Environmental Protection Agency, 1971).

Hours of construction would be limited to between 7:00 a.m. and 9:00 p.m., as required by the City of Salinas' Noise Ordinance.

Noise from construction activities generally attenuates at 6 to 7.5 dBA per doubling of distance. Assuming an attenuation rate of 6 dBA per doubling of distance, construction noise of 88 L_{eq} at 50 feet would attenuate to a level of 82 dBA at 100 feet, and 76 dBA at 200 feet. Depending upon the phase and location of construction on any given working day, nearby residences and schools would experience noise levels that would be substantially higher than existing background levels, which are relatively low. Since construction activities would substantially increase ambient noise levels at noise-sensitive locations, albeit temporarily, construction noise would be a significant effect of the project.

Mitigation Measures

4.7.1a Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturers' specifications) and by shrouding or shielding impact tools.

To minimize noise generated during project construction, the construction contractor shall be required to muffle and shield intakes and exhaust on construction equipment per the manufacturers' specifications and shroud or shield impact tools.

4.7.1b The project sponsor shall coordinate with administrators of the three nearby schools to develop a construction schedule that would minimize the potential for interference with school functions and activities.

In addition to the coordination requirement, the project sponsor shall provide school administrators with a phone number to call and report noise problems that arise over the course of project construction.

Implementation of the above mitigation measures would reduce the impact of construction noise to a less-than-significant level.

Impact 4.7.2: Project-generated vehicular traffic would result in an increase in ambient noise levels on nearby roadways used to access the site. This would be a significant impact.

Based on the traffic analysis prepared for this report, the proposed project would be expected to generate approximately 9,495 additional daily vehicle trips. These trips would be distributed over the local street network and would affect roadside noise levels.

To assess the impact of project traffic on roadside noise levels, noise level projections were made using the FHWA noise prediction model (U.S. Department of Transportation, 1978) for those road segments that would experience an increase in traffic volume of greater than 10 percent and that would pass through areas where residential uses are located. The results of the modeling effort are shown in Table 15. For the modeling effort, p.m. peak-hour traffic volumes during weekdays were used. Estimated noise levels shown in Table 15 correspond to a distance of approximately 50 feet from the centerline of the applicable road segment.

In areas where noise is dominated by traffic, the p.m. peak-hour L_{eq} is generally equivalent to the L_{dn} or CNEL at that location. Thus, the noise level estimates shown in Table 15 can be used to evaluate the 24-hour noise environment in terms of L_{dn}, the descriptor used to determine noise / land use compatibility.

Project-generated traffic would not significantly increase traffic noise levels. The increase along both segments of Williams Road, an area in which the resultant noise level would be "conditionally acceptable" for residential land use, would be less than 3 L_{dn} based on the peak-hour traffic noise estimates. However, the cumulative impact, which is shown through a comparison of "existing" noise levels with those under "existing plus project plus cumulative," would be significant since the cumulative change would be greater than 3 L_{dn} east of Del Monte Avenue.

This impact could be reduced through construction of sound walls along Williams Road. However, this approach is probably not feasible, given that existing homes along Williams Road are oriented to the street, with front yards along Williams Road. Cumulative development, including the project, would increase noise levels in the area to a level comparable to those in a moderately dense urban environment. As shown in Table 15, the project would make an incremental contribution to this impact.

The increase due to project traffic along Bardin Road and Argentine Drive would be 3 L_{dn} or less based on the peak-hour noise level estimates shown in Table 15. The resulting traffic noise levels along Bardin Road and Argentine Road would be "normally acceptable" for residential uses. Because the addition of project-related traffic would not substantially increase the noise environment for residents on modeled roadway segments, this impact would be less than significant. The cumulative impact along these roads would be minimal, and would be less than significant.

TABLE 15: EXISTING AND PROJECTED PEAK-HOUR TRAFFIC-NOISE LEVELS

Roadway Segment	Peak Hour Noise Level (Leq)[a]		
	Existing (1997)	Existing + Project	Existing + Project + Cumulative
Williams Road - west of Del Monte Avenue[b]	66	67	69
Williams Road - east of Del Monte Avenue[c]	63	64	68
Bardin Road - north of Countryside Drive[d]	58	60	60
Bardin Road - south of Countryside Drive[e]	58	59	59
Argentine Drive - east of Bardin Road[f]	51	54	54

a Noise levels were calculated using the FHWA traffic noise prediction model for p.m. peak-hour conditions and the results of the traffic analysis conducted for this report. Noise levels were calculated at 50 feet from the centerline of the roadway. A vehicle mix of 98 percent autos (two-axle, four wheel vehicles up to 9,900 pounds) and 2 percent medium trucks (two-axle, six wheel vehicles up to 26,000 pounds) was used for Williams Road. A vehicle mix of 99 percent autos and 1 percent medium trucks was used for all other road segments.
b Williams Road between Bardin Road and Del Monte Avenue. The average vehicle speed was assumed to be 35 mph.
c Williams Road between Del Monte Avenue and proposed Freedom Parkway. The average vehicle speed was assumed to be 35 mph.
d Bardin Road between Williams Road and Countryside Drive. The average vehicle speed was assumed to be 25 mph.
e Bardin Road between Countryside Drive and Argentine Drive. The average vehicle speed was assumed to be 25 mph.
f Argentine Drive east of Bardin Drive. The average vehicle speed was assumed to be 25 mph.

SOURCE: Environmental Science Associates, 1997.

Mitigation Measure

4.7.2 No mitigation is available for increased traffic noise levels along already developed portions of Williams Road.

This would be a significant, unavoidable cumulative effect; however, the project's contribution to this effect would be incremental (one decibel on Williams east and west of Del Monte), and would not likely be noticeable where the resulting noise level would be greatest (Williams west of Del Monte, where the total increase, including noise from cumulative traffic, would be three decibels, and Williams east of Del Monte, where the cumulative increase would be five decibels).

Impact 4.7.3: The project would introduce a noise-sensitive use to an area that would experience substantial traffic noise and that lies within the vicinity of an Airport. This would be a less-than-significant impact.

Based on the traffic noise estimates described under Impact 4.7.2, future traffic noise along Williams Road (east of Del Monte Avenue) would exceed 60 L_{dn} within approximately 150 feet of the centerline of that road. Depending upon how close residential parcels would be located to Williams Road, the project may be introducing noise-sensitive uses to noise levels in excess of those considered "normally acceptable." However, the project sponsor has anticipated this impact and proposes sound walls along arterial routes surrounding the site's boundary, including Williams Road. The noise analysis concludes that such a wall would be required along Williams Road assuming that provision of a buffer alone (150 feet from the centerline) would not be possible on the Williams Road frontage. To be effective, sound walls must be solid, continuous, flush to the ground, and must break the line-of-site between receptors and the noise source. In this instance, the proposed 8-foot sound wall would be sufficient to reduce future traffic noise to 60 L_{dn} for ground-level receptors at the project site along Williams Road. A sound wall, along with double-paned windows, would also ensure that interior noise levels meet the *General Plan* interior noise standard of 45 dBA, Ldn.

Future residents of the project site would also experience intermittent aircraft noise since they would be located beneath an arrival flight track for Salinas Municipal Airport. Figure 16 shows the flight tracks and future (Year 2010) noise contours from aircraft operations associated with Salinas Municipal Airport. As shown in Figure 16, the project site would continue to lie outside of the 55 CNEL contour of the Airport for the foreseeable future, and as such, would not be significantly affected by aircraft noise.

Implementation of the above measure would reduce the impact to a less-than-significant level.

Mitigation Measure

4.7.3 None required (mitigation proposed as part of project, as described above).

REFERENCES - Noise

Caltrans, California Department of Transportation, Division of Aeronautics; *Airport Land Use Planning Handbook*, December 1993, Table 7B, p. 7-15.

City of Salinas, *Draft Environmental Assessment/Environmental Impact Report for Salinas Municipal Airport Master Plan and First Stage Development*, May 1993.

City of Salinas, *General Plan, Noise Element*, 1988.

U.S. Department of Transportation, *FHWA Traffic Noise Prediction Model*, 1978.

U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, December 31, 1971, pp. 20, 56-61.

4.8 FLORA AND FAUNA

SETTING

Flora

Agriculture has been practiced for so long and so extensively on the project site and surrounding area that no known native plant communities remain.

Three major communities of native flora have been identified in the greater Salinas Area: riparian woodland, grassland, and broadleaf evergreen. Wetlands occur to the west and south of the City along the Salinas River and chaparral occurs both above the river and in the hills to the east of the City.

Riparian woodland communities are found along permanently and seasonally flowing freshwater streams, creeks, and rivers. Flora in riparian woodland often includes such trees as black cottonwood, white alder, box elder, California bay laurel, and willows. Shrubs commonly found along the banks include wild rose, wild blackberry, and mugwort.

The largest and most representative communities of riparian woodland are found along the Salinas River, but some also exist along Natividad and Gabilan Creeks, about one and two miles, respectively, northwest of the project site. These two creeks and the associated habitat are the major environmentally sensitive areas in Salinas.

Grassland usually occurs in hills having too little moisture to support larger types of vegetation. It occurs on marine terraces, ridge tops and in dry, hot valleys. Grassland species may also appear intermittently in closed-cone pine and cypress forest and in foothill woodland. The grassland community -- which itself was created, for the most part, by burning practices of the early American Indians, and agricultural practices of farmers -- has in turn been declining in the face of more intensive agricultural and urban development. Many of today's annual grasses, such as rye, wild oats, bromegrass, meadow fescue, needle grass, bluegrass, and blue bunch grass were introduced by settlers. Native grasses include lupine, clarkia, clover, storksbill, bird's foot trefoil, and owl's clover. Extensive grassland is located to the north and east of the project site, east of Old Stage Road, about two miles away.

Broadleaf evergreen communities are characterized by madrone, tan oak, coast live oak, interior live oak, valley oak, and blue oak. Depending on local conditions, other trees may associate with the dominate oak species. Common underbrush includes poison oak, miner's lettuce, toyon, California buckeye, oak mistletoe, climbing bedstraw, mule ears, and fiesta flowers.

While broadleaf evergreen vegetation is found mainly in the Gabilan Mountains east of the project site, a fine stand of oak remains virtually unchanged from before the coming of the Spanish on the west corner of Williams Road and Old Stage Road about 1.5 miles east of the project site.

No riparian woodland, grassland, broadleaf evergreen, chaparral or wetlands have been identified in the project vicinity (City of Salinas, 1988).

Fauna

Agricultural lands generally do not provide the same habitat values for mammals, reptiles, and amphibians as they do for birds. The requirements of large herbivorous mammals for food and cover from predators and the elements in their territory, as well as those for suitable courting and pairing habitats are generally not met by agricultural uses. Agricultural fields, which generally consist of monocrops of a uniform height, do not provide the diversity of structural components needed for large herbivores. Food diversity is also not available for larger mammals, such as deer, which eat bark, and a variety of foliage, and berries. To obtain this habitat diversity, the mammals would have to travel farther in large agricultural areas, which would decrease their energy efficiency. Herbivores are likely to use agricultural fields along their travel corridors from one natural community to another, although supportive studies are lacking.

Because the natural communities in the Salinas Area are so limited in extent, little wildlife remains. What animal species still exist are mainly those associated with urban, and to some degree, riparian environments. Gabilan and Natividad Creeks and the ponds between them are the most likely areas for a significant wildlife presence. Birds and mammals observed or tracked in these areas include great blue herons, snowy egrets, white tailed kites, tree swallows, bushtits, titmice, and chickadees, and raccoon, skunk, black tailed deer, grey and red fox, coyote, and a large variety of rodents (City of Salinas, 1988). There is potential for sensitive species that have adapted to moderate human disturbance, such as burrowing owl, to occur in the area.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

CEQA *Guidelines* Section 15065(a) specifies that a lead agency shall find that a project may have a significant effect on the environment when the project has the potential to "substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number of a rare or endangered species." The *Guidelines* (Appendix G) provide examples of impacts that normally are considered significant, including those that would:

- substantially affect a rare or endangered species of animal or plant or the habitat of the species;
- interfere substantially with the movement of any resident or migratory fish or wildlife species; or
- substantially diminish habitat for fish, wildlife or plants.

Given these standards, a project would be considered to have a significant adverse impact on biological resources if it would result in substantial disruption to, or destruction of, any special status species, their habitat, or breeding grounds. Special status species include those plants and animals that are State and/or federally listed as endangered or threatened; Category 1 or 2 candidates for federal listing; and species of special concern as designated by the California Department of Fish and Game.

A project would also be considered to have a significant impact if it would result in a substantial loss of important plant or animal species; would cause a change in species composition, abundance or diversity beyond that of normal variability; or would indirectly result in the measurable degradation of sensitive habitats (e.g., wetlands, riparian corridors, vernal pools, oak woodlands) through, for example, the introduction of erosion or runoff materials.

Impacts are generally considered not significant if the habitats and species affected are common and widespread in the region and the State. Examples include areas supporting landscaping and cultivated crops. These areas can readily be enhanced or rehabilitated.

Flora

Impact: None.

Fauna

Impact 4.8.1: Development of the proposed project could result in potentially adverse impacts on nesting and foraging habitat of the burrowing owl and, potentially, individuals of this species. This would be a significant impact.

Potential nesting and foraging habitat exists for the burrowing owl (*Speotyto cunicularia*), a California species of concern, along the edges of the agricultural field that would be converted to residential use by the project. Individual owls could be affected directly by destruction of burrows.

Typically, the male burrowing owl builds a nest during late winter, prior to the mating season, which begins in February, and attracts a female burrowing owl to the nest. Pair bonding occurs in late February. Pair formation starts as early as December, but the California Department of Fish and Game (CDFG) considers February 1 as the cut-off date for relocation of one or more owls from a burrow location. In September the family and pairs break up.

Mitigation Measure

4.8.1 The project sponsor shall ensure that preconstruction surveys for burrowing owls are conducted by a qualified biologist in accordance with California Department of Fish and Game (CDFG) survey protocol 30 days prior to the start of each phase of project development. Survey results shall be submitted to the CDFG.

If no owls are present then no further mitigation is required. If owls are present, the CDFG should be notified. To mitigate the loss of foraging and burrow habitat on the project site, the project sponsor may be required to acquire, if necessary, and permanently protect appropriately located foraging habitat, consistent with CDFG guidelines. Monitoring of said habitat, with reporting to the CDFG, to determine the success of the mitigation, may also be required. In addition: ~~implement preventive measures in accordance with the proposed Burrowing Owl Survey Protocol Guidelines created by CDFG based on the work of the Burrowing Owl Consortium. These measures include:~~

a) If owls are found within the development area outside the nesting season, the project sponsor shall use passive relocation or other techniques in consultation with the CDFG to encourage the owls to relocate prior to excavation or other activities that could affect burrows. ~~The project sponsor shall ensure that either surveys are conducted to determine which identified ground squirrel burrows are being used by burrowing owls, or shall assume that all ground squirrel burrows are inhabited by burrowing owls and evict the owls with one-way trap doors prior to filling.~~

b) If owls are found within the development during the nesting season (February 1 through August 31), there shall be no disturbance within 75 meters (250 feet) of the nest burrow. Temporary fences shall be put in place to prevent accidental disturbance of the buffer area. After the young have fledged, the owls may be evicted and the burrow destroyed. ~~Surveys for burrowing owls shall be conducted by a qualified burrowing owl biologist during the winter and during the spring nesting season to determine active burrows and nest sites. If owls are found within the construction area after February 1 (during the nesting season) no owl eviction shall occur, and construction in the area shall either stop or continue only after the burrows are cordoned off with a buffer zone 50 feet in diameter.~~

~~c) If owls are found during the winter survey within the development area prior to February 1, the project sponsor shall implement an owl relocation plan prior to excavation or other activities that could affect burrows. The plan shall consist of set-aside land at a 1:1 ratio (land lost: land set aside) or at a ratio determined by CDFG and placement in all burrows of exclusion devices (with one-way trap doors, allowing exit from the burrow only) constructed by a qualified wildlife biologist to CDFG specifications.~~

~~d) To assure no new nesting areas are disturbed with construction, a survey shall be undertaken no more than 30 days prior to excavation or other activities that could affect burrows.~~

~~e) After the chicks have fledged, the owls may be evicted and the burrows filled in.~~

Implementation of the above mitigation measure would reduce potential impacts on burrowing owls to a less-than-significant level.

REFERENCE - Flora and Fauna

City of Salinas, 1988. *Salinas General Plan Master Environmental Assessment* (MEA), November 15.

4.9 HISTORIC AND ARCHAEOLOGICAL RESOURCES

SETTING

Human occupation of the Monterey Bay Area goes back at least 10,000 years. A distinct group of Indians, the Costanoans, is believed to have inhabited the entire northern range of Monterey County, including the Salinas Valley as far south as Soledad and east of the Gabilan Range.

Little of the area's prehistory is known because less than 5 percent of the county has been surveyed. Even so, nearly 1,100 archaeological sites have been discovered in the county in recent years. The mapping of these sites along with such topographic information as sources of water and shelter has allowed the County to delineate "archaeological sensitivity zones." Generally, a high-sensitivity zone contains a large number of recorded archaeological sites and one or more of the following topographic features: coastal bluffs, rivers, and streams; lakes, estuaries, or marshes; permanent springs; and rock shelters or exposed bedrock adjacent to oaks. A moderate-sensitivity zone has large areas with scattered finds and one or more of the following features: alluvial fans; low or broken slopes; ridgecrests; mountainous areas; sand dunes; and open meadows and mountain passes. Low-sensitivity zones possess few finds, if any, and the topography is dominated by marshes, floodplains, and unsheltered rocky areas.

An Archaeological Sensitivity Map for the Greater Salinas Planning Area identifies the Carr Lake/Natividad Creek corridor and the land northwest of the city on either side of Highway 101 as areas of high sensitivity (City of Salinas, 1988). Actual finds in the Salinas area consist of a burial mound at Espinosa Lake north of the city, a habitat at Old Chinatown, and a burial site northeast of Soto Square; none of these sites is in the vicinity of the project site. No other finds have been reported in the Salinas area.

The Mission era, the subsequent rancho period, and the growth of the city in the late 19th century have provided Salinas with many buildings and sites of historic interest. Three sites have been listed in either the National Register of Historic Places or the State Historic Landmark Register, none of which are located in or near the project site.

IMPACTS AND MITIGATION MEASURES

Impact 4.9.1: Construction of the project could disturb previously undiscovered subsurface prehistoric cultural resources. This would be a significant impact.

No sites containing subsurface cultural resources are recorded on or near the project site. Therefore, it is unlikely that impacts to cultural resources would occur as a result of project construction. However, the possibility exists of discovering unknown, unanticipated prehistoric cultural resources during construction. If found, buried archaeological sites can render important scientific information regarding prehistoric ways of life and address long-standing research considerations in prehistoric population antiquity, origins and migration, settlement patterns, religion, cultural exchange and trade, resource procurement strategies, technologies and social organization.

Mitigation Measure

4.9.1 The project sponsor shall ensure that in the event that unknown prehistoric cultural resources are discovered during subsurface construction, land alteration work in the general vicinity of the find is halted and a qualified archaeologist is consulted immediately.

Consultation with a qualified archaeologist would ensure that prompt evaluation could be made regarding the significance/importance of any cultural resources that may be found. The California Native American Heritage Commission in Sacramento and local Native American organizations shall be consulted and involved in making resource management decisions. All applicable federal and state legal requirements concerning the treatment of cultural materials and Native American burials shall be enforced.

In the event that significant/important cultural deposits are identified, a mitigation program consistent with *CEQA Guidelines* Appendix K requirements would be developed and implemented. Under the circumstances, mitigation options would probably be limited and scientific data retrieval through excavation would likely be the recommended course of action. The program would likely consist of delaying project excavation at the site location for a period of time necessary to retrieve a representative sample of that portion of the resource that would be damaged or destroyed. Once a sufficient volume of archaeological material were removed for laboratory analysis and interpretation, construction could likely proceed throughout the site. Any such archaeological work shall be conducted within the context of a relevant research design and prevailing professional standards; all archaeological activities shall result in detailed technical reports. All applicable federal, state and local environmental guidelines and legal requirements shall be adhered to.

Implementation of the above mitigation measure would reduce the impact on prehistoric cultural resources to a less-than-significant level.

REFERENCE - Historic and Archaeological Resources

City of Salinas, 1988. *Salinas General Plan Master Environmental Assessment* (MEA), November 15.

5.0 ALTERNATIVES TO THE PROPOSED PROJECT

5.1 NO PROJECT

The No Project Alternative would involve no change in land use on the site. Existing agricultural uses would remain, and no residential uses would be constructed. The project site would not be annexed to the City of Salinas, nor would any of the other governmental reorganization take place (see Chapter 3.0, Project Description, for a list of approvals required for the project). The site would remain as currently designated in both the *Greater Salinas Area Plan* (Monterey County) and the Salinas *General Plan*; Monterey County would retain jurisdiction over the site, and the County's F/40 and F/40-UR zoning would apply. This alternative would not rule out future development of the site (most likely as residential, given surrounding land uses).

Under this alternative, none of the project-generated impacts described in Chapter 4.0 would occur; cumulative effects related to other development in the project vicinity would occur as described in Chapter 4.0. Existing conditions on the site would remain much as described in the Setting portions of Chapter 4.0. Agricultural land would not be converted to urban use. Groundwater pumping and water consumption would remain as at present (that is, overdrafting would be greater than with the proposed project), subject to any future changes that may be required by the Monterey County Water Resources Agency. Because it would not remove agricultural land from production, would not generate increased traffic, would not result in construction-related particulate emissions or construction-related noise, and would not increase demand for services, particularly wastewater generation but also including increased school enrollment and increased demand for police and fire services, this alternative would be the environmentally superior alternative.

5.2 160-ACRE ALTERNATIVE

Under this alternative, only that portion of the site within the existing City of Salinas Sphere of Influence would be developed, limiting the size of the site to about 160 acres. The principal change in site configuration would be that the eastern project boundary would be moved westerly, compared to the project, to coincide with the Sphere of Influence boundary. The entire project would be located within the Sphere of Influence.

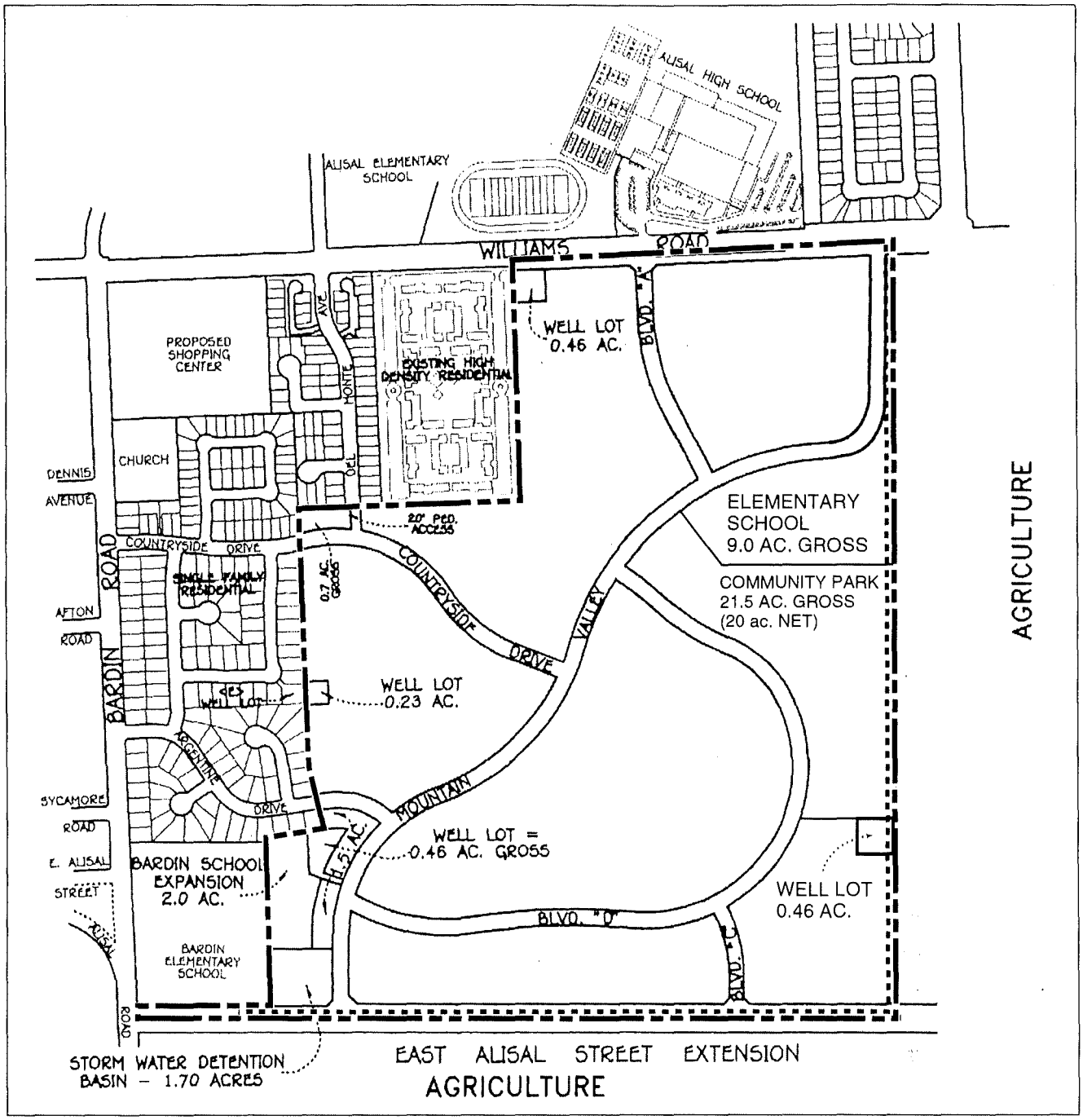
Freedom Parkway would not be built as an extension of the existing intersection of Williams Road and Freedom Parkway; rather, there would be two "T" intersections in close proximity instead of a single point with four-way traffic through-movement. The curvilinear Mountain Valley Parkway could carry traffic through the project site to indirectly and inefficiently connect Freedom Parkway with the East Alisal Street Extension (Figure 17). Alternatively, an "extension" of Freedom Parkway could be located along the 160-acre project's eastern boundary, but would still result in a sharp "jog" between the Freedom/Williams intersection and the easterly project intersection. In either case, a discontinuity in the circulation system would result. East Alisal Street would continue to be extended east of Bardin Road as far as the project's eastern boundary. The existing Sphere of Influence includes the proposed project's East Alisal Street public right-of-way (EMC, 1997). Other components, including the internal circulation network and infrastructure improvements, would be similar to those proposed under the project.

Public and semi-public land dedication would not change substantially under this alternative with the exception of an increase in the number of water wells. Four wells would be built to satisfy identified ALCO water service needs (one would be moved, compared to the location with the proposed project), each well would total 0.6 acres to accommodate any landscaping or other siting constraints (Fuog, 1997).[1] A breakdown of land uses for the 160-Acre alternative is shown in Table 16 below. This alternative would result in approximately 691 housing units, which reflects the proposed project's average number of housing units (5.6 units per gross acreage) multiplied by the gross area of residential development (123.4 acres). This alternative would result in development of about 19 percent fewer units (691 vs. 853) than proposed under the project. Based on 3.2 persons per unit, population would be about 2,210 (compared to about 2,730 with the project). As this alternative would have a population about 19 percent less than that of the project, the sponsor would fund, through a landscape maintenance district, annual maintenance of 6.6 acres of the community park, compared to 8.1 acres with the project.

This alternative would not require adjustment of the Salinas Sphere of Influence by the Monterey County Local Agency Formation Commission (LAFCO). It would require other governmental reorganization, including annexation to the City of Salinas and annexation to and detachment from the same service districts and public services as the proposed project (see Chapter 3.0, Project Description, for a list of approvals required for the project).

About 160 acres of agricultural land, mostly prime farmland, would be converted to urban use; this would be a significant, unavoidable effect (although lessened), as with the proposed project.

[1] According to Fuog Water Resources, Inc. (consultant to ALCO Water Services) each well site requires a total of 0.5 net acres, which excludes any landscaping or street right of way.



SOURCE: EMC Planning Group, H.D. Peters

Mountain Valley / 960352 ■

Figure 17
160-Acre Alternative

TABLE 16: 160-ACRE ALTERNATIVE PROJECT CHARACTERISTICS

Land Use	Gross Acreage	Number of Units
Single-Family Residential	123.4	691
Community Park Site	21.5	
New Elementary School	9.0	
Expansion of Bardin School	2.0	
Storm Water Detention Basin	1.7	
Well Lots (4 total)	2.4	
TOTAL	**160.0**	**691**

SOURCE: Environmental Science Associates, 1997.

Residential water consumption by residents and for on-site residential irrigation would be marginally less than with the proposed project, but within the 200-acre project site, overall water consumption would be incrementally greater than with the proposed project, since less agriculture would be removed from production.

The 160-Acre alternative would generate a total of about 7,885 daily trips, including about 793 weekday p.m. peak-hour trips (vs. about 9,495 daily trips and about 945 p.m. peak-hour trips with the project; see Table 17). Intersection levels of service resulting from traffic generated by this alternative would be the same as with the project (see Table 18), as would freeway levels of service (see Table 19). The intersection connecting Williams Road with Boulevard A would operate at LOS B with traffic from approved and reasonably foreseeable projects and this alternative, as with the project, with mitigation (also required with the project) in the form of signalization. Operational air quality effects due to this alternative would be less than significant without mitigation, ~~in contrast to those of~~ as with the project the project. Demand for public services would be comparable to that of the project. Due to fewer units, and subsequently fewer potential students, the effects on the school districts would be reduced as compared to the proposed project; however, the sponsor could seek to renegotiate the agreement with the Alisal Union Elementary School District and the Salinas Union High School District concerning donation of an elementary school site and payment of additional fees beyond the state's maximum fee. Cumulative traffic noise effects along Williams Road would be significant and unavoidable, as with the project.

TABLE 17: TRIP GENERATION - PROJECT ALTERNATIVES

Alternative	Land Use	Size Unit	Daily Trips[a] Rate	Daily Trips[a] Trips	PM Peak-Hour[b] Total	PM Peak-Hour[b] In	PM Peak-Hour[b] Out
160-Acre Alternative							
Neighborhoods	Residential - SFDU	691 du	10.00	6,910	705	455	250
Parks	Community	21.5 acre	3.00	75	79	28	51
Schools	Elementary	900 students	1.00	900	9	5	4
Totals		**691 du**		**7,885**	**793**	**488**	**305**

Alternative	Land Use	Size Unit	Daily Trips[a] Rate	Daily Trips[a] Trips	PM Peak-Hour[b] Total	PM Peak-Hour[b] In	PM Peak-Hour[b] Out
General Plan Alternative							
Neighborhoods	Residential - SFDU	545 du	10.00	5,450	556	359	197
Medium Density	Residential - MFDU	99 du	6.00	594	69	40	29
High Density A	Residential - MFDU	225 du	6.00	1,350	156	90	66
Affordable Housing	Residential - MFDU	118 du	6.00	708	81	47	34
Parks	Community	21.5 acre	3.00	75	79	28	51
School	Elementary	900 students	1.00	900	9	5	4
Totals		**987 du**		**9,077**	**950**	**569**	**381**

a ADT trip rates based on City of Salinas, Traffic Fee Ordinance, 1987.
b PM Peak Hour trip based on ITE, Trip Generation, 5th Edition, 1991.

du = Dwelling Unit (mf = multi-family; sf = single family)

SOURCE: DKS Associates

Although water consumption would be somewhat greater since less land would be removed from agriculture, because of the reduced development density, this alternative would be the environmentally superior alternative among the three alternatives that would involve project construction.

TABLE 18: INTERSECTION LEVEL OF SERVICE (LOS) ANALYSIS - PM PEAK HOUR

Study Intersections	Existing + Proposed Project		Existing + Proposed Project + Cumulative		Existing + 160-Acre Alternative		Existing + 160-Acre Alternative+ Cumulative		Existing + General Plan Alternative		Existing + General Plan Alternative+ Cumulative	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Signalized Intersections												
S. Sanborn Rd/US 101 SB Rmp[d]	15.8	C	21.5	C	15.7	C	21.1	C	15.7	C	21.5	C
No. Sanborn Rd / John Street	0.53	A	0.79	C	0.53	A	0.76	C	0.53	A	0.79	C
No. Sanborn Rd / E. Alisal Street	0.58	A	0.92	**E**	0.58	A	0.95	**E**	0.58	A	0.95	**E**
No. Sanborn Rd / E. Market St	0.65	B	0.85	D	0.64	B	0.87	D	0.65	B	0.86	D
No. Sanborn Rd / E. Laurel Dr	0.54	A	0.76	C	0.53	A	0.74	C	0.54	A	0.75	C
Williams Rd/E. Alisal St/John St	0.53	A	0.87	D	0.51	A	0.66	B	0.52	A	0.67	B
Williams Rd / E. Market Street	0.48	A	0.60	A	0.46	A	0.58	A	0.48	A	0.60	A
Williams Rd / Del Monte Ave	0.35	A	0.56	A	0.35	A	0.56	A	0.35	A	0.56	A
Williams Rd / Bardin Road	0.53	A	0.61	B	0.52	A	0.58	A	0.54	A	0.60	B
Williams Rd / Freedom Blvd	0.19	A	0.57	A	0.14	A	0.55	A	0.19	A	0.56	A
Unsignalized Intersections[c]												
S. Sanborn Rd/US 101 NB Rmp		**F**		**F**		**F**		**F**		**F**		**F**
Williams Rd / E. Laurel Drive		**F**		**F**		**F**		**F**		**F**		**F**
Williams Rd / Garner Avenue		**F**		**F**		**F**		**F**		**F**		**F**
Bardin Rd / Countryside Drive		C		C		C		C		C		C
Bardin Rd / Argentine Drive		B		B		C		C		B		C
Bardin Rd / E. Alisal Street		C		C		C		C		C		B
Airport Blvd / Terven Avenue	0.76	C	0.81	D	0.76	C	0.81	D	0.76	C	0.81	D
Williams Rd / Boulevard A		**F**		**F**		**F**		**F**		**F**		**F**

Bold-face text indicated unacceptable Level of Service.

a V/C = Volume-to-Capacity ratio (basis of LOS determination for signalized intersections), as measured by *Circular 212* methodology (Transportation Research Board, 1980), except So. Sanborn/U.S. 101 SB Ramps; see note "d" below. See Appendix B for level of service definitions.

b Intersection does not exist in current conditions; proposed as part of Salinas Traffic Fee Ordinance.

c Unsignalized intersection level of service designation reflects conditions for the movement with the worst level of service (typically left-turns from the minor street onto the major street). LOS determination by use of *Highway Capacity Manual* methodology (Transportation Research Board, 1994).

d Intersection calculated by 1994 Highway Capacity Manual operations methodology, using average delay per vehicle to determine level of service. This intersection is operated by Caltrans District 5 and was analyzed using an operations methodology that is consistent with Caltrans requirements. Numbers in "v/c" column represent average vehicle delay in seconds.

SOURCE: DKS Associates

TABLE 19: PM PEAK HOUR FREEWAY ANALYSIS

Freeway Segment		Existing		Existing + Proposed Project		Existing + Proposed Project + Cumulative		Existing + 160-Acre Alternative		Existing + 160-Acre Alternative + Cumulative		Existing + General Plan Alternative		Existing + General Plan Alternative + Cumulative	
		Vol.	LOS[a]	Vol.	LOS	Vol.	LOS			Vol.	LOS			Vol.	LOS
US 101 betw. South Sanborn Rd. and John Street	NB	2,763	D	2,794	D	3,559	**E**	2,787	D	3,552	**E**	2,794	D	3,559	**E**
	SB	1,548	B	1,607	B	2,040	C	1,596	B	2,029	C	1,607	B	2,040	C
US 101 betw. Airport Boulevard and South Sanborn Road	NB	2,698	D	2,718	D	3,112	D	2,715	D	3,112	D	2,718	D	3,112	D
	SB	1,900	C	1,920	C	2,282	C	1,919	C	2,281	C	1,920	C	2,282	C
US 101 south of Airport Blvd.	NB	1,625	B	1,643	B	2,038	C	1,639	B	2,034	C	1,643	B	2,038	C
	SB	875	A	888	A	1,248	B	883	A	1,246	B	888	A	1,248	B

Bold-face text indicated unacceptable Level of Service.

[a] LOS = level of service, as defined in Chapter 3 of the *Highway Capacity Manual*, Transportation Research Board Special Report 209, 1994.

Vol. = total volume in each direction

SOURCE: DKS Associates

5.3 GENERAL PLAN ALTERNATIVE

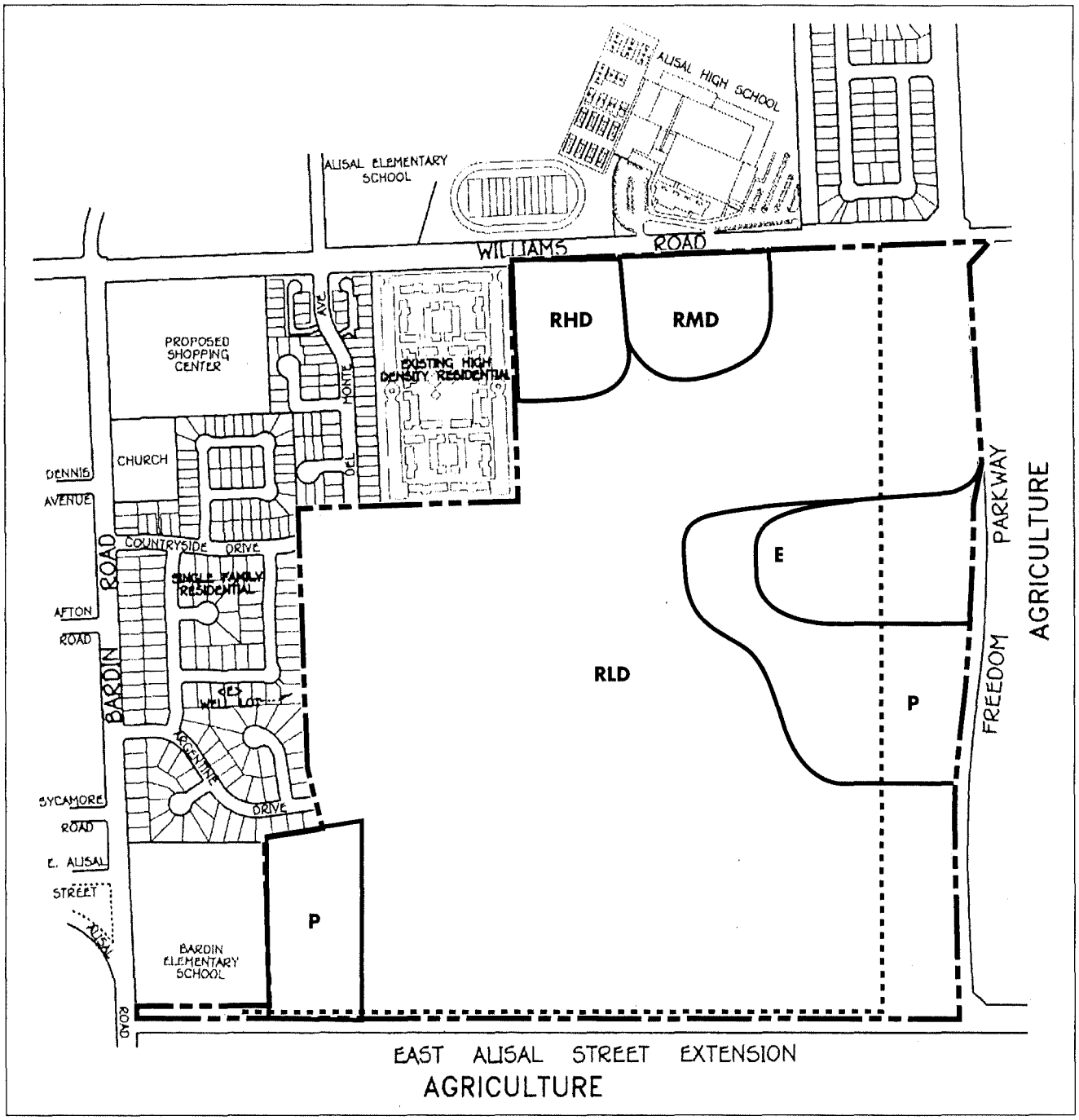
This alternative would retain the acreage of the proposed project (199.7) but the site would have a different mix of residential units based on the existing Salinas *General Plan* land use policies, designations, and densities. There would be a total of 987 units built with this alternative, about 16 percent more than under the proposed project (does not assume a density bonus). Those units would include 545 single-family, 99 medium-density, and 343 high-density multi-family units. Of the high-density units, 118 units would be affordable multi-family units (pursuant to the City's Inclusionary Housing Ordinance). Based on 3.2 persons per unit, population would be about 3,158 (compared to about 2,730 with the project). Park acreage would be the same as the project at 21.5 acres.

The school site and school expansion site essentially would be the same as with the project. This alternative is depicted in Figure 18.

The General Plan alternative would generate a total of about 9,077 daily trips, including about 950 weekday p.m. peak-hour trips (vs. about 9,495 daily about 945 p.m. peak-hour trips with the project; see Table 17). Intersection levels of service resulting from traffic generated by this alternative generally would be the same as with the project (see Table 18). Freeway levels of service would be the same as with the project (see Table 19). Traffic generated by this alternative would cause incremental increases in delay at other intersections, compared to the project. Cumulative traffic noise effects along Williams Road would be significant and unavoidable, as with the project.

This alternative would remove approximately 199.7 acres of agricultural land from production and convert it to urban use, as would the project. This would be a significant, unavoidable effect, as with the project. Impacts related to water consumption and groundwater pumping would be greater than with the project because of the greater population. Water consumption would be greater than with the proposed project, but still about 25 percent less than at present, and this impact would be less than significant, as with the project

Air quality impacts would be somewhat more severe than with the project, due to the increase in vehicle trips, ~~but~~ and would ~~still~~ likely be ~~below~~ above applicable significance thresholds of the Monterey Bay Air Pollution Control District with mitigation, and would ~~not~~ therefore be significant. Demand for public services and utilities would be somewhat greater than under the project; effects on the school districts that would serve the site would be greater than the proposed project.



0 600
Feet

RLD Residential - Low Density
RMD Residential - Medium Density
RHD Residential - High Density
P Park
E School

Salinas Sphere of Influnce (Urban Transition Area)
Project Boundary
Note: Site Plan is Schematic

SOURCE: Salinas Zoning Code; Monterey County Planning Department; EMC Planning Group

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Figure 18
General Plan Alternative

The General Plan Alternative was chosen for analysis to show the potential impacts of a plan that is more consistent with existing City land use policies and designations. The net effects from buildout of the General Plan Alternative would be greater than with the proposed project.

5.4 ALTERNATIVE SITE

Alternative locations were briefly explored, and it was determined that there is no feasible alternative location that would meet a majority of the basic objectives of the project and also lessen or avoid significant impacts. There are 200-acre developable sites located north of Boronda Road that are designated by the Salinas *General Plan* for residential, school, and park uses (these are not within LAFCO's Sphere of Influence). The project proponents, however, do not have the ability to acquire, control, or otherwise have access to these sites. Further, significant and unavoidable impacts related to agricultural land conversion and farmland availability would be the same for these sites as for the project.

Other possible alternative sites are either not contiguous with City boundaries and thus not designated for urban use (in the case of annexation), or are of insufficient size (in the case of "infill" sites within the city limits).

REFERENCES - Alternatives to the Proposed Project

EMC Planning Group, 1998. Draft *Precise Plan* for Mountain Valley Project, February 1998.

Fuog, René, Fuog Water Resources, Inc., Letter in Response to NOP dated June 2, 1997.

6.0 IMPACT OVERVIEW

6.1 UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

The proposed Mountain Valley project, if implemented, would result in certain environmental effects, as described in Chapter 4.0 of this EIR. Mitigation Measures included in the project and identified in this report would, if implemented, reduce some impacts to a less-than-significant level. The following impacts would be unavoidable even with implementation of mitigation measures.

- As discussed in Section 4.1, the project would convert about 200 acres of Prime Farmlands to urban use.

- As discussed in Section 4.2, the project would result in increased delays for minor street turning movements at three unsignalized intersections that currently operate at an unacceptable level of service (LOS F): U.S. 101 Northbound Ramps / ~~North~~ South Sanborn Road, Williams Road / East Laurel Drive, and Williams Road / Garner Avenue. (Signalization would eliminate these impacts, but is not feasible because no funding source has been identified.)

- As discussed in Section 4.2, project-generated traffic would not cause any change in the level of service at the intersection of Sanborn Road / Alisal Street. However, with traffic from cumulative development, the intersection would degrade to an unacceptable level of service (LOS E). (Mitigation of the cumulative impact could be achieved by providing a second eastbound left turn lane from East Alisal Street onto northbound North Sanborn Road; however, mitigation is infeasible as no funding has been identified.) (Cumulative impact; Less-than-significant project impact)

- As discussed in Section 4.2, if Del Monte Avenue were not used as an access route between Williams Road and the proposed project, project-generated traffic would increase the daily weekday traffic volumes on Countryside Drive, and possibly Argentine Drive, beyond the threshold for local residential collector streets of 3,000 vehicles per day.

- As discussed in Section 4.5, the project could result in intermittent, temporary increases in particulate dust emissions resulting from construction.

- As discussed in Section 4.7, the project would contribute incrementally to "conditionally acceptable" noise levels on Williams Road (east and west of Del Monte Avenue).

6.2 GROWTH INDUCEMENT

Growth-inducing impacts are defined in CEQA Guidelines Section 15126(g) as those effects that "could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

The project could indirectly cause further growth in East Salinas through a combination of two primary factors. First, the project would extend the Salinas city limit and would include extension of public services and utilities, in particular, a 15-inch sewer main, to an approximately 199-acre site that is not currently provided with urban services. This expansion of services and utilities would make development of adjacent land to the east and south more feasible. Second, by expanding the area of urban development farther into agricultural land surrounding the City, the project could place increased pressure on owners of farmland to develop their land or to sell to prospective developers. Land to the east and south of the project site is also in agricultural use; land immediately east of the project site is under the same ownership.

The project also could indirectly generate commercial growth by attracting new residents to Salinas. The Salinas *General Plan* anticipates, encourages, and provides for additional retail and other business activity by designating certain areas for retail, office and business park, and industrial use. In particular, Policy 3.4.G calls for strengthening the East Alisal Street business district, in the project vicinity.

The growth-inducing effects of a given project, including the proposed Mountain Valley project, must be considered in the context of local planning. To a large extent, growth in North Salinas and East Salinas, where the project site is located, will be guided by the Salinas *General Plan,* which directs most future growth to the area in an arc that extends east from Russell Road at San Juan Grade Road to Old Stage Road, and south to Williams Road, and continuing south of Williams Road for about 0.6 mile between Boronda Road and the existing city limit. This latter area includes the project site. While much of this Conditional Growth Area is classified as prime farmland, it is generally less valuable than the agricultural land on the west side of the City (City of Salinas, 1988). The City has therefore determined that it is the most suitable area for urban expansion.

Existing local and regional policy constraints would relieve the project's growth-inducing effects to some extent. The Conditional Growth Area identified in the Salinas *General Plan* is

contiguous to the existing developed urban area of the city. Portions are within the City Sphere of Influence as defined by the Monterey County Local Agency Formation Commission (LAFCO), including most of the project site. The area (approximately 40 acres) immediately east of the project site, south of Williams Road, is within the Conditional Growth Area but outside the Sphere of Influence.

In addition to the Salinas *General Plan*, Monterey County, through its *Greater Salinas Area Plan,* and the Monterey County LAFCO, through its approval authority over Spheres of Influence and annexations, have established policies to preserve prime agricultural land outside the City of Salinas Sphere of Influence; 160 acres of the project site is designated as "Urban Reserve" in the *Greater Salinas Area Plan* and is therefore intended for annexation to the City and urban development. Those policies are discussed in Section 4.1 of this EIR, Land Use, Plans and Policies, and Zoning.

Should existing policy constraints to development be removed or modified, the project's potential to induce growth of surrounding areas could be increased.

6.3 CUMULATIVE IMPACTS

CEQA *Guidelines* §15130(a) states that, "Cumulative impacts shall be discussed when they are significant." The EIR discussion of cumulative impacts requires consideration of impacts that may be individually limited, but collectively or "cumulatively" considerable. Cumulative impacts describe the incremental effects of an individual project when viewed in connection with effects of planned or reasonably foreseeable future projects in the vicinity [CEQA *Guidelines* §15130(b)]. For the proposed Mountain Valley project, cumulative impacts could occur in connection with other development projects constructed within a similar time frame as the proposed project. Table 20 lists approved and pending projects in the vicinity that would contribute to either localized impacts or regional impacts (e.g., air quality).

Cumulative impacts that may be significant are discussed in Chapter 4.0 of this report for specific issue areas. In summary, significant cumulative effects to which the project would contribute include the conversion of prime agricultural land in the project vicinity to urban use, in combination with the Williams Ranch project; traffic impacts at various local intersections resulting in increased delays at three intersections operating at unacceptable levels of service (U.S. 101 Northbound Ramps / ~~North~~ South Sanborn Road, Williams Road / East Laurel Drive, and Williams Road / Garner Avenue), for which mitigation is infeasible; a degradation in level

TABLE 20: APPROVED AND PLANNED MAJOR DEVELOPMENTS

Name	Land Use	Number of Dwelling Units (du) Square footage (sq. ft.)
Thrust IV	Housing	1,600 du
	Retail	176,000 sq. ft.
	Office	600,000 sq. ft.
Arcadia	Housing	120 du
Williams Ranch	Housing	1,251 du
	Housing	419 du
	Office	55,500 sq. ft.
	Retail	255,000 sq. ft.
	School	2,400 students
	Park	47.35 acres
	Institutional	3,000 sq. ft.
Westridge Center	Retail	493,350 sq. ft.
	Hotel Rooms	250 rooms
	Mini-Storage	40,000 sq. ft.
Salinas Auto	Auto Center	1 Center
Harden Ranch	Housing	1,008 du
	Housing	533 du
	Retail	53,600 sq. ft.
	Office	220,000 sq. ft.
	School	2,200 students
	Park	20.90 acres
Williams/Bardin Shopping Center	General Retail	46,625 sq. ft.
	Grocery	30,000 sq. ft.
	Drug Store (Rite Aid)	16,300 sq. ft.
	Medical/Dental Office	7,500 sq. ft.
	Fast Food Restaurant	3,000 sq. ft.

SOURCE: DKS Associates; City of Salinas

of service at one intersection (North Sanborn Road / East Alisal Street), for which mitigation is also infeasible; traffic impacts on transit service along Williams Road; and a traffic-related increase in noise on Williams Road.

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The project would result in permanent conversion of prime agricultural land to urban uses. Once removed from agricultural use and developed, agricultural land is seldom returned to production. To the extent that the project would induce further urban growth (see 6.1, Growth Inducement, above), it could lead to permanent conversion of additional farmland.

The project would result in an irreversible commitment of potable water to serve the residences on the site. Other irreversible changes would include the commitment of natural resources during project construction, including the use of energy and of building materials.

6.5 IMPACTS FOUND NOT TO BE SIGNIFICANT

In 1994, a Draft Environmental Impact Report was published for a similar project on the 200-acre Mountain Valley site. The scope of the current EIR was determined through a process that involved review of the Initial Study prepared in 1993 (for the previously proposed project), including a review of related source documents (references); review of other documents and data related to the previously-proposed project; a staff-level scoping session for the current project conducted in July 1996; and responses to the Notice of Preparation for the current project, which was sent to governmental agencies and other parties with interest in or jurisdiction over the project. The following impacts were determined not to be significant: population and housing (displacement of existing housing, especially affordable housing); geological problems (fault rupture; seismic ground shaking; seismic ground failure, including liquefaction; and expansive soils); air quality (creation of objectionable odors); transportation and circulation (insufficient parking capacity on-site or off-site); energy and mineral resources (use of substantial amounts of fuel or energy; use of non-renewable resources in a wasteful and inefficient manner); hazards (risk of accidental explosion or release of hazardous substances; possible interference with an emergency response plan or emergency evacuation plan); and aesthetics (effects on a scenic vista or scenic highway; demonstrable negative aesthetic effect; and creation of light or glare to the detriment of adjacent land uses).

REFERENCES - Impact Overview

City of Salinas, 1988. *Salinas General Plan Master Environmental Assessment.* November 15.

7.0 EIR AUTHORS; PERSONS AND ORGANIZATIONS CONSULTED

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Principal: Linda Hausrath
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SPONSOR'S REPRESENTATIVE

Shaw Development
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William G. Shaw, Project Coordinator

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99 Pacific Street, Suite 155F
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Michael J. Groves, AICP, Project Manager
Teri Wissler, Cara Galloway

PROJECT ATTORNEY

Finegan and Cling
60 W. Alisal Street
Salinas, California 93901
Brian Finegan

PROJECT ENGINEER / SURVEYOR

H. D. Peters Co. & Associates
119 Central Avenue
Salinas, California 93902
Virgil L. Williams, L.S.

ORGANIZATIONS AND PERSONS CONSULTED

CITY OF SALINAS

Cyril Appel, Superintendent of Public Service
Rob Russell, Public Works Department
Norcliff Wiley, Fire Department
Leonard Wilson, Police Department

OTHERS

Robert Adcock, General Manager, Alco Water Service
Thomas R. Adcock, Vice President, Alco Water Service
Janet Brennan, Senior Planner, Monterey Bay Unified Air Pollution Control District
René Fuog, Fuog Water Resources, Inc.
Daniel R. Gargas, Aviation Consultant, Caltrans Division of Aeronautics
Bill Hopkins, Monterey County Airport Land Use Commission
Al Mulholland, Hydrologist, Monterey County Water Resources Agency
Gail Lee, Alco Water Service
Randy Lent, Appraiser, Monterey County Assessor's Office
Richard W. Nutter, Monterey County Agricultural Commissioner
Brett Oliver, Monterey County Agriculture Commission
Kaye Pagnillo, Customer Service Supervisor, Monterey Regional Water Pollution Control Agency
Nicolas Papadakis, Executive Director, Association of Monterey Bay Area Governments
Don Rochester, Monterey County Assistant Agricultural Commissioner
Andrea Schaap, Monterey Regional Water Pollution Control Agency
Jim Smith, Salinas District Manager, California Water Service Company
Owen Stewart, Associate Water Resources Engineer, Monterey Water Resources Agency
Arelen Wells, Senior Analyst, Monterey County Local Agency Formation Commission

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8.0 COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS

This chapter contains written comments on the Draft EIR (DEIR) received by the City during the public comment period (May 22, 1998, through July 6, 1998), and responses to those comments. Each comment letter is reproduced, and the responses follow each letter. In certain cases, a response refers to a previous response. Each response is coded alphabetically (by comment letter) and numerically (by comment number within each letter). (Where a commenter has not numbered the comments in the comment letter, numbers are provided in the margin.) For reference purposes, the first comment in letter "C" is designated "Comment C-1," and so on.

LIST OF PERSONS COMMENTING

A. Charles Larwood, District 5 Intergovernmental Review Coordinator, California Department of Transportation (Caltrans), letter, July 13, 1998

B. Brian Hunter, Regional Manager, Region 3, California Department of Fish and Game, letter July 6, 1998

C. Janet Brennan, Supervising Planner, Monterey Bay Unified Air Pollution Control District, letter, June 2, 1998

D. Joe Lopez, Transportation Planning Supervisor, Transportation Agency for Monterey County (TAMC), letter, July 2, 1998

E. Bill Hopkins, Staff, Monterey County Airport Land Use Commission, letter, June 26, 1998

F. William L. Phillips, Director, Monterey County Planning and Building Inspection Department, letter, July 6, 1998

G. Arlene H. Wells, Senior Analyst, Monterey County Local Agency Formation Commission (LAFCO), letter, June 22, 1998

H. Thomas R. Adcock, Vice President, Alisal Water Corporation (Alco Water Service), letter, July 6, 1998

I. Brian Finegan, Finegan and Cling (attorney for the project sponsor), letter, July 6, 1998

J. Cara Galloway, Planner, EMC Planning Group (planning consultant for the project sponsor), letter, July 6, 1998

K. Mark A. Blum, Horan, Lloyd, Karachale, Dyer, Schwartz, Law & Cook, Inc., letter, July 6, 1998

L. Robert C. Taylor Jr., Attorney at Law, letter, July 6, 1998

M. Gillian Taylor, Chair, Ventana Chapter, Sierra Club, letter, July 6, 1998

N. Mary Ann Matthews, Conservation Chair, Monterey Bay Chapter, California Native Plant Society, letter, July 6, 1998

O. Mike Weaver, letter, July 6, 1998

P. Johan Jongens, letter, July 2, 1998

Q. Annemarie Tresch, letter, July 4, 1998

R. Robert Kennedy, letter, undated

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93403-8114
TELEPHONE: (805) 549-3111
TDD (805) 549-3259



July 13, 1998

A

5-MON-101-86.12
Mountain Valley DEIR
SCH# 93043036

Jenny Mahoney
Senior Planner
Community Development Department
200 Lincoln Avenue
Salinas, California 93901

Dear Ms. Mahoney:

Caltrans District 5 Staff has reviewed the above-referenced Draft Environmental Impact Report (DEIR) for the proposed Mountain Valley Project. This project includes the development of 853 single-family homes along with a 21-acre community park and a 9-acre school site. The following comments were generated as a result of the review:

1. Please include a discussion regarding John Street at the southbound and northbound ramp intersections. Staff believes that this project may cause significant impacts to these intersections. 1
2. Page 5-6. Please show the existing Level of Service in Table 18. 2
3. Page 6-1, Bullet 2. Caltrans strongly recommends that the DEIR identify potential funding sources that could implement the mitigation discussed in this document. It is paramount that some financial vehicle be explored to offset significant impacts caused by the project. Without proper mitigation, regional and local transportation mobility will continue to decline to unacceptable levels. Caltrans further recommends that this project be included in the City's Traffic Impact Fee Ordinance Program. 3

In essence, the DEIR suggests that no mitigation should be required for any impacts to the State Highway System. For example, there is no discussion of impacts to mainline SR 101 between south and north Salinas. Caltrans has great concerns over this or any other development that will generate additional traffic on this section of State Route (SR) 101 or the SR 68 Corridor. Furthermore, until improvements to SR 101 are built, the LOS in this area will continue to decline.

One of the objectives of the recently enacted Senate Bill 45 is to transfer transportation decision-making responsibility to those who are closest to the problems. Project selection for 75% of State and Federal Highway funding for transportation projects will now be decided at the regional level. Consequently, local agencies should consider their land use approvals in concert with regional transportation decisions. This requires a strong commitment from the Cities to ensure that their perspective with regard to congestion is represented at the Transportation Agency for Monterey County (TAMC). Caltrans urges the City to work together with the TAMC to develop traffic mitigation in order to maintain an acceptable regional transportation network. It is for this reason we believe it would be a prudent land use decision to delay making a determination on this project until an implementation plan for proposed mitigation is complete

3
Cont'd.

Thank you for your consideration of our comments on this proposed project. We request that the city include Caltrans in the development of the FEIR with respect to our concerns mentioned herein. We would be happy to meet with you to discuss these issues.

Please send us a copy of the Final Environmental Impact report when it is available (Ref: California Environmental Quality Act of 1970, Section 21092.2). If you have any questions, please contact me at (805) 549-3131.

Sincerely,

Charles Larwood

Charles Larwood
District 5
Intergovernmental Review Coordinator

CDL:cdl/
cc: C Belsky, SCH
N. Papadakis, AMBAG
J. Lopez, TAMC

LETTER A – Charles Larwood, California Department of Transportation, July 13, 1998

A-1) The list of intersections analyzed in the EIR was developed in consultation with staff from the Salinas Department of Community Development and the Salinas Department of Public Works. It includes those intersections that would be most substantially affected by the proposed project. The two freeway ramp intersections analyzed were Sanborn Road / U.S. 101 southbound and Sanborn Road / U.S. 101 northbound. Because the Sanborn Road / U.S. 101 interchange is closer to the proposed project site than the John Street / U.S. 101 interchange, and because the Sanborn Road / U.S. 101 interchange could more easily accommodate all traffic movements on and off the freeway, it was considered to be the more likely choice for motorists traveling to and from the Mountain Valley project site. Traffic traveling between the project site and U.S. 101 at the south end of Salinas was distributed to the Sanborn Road / U.S. 101 interchange.

In addition, as noted on p. 4.2-22, construction is proceeding on an extension of Work Street between John Street and Sanborn Road, parallel to U.S. 101. Completion of this roadway in 1998, in conjunction with City-sponsored improvements at the Airport Boulevard / Terven Avenue intersection (near Airport Boulevard / U.S. 101) will provide a street connection from Alisal Street to Airport Boulevard, parallel to the freeway, improving local circulation without affecting freeway traffic.

A-2) The existing levels of service for all intersections included in Table 18, p. 5-6, are indicated both in Table 4, p. 4.2-13, and Table 5, p. 4.2-19.

A-3) As stated in Section 4.2, Traffic and Circulation, the project sponsor will be required to fund a proportionate share of required mitigation at local intersections where intersection operations would be unacceptable. The sponsor's share of mitigation is based on the project contribution to traffic at the affected intersection, as shown in Table 5, p. 4.2-19. In only one instance (Williams Road / Boulevard A) is the project identified as a major contributor to the impact, and at several intersections, operations are unacceptable under existing conditions. However, the City of Salinas is limited to imposing mitigation based on the project's contribution to the affected intersections.

Regarding the City's Traffic Fee Ordinance (TFO), the project sponsor will be assessed a TFO fee, as are all developers. The sponsor will also construct arterial roadways that are not included in the TFO. The City is currently revising the TFO, which is expected to include several large improvement projects that are regional in scope, such as construction and widening of arterial streets and interchange improvements on U.S. 101.

As stated in the EIR, several of the problematic intersections analyzed are not currently included in the TFO program, and no TFO funding is available for those intersections; these intersections not in the TFO are typically less regional-serving in nature. The City

could attempt to identify another funding source for improvements at these intersections. However, in the absence of any certainty of feasible mitigation, the EIR identifies a significant, unavoidable impact at U.S. 101 Northbound Ramps / Sanborn Road, Williams Road / East Laurel Drive, Williams Road / Garner Avenue, and Sanborn Road / Alisal Street, as recapitulated on p. 6-1.

Regarding effects on regional roadways, as stated on p. 4.2-21, the project would not result in a substantial effect on U.S. Highway 101. Based on trip distribution assumptions used in the EIR (see Figure 13, p. 4.2-11), effects on State Route 68 would be expected to be similar.

State of California - The Resources Agency
PETE WILSON, Governor
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
POST OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500



B

July 6, 1998

Ms. Jenny Mahoney
City of Salinas
200 Lincoln Avenue
Salinas, California 93901

Dear Ms. Mahoney:

Mountain Valley Residential Community
Draft Environmental Impact Report (DEIR)
SCH# 93043036, Monterey County

Department of Fish and Game personnel have reviewed the DEIR for the Mountain Valley Residential Community project. The proposed project would construct 853 units and a park on 200 acres of farm land.

The mitigation for burrowing owls is not adequate and would not mitigate impacts to a level of insignificance. It also does not meet the Burrowing Owl Survey Protocol Guidelines created by our Department as stated in the DEIR. The likelihood of owls being on the site while it is farmed is low, but there is a possibility of them moving in once farming has stopped, particularly since development will be phased. The mitigation identified in the DEIR is to do a preconstruction survey prior to the start of the project and prevent the take of the birds. This would not mitigate the loss of habitat if birds are found there.

The DEIR does not accurately reflect our Guidelines dated September 25, 1995. If owls are found and adequate land cannot be maintained for them on-site, the Guidelines state 6.5 acres of habitat per pair or unpaired resident bird should be acquired and permanently protected. 1

We recommend the following mitigation be included in the DEIR and made a condition of project approval.

1. The project sponsor shall ensure, *for each phase of project development*, that preconstruction surveys for burrowing owls are conducted by a qualified biologist in accordance with Department survey protocol no more than 30 days prior to excavation or other activities that could affect burrows. Survey reports shall be submitted to the Department.

2. If no owls are present, no further mitigation is required. If owls are present, the Department should be notified. To mitigate the loss of foraging and burrow habitat on the project site, the project sponsor shall acquire and permanently protect a minimum of 6.5 acres of foraging habitat per pair or unpaired resident bird. The protected lands should be adjacent to occupied burrowing owl habitat and at a location acceptable to the Department. The project sponsor shall monitor those lands for five years, with annual reports to the Department, to determine the success of the mitigation. In addition:

   a. If owls are found within the development area outside the nesting season, the project sponsor shall use passive relocation or other techniques in consultation with the Department to encourage the owls to relocate prior to excavation or other activities that could affect burrows.

   b. If owls are found within the development area during the nesting season (February 1 through August 31), there shall be no disturbance within 75 meters (250 feet) of the nest burrow. Temporary fences shall be put in place to prevent accidental disturbance of the buffer area. After the young have fledged, the owls may be evicted and the burrow destroyed.

1 Cont'd.

We believe, if this mitigation is included in the DEIR, potential impacts to burrowing owls will be reduced to a level of insignificance.

Department personnel are available to address our concerns in more detail. For further information, please contact Ms. Terry Palmisano, Associate Wildlife Biologist, at (408) 484-2586; or Mr. Carl Wilcox, Environmental Services Supervisor, at (707) 944-5525.

Sincerely,

Brian Hunter
Regional Manager
Region 3

LETTER B – Brian Hunter, California Department of Fish and Game, July 6, 1998

B-1) A review of the literature and electronic files of the California Natural Diversity Data Base reveals that burrowing owl were observed in Prunedale in 1983, in Natividad in 1994 and in Salinas in 1997. Therefore, the Salinas area is used by burrowing owl for either nesting or over-wintering habitat. As stated on p. 4.8-4, development of the proposed project has the potential to adversely affect burrowing owls and their habitat if the converted land during the different phases of development provides habitat for burrowing owl. However, use of a site is determined by several factors that make a site attractive to burrowing owls, including:

- Presence of ground squirrels, to provide refuge holes;
- Debris, cement areas or railroad tracks under which the owls can create holes;
- Berm areas that provide owls friable soils in which to dig holes;
- Low cropped grass to aid in the detection of prey and predators; and
- Fences or other elevated perches that can be used as look-outs.

Based on these habitat requirements a site will not provide habitat for burrowing owl if it contains tall grasses (greater than 12 inches in height) and other ruderal species, such as mustard. Tall vegetation will limit the presence of ground squirrels, and will limit the accessibility of prey items to burrowing owls and reduce the owls ability to detect predators. Active agricultural production similarly discourages use of the site by burrowing owl.

The proposed project is to be developed in several phases. To avoid affecting burrowing owl, the remaining areas not undergoing development could be maintained in active farm production, using similar methods currently in practice that make the site unattractive to burrowing owls, or these area could be hydroseeded to encourage the growth of tall grasses, including during the period after rough grading and road construction, when construction for a phase is to be inactive during the months of October through July.

Mitigation Measure 4.8.1 on p. 4.8-4 is revised to account for the Department of Fish and Game's most current burrowing owl guidelines.

We appreciate the opportunity to review this Draft EIR document and look forward to your response to our comments. We would like to request that a copy of the Final EIR be forwarded to us when it has been completed. If you have any questions, please contact Mike Galizio of my staff at 755-4835.

Sincerely,

Joe Lopez
Transportation Planning Supervisor

cc: Nicolas Papadakis, AMBAG
Charles Larwood, Caltrans District 5
Douglas Quetin, MBUAPCD

(TAMC File: 9806)

LETTER D – Joe Lopez, Transportation Agency for Monterey County (TAMC), July 2, 1998

D-1) The future intersection of Williams Road / Boronda Road would operate as follows:

Project	Existing plus Project			Signif.	Cumul.	Cumulative + Project			Signif.	Mitigation
Volume	Volume	V/C	LOS	Impact?	Volume	Volume	V/C	LOS	Impact?	Measure
138	735	0.18	A	No	134	869	0.27	A	No	n/a

"Existing" = Future Base traffic attributed to redistribution, after intersection is in operation.

This intersection would operate at an acceptable level of service, and would not be adversely affected by the proposed project. No mitigation is required.

D-2) The commenter has incorrectly interpreted the text under Impact 4.2.3 on p. 4.2-18: the EIR states that no project-specific mitigation is required at the Sanborn Road / Alisal Street intersection because project traffic would not result in any degradation in level of service (existing and existing-plus-project LOS A). The EIR identifies realignment of the intersection as mitigation for a *cumulative* impact (degradation to LOS E), but notes that funding for this mitigation measure is not identified. Therefore, the impact is considered significant and unavoidable.

D-3) Please see the response to Comment A-3, p. 8-5.

D-4) The first paragraph on p. 4.2-20 is revised to reflect the suggested revisions.

D-5) The second full paragraph on p. 4.2-21 is amended to include Blanco Road, South Sanborn Road, Boronda Road, Laurel Drive, Natividad Drive, Sherwood Drive, and Alisal Street as part of the CMP network.

D-6) The description of the City of Salinas Trip Reduction Ordinance on page 4.2-20, as well as Mitigation Measure 4.2.6 on p. 4.2-25, specifically address bicycle impacts and mitigation measures. The text notes the inclusion of Class II bike lanes as part of the proposed project, and mentions the possibility of including bicycle racks, lockers and other amenities; the Mountain Valley Precise Plan (Appendix D, Attachment A) states that the project would include bicycle racks at the bus stop on Williams Road, the community park site, and the elementary school site. City staff recommends that bicycle racks also be installed at Bardin Elementary School and at the permanent siltation/ detention basin, which will be available for recreational purposes much of the time.

The proposed project would conform to the Salinas Bikeways Plan by providing bicycle lanes along Freedom Parkway extension, Alisal Street extension, and Williams Road. The inclusion of bicycle paths through the project site and pedestrian/bicycle-friendly access to park and school sites would also be consistent with, and exceed the requirements of, the Bikeways Plan.

MONTEREY COUNTY

AIRPORT LAND USE COMMISSION
P.O. BOX 1208 SALINAS, CALIFORNIA 93902 (408) 755-5025

June 26, 1998

E

Jenny Mahoney
Senior Planner, City of Salinas
Community Development Department
200 Lincoln Ave.
Salinas, CA 93901

SUBJECT: Mountain Valley Project

Dear Ms. Mahoney:

On June 22, 1998 the Monterey County Airport Land Use Commission (ALUC) considered the above referenced project and the associated Draft Environmental Impact Report. The Commission offers the following comments:

Comments on Draft EIR

The Commission found that Draft EIR adequately discussed the potential aviation related noise and safety impacts associated with the project, however, the Commission wanted to be sure that the manager of the Salinas Municipal Airport be given the opportunity to comment on the Draft EIR; 1

Comments on Project

The ALUC did not make a recommendation for either approval or denial of the project. The Commission did, however, want to make the City aware that the project is located in the Traffic Pattern Zone of the Salinas Municipal Airport as well as in the Airport Area of Influence. It should also be noted that the CalTrans Airport Land Use Planning Handbook recommends against locating schools within the Traffic Pattern Zone. 2

If approved, the Commission recommends that an Avigation Easement be required on all the newly created lots as a condition of approval. 3

The Commission appreciates the opportunity to comment on this project. If you have any questions please call me at (408) 755-5141.

Sincerely,

Bill Hopkins
Airport Land Use Commission Staff

cc: Jim Chappell, Salinas Airport Manager

LETTER E – Bill Hopkins, Monterey County Airport Land Use Commission, June 26, 1998

E-1) Comment noted. The airport manager was provided with a copy of the Draft EIR, and did not submit comments.

E-2) Comment noted. The EIR indicates, on p. 4.1-20, that "the entire project site thus is located within the Traffic Pattern Zone for Salinas Municipal Airport" and that the Caltrans Airport Land Use Handbook recommends "schools, hospitals and nursing homes should be avoided in traffic pattern zones unless no other feasible alternatives are available."

E-3) Comment noted. As stated on p. 4.1-8, Salinas *General Plan* Policy 5.7.F requires the dedication of an avigation easement for projects in the Airport Local Area of Influence, which includes a portion of the project site.

MONTEREY COUNTY

PLANNING AND BUILDING INSPECTION DEPARTMENT

P.O. BOX 1208 SALINAS, CALIFORNIA 93902 PLANNING: (408) 755-5025 BUILDING: (408) 755-5027 FAX (408) 755 5487
MONTEREY COURTHOUSE, 1200 AGUAJITO ROAD, MONTEREY, CALIFORNIA 93940 (408) 647-7620 FAX (408) 647-7877

WILLIAM L. PHILLIPS, DIRECTOR

F



July 6, 1998

Jenny Mahoney, Associate Urban Planner
City of Salinas Community Development Dept
200 Lincoln Avenue
Salinas, CA 93901

Subject: Schoenberg Ranch DEIR

Dear Ms. Mahoney:

This office has not received the above referenced document for review and comment. However, we are particularly concerned that the cumulative impact analysis in the Final EIR include development potential from the *Rancho San Juan Area of Development Concentration* located in unincorporated Monterey County. The EIR should also assess and require as mitigation a fair share contribution to mitigate cumulative impacts on traffic. 1

Should you have any questions regarding this matter, please contact Wes Arvig, Supervising Planner for the Inland Planning Team.

Sincerely,

by Nicholas Chimbas

William L. Phillips, Director
Planning and Building Inspection Department

BP:bf.

MONTEREY COUNTY

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WILLIAM L. PHILLIPS, DIRECTOR



July 9, 1998

Jenny Mahoney
City of Salinas Community Development Dept.
200 Lincoln Ave.
Salinas, CA 93901

SUBJECT: Mountain Valley Project Draft Environmental Impact Report

Dear Jenny:

The following comments should be included as an addendum to comments sent on behalf of the County Planning and Building Inspection Department:

It appears that of the 661 lots to be developed, 102 are proposed to be inclusionary (15%). This percentage represents the minimum requirement under the County's requirement for inclusionary housing. Since the significant unavoidable impacts for this project are considerable, it would seem appropriate that a benefit associated with the production of affordable units should also be considerable.

There are few opportunities for development of a large number of units in the unincorporated area; therefore development adjacent to cities should yield the highest number of affordable units possible. The final EIR should provide more detail on the types and amount of housing that will be targeted to various income levels (very low, low, median, moderate.) Due to the great need for affordable housing in Monterey County, it is strongly urged that the percentage of affordable units be increased. 2

Sincerely,

William L. Phillips
Director of Planning and Building Inspection

We look forward to receiving your responses and the final EIR.

Sincerely,

Arlene H. Wells
LAFCO Analyst

LETTER G – Arlene H. Wells, Monterey County Local Agency Formation Commission, June 22, 1998

G-1) As noted in Table 6-4 in the EIR, the analysis of cumulative impacts includes nearly 5,000 dwelling units approved or planned in Salinas. Approximately 850 units were completed between February 1997 and July 1998.

As can be seen in Figure 12, p. 4.2-9, with the exception of Williams Ranch, the 5,000 units included in the cumulative analysis are all in North Salinas. The project sponsor believes that there is a need for single-family affordable housing units in the predominantly renter-occupied area of east Salinas.

G-2) Comment noted. The EIR states that the eastern portion of the project site is outside the existing Sphere of Influence and that the project would require that LAFCO change the Sphere of Influence.

G-3) Mitigation Measure 4.3.7, p. 4.3-13, states that a relief wastewater main must be constructed in East Alisal Street prior to the issuance of building permits for the proposed project. As stated in the text accompanying Mitigation Measure 4.3.7 on p. 4.3-14, "The current [Capital Improvement Program] shows the bypass line not being funded until 2002-03. Therefore, because the existing Alisal Street sewer is at capacity, the project sponsor would be required to fund the entire cost of installing a relief main. The City and/or other developers would reimburse the project sponsor at a later date for costs in excess of the sponsor's required fee of approximately $830,000." (The City increased the sanitary sewer surcharge to 35 percent, effective June 1, 1998, to collect additional funds towards a variety of sewer improvements needed throughout the City.) The EIR also notes, "Further study of the relief main may conclude that additional capacity exists. In this event, the Public Works Department may accordingly determine that some of the building permits could be issued prior to the completion of the relief main." The City has entered into an agreement with Kennedy Jenks Consultants to review current discharge flows. Once this study is complete, the City will be able to determine whether the information in the 1992 Sewer and Storm Drainage Master Plan is still valid.

Alternatively, the project sponsor may choose to wait to start construction until either the City constructs the relief main or the City determines, through the additional study noted, that additional capacity exists to accommodate some or all of the proposed units.

ALISAL WATER CORPORATION

A California Corporation
dba ALCO WATER SERVICE

Robert T. Adcock
President

249 Williams Road
Salinas, Ca. 93905
(408) 424 - 0441

July 6, 1998

City of Salinas
Department of Community Development
200 Lincoln Avenue
Salinas, CA 93901

Re: Mountain Valley Project
Draft Environmental Impact Report
SCH# 93043036

Gentlemen:

Alco Water Service has reviewed the draft Environmental Impact Report for the Mountain Valley Project and in particular those portions of the report dealing with water related issues.

After review of the report, Alco believes this report accurately reflects the information it provided on this project as well as the general overall water system information.

The quality of the water Alco currently provides to its customers meets all requirements for potable water and is continually monitored to assure compliance with water quality standards. Water pressure throughout Alco's system also meets the pressure standards required by the California Public Utilities Commission and the State Department of Health Services. 1

Alco is prepared for the incorporation of the Mountain Valley Project into its water system and to provide water service to the project that meets all quality and quantity standards.

Thank you for the opportunity to comment on the draft report.

Sincerely,

Thomas R. Adcock
Vice President

cc: Rene Fuog

LETTER H – Thomas R. Adcock, Alisal Water Corporation (Alco Water Service), July 6, 1998

H-1) Comment noted.

RECEIVED

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AND
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JUL 1998
Received
Com. Dev. Dept.

July 6, 1998

I

City of Salinas
Community Development Department
200 Lincoln Avenue
Salinas, California 93901

HAND DELIVERED

Att: Ms. Jenny Mahoney

Re: Draft EIR for Mountain Valley Project

To Whom It May Concern:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the Mountain Valley Project. On behalf of the Sconberg Family Partnership (the owners of the project) I have the following comments:

1. **Page 1-1, Section 1.2**. To the second sentence of the second paragraph add the following words:

"but without the Mountain Valley Project." 1

This addition makes clearer the meaning of the No Project Alternative.

2. **Page 2-4, 160-Acre Alternative**. The last sentence of the third paragraph is confusing. Revise the sentence to read as follows:

> "Residential water consumption and groundwater pumping for residential water consumption would be marginally less than with the proposed project, but within the 200-acre project, overall water consumption would be incrementally greater than with the proposed project, since less agriculture would be removed from production." 2

3. **Page 2-5, 160-acre Alternative**. The property owner disagree that this would be the environmentally superior alternative for the following reasons: 3

- It would not avoid or substantially lessen any of the significant effects of the project (farmland conversion, impacts on unsignalized intersections, cumulative traffic impacts, construction dust, noise);
- It would result in an unacceptable alignment of a major thoroughfare (Freedom Boulevard);
- With the reduced residential unit yield (20% reduction) the dedication of 21.5 acres of parkland, the dedication of 9 acres of school site and the payment of $639,000 of additional school fees are not feasible.

3 Cont'd.

4. **Page 3-1, Section 3.1**. The second paragraph of this section should reflect that the inclusion within the project of the additional ±40 acres in order to create a four-way interesection with Freedom Boulevard was done at the suggestion of the City of Salinas. 4

5. **Page 3-8, First Full Paragraph**. The statement that East Alisal Street would be constructed as part of Phases 2 and 6 is incorrect. It will be constructed as part of Phases 3 and 6. 5

6. **Page 3-9, Figure 3**.

a) It would be more appropriate to use Figure 31 from the Precise Plan here, which shows the phasing of the residential development, rather than just the phasing of the streets. 6

b) Labels for Boulevard A, Boulevard C and Mountain Valley Boulevard are missing form this figure. The streets should be labeled to aid reference from the text.

7. **Page 4.1-7, General Plan Policies**. The proposed General Plan amendment to allow exclusively single family residential development in the Mountain Valley Project is intended also to implement the explanatory text of General Plan Policy 3.3.N which provides as follows: 7

> "The area between East Laurel Drive and the 1987 urban edge northwest of Del Monte Avenue has more than a fair share of apartments, so single family homes are desired wherever sites large enough to create a satisfactory environment are available.:

8. **Page 4.1-9, Williamson Act Lands**. The text should make clear that no part of the Mountain Valley Project is under a Williamson Act contract. 8

9. **Page 4.1-5, Footnote 4**. Footnote 4 on this page concerns density bonuses. The Mountain Valley Project is not utilizing a density bonus. Either this footnote should be deleted, or text should be added making clear that the density bonus rules are not applicable to this project. 9

10. **Page 4.1-7, Footnote 5**. See Comment #9 above. 10

11. **Page 4.1-22, Conversion of Agricultural Land**. The Department of Conservation annual report not only reflects the number of acres of prime farmland converted; it also reports that in Monterey County, significantly more land has been converted into productive agricultural use than has been taken out of production. 11

12. **Page 4.2-5, Third Paragraph**. The second sentence of this paragraph, referring to "the North Sanborn Road/U.S. 101 northbound off-ramp" is confusing (see also, Paragraph 4.2.1a on page 4.2-12). Sanborn Road is generally aligned in a north/south direction; from Alisal Street north it is "North Sanborn Road;" and from Alisal Street south it is "South Sanborn Road." All off-ramps from Highway 101 are to South Sanborn Road. It is unclear whether the left-turn problem discussed in the text is a) for southbound Highway 101 traffic exiting at Sanborn Road and turning left to go north on Sanborn Road, or b) for northbound Highway 101 traffic exiting at Sanborn Road onto Fairview Avenue, and then turning left to go south on Sanborn Road. 12

13. **Page 4.2-12, Impact 4.2.1a**. See Comment #12 above. 13

14. **Page 4.2-16, Impact 4.2.1c**. The reference in the fourth line of this paragraph to "Laurel Drive" would appear to apply to Garner Avenue. 14

15. **Page 4.2-20, Trip Reduction Ordinance**. The discussion here of the Trip Reduction Ordinance should state (as is done in the air quality section, see page 4.5-13) that the traffic analysis prepared for the EIR, in order to be conservative, did not assume any reduction in vehicle trips attributable to the trip reduction plan. 15

16. **Page 4.2-23, Mitigation Measure 4.2.5a**. Because the impact is less than significant, this mitigation cannot be imposed as a requirement. However, it should be noted that the project owner is voluntarily proposing "traffic-calming" measures in its street design. 16

17. **Page 4.2-24, Impact 4.2.5b**. The applicant agrees to revise the Precise Plan to use Del Monte Avenue as an access route between Williams Road and the project in order to reduce traffic on Countryside Drive and Argentina Drive. The applicant would also recommend that speed bumps be placed on Del Monte, Countryside and Argentine at their entrance to the project. 17

18. **Page 4.2-24, Mitigation Measure 4.2.5b**. This measure refers to traffic-calming measures "identified in Measure 4.2.4a." There is no Measure 4.2.4a. This Measure)and Table S-1) should be corrected to refer to Measure 4.2.5a which does refer to traffic-calming measures. 18

19. **Page 4.3-9, Impact 4.3.3**. The second paragraph of this section refers to the $140 fire protection fee to be paid for this project. The text should reflect that this fee has been determined by the City to be a "fair share" contribution for this project, based upon the number of residences within the proposed service area of the fire station, and the contribution made by adjacent developments. 19

20. **Page 4.3-10, Mitigation 4.3.3**. This owner has no control over the funding of the City's share of the cost of the fire station, and this owner has no control over the construction of the fire station. This mitigation measure is therefore infeasible, and should not be adopted. 20

21. **Page 4.3-11, Impact 4.3.5**. The text states that the developer will fund annual maintenance of 8.7 acres of the community park. The agreement with the City provides for the project to fund 40% of the annual maintenance cost through a landscape maintenance district, which would amount to 8.6 acres of the total 21,5. 21

22. **Page 4.3-12, New Well Sites**.

a) The text intimates that the developer will construct four new wells. Actually, the developer will provide four well sites. Alco Water Company will provide the wells and pumping equipment on those sites, not the developer. 22

b) The text also indicates that all well sites must be 0.5 acres in size. Actually, one of the sites is ±10,00 square feet in size. This is confirmed by the letter from Also Water Company attached as an appendix to the EIR.

23. **Page 4.3-13, Mitigation Measure 4.3.7**. It appears that the relief sewer main required by this mitigation measure is not required solely as an impact of the Mountain Valley Project, but is 23

required to adequately serve existing development. Thus the Mountain Valley Project can be required only to fund its fair share of the facility. This mitigation measure, which would require the developer to advance more than three times its fair share of the cost of this improvement, is not feasible and would kill the project. This is particularly true because there does not appear to be any additional development beyond the Sconberg Ranch to fund a reimbursement to this developer. The proposed relief main, however, is a project included in the City's adopted CIP. Although "no funds have been...allocated for construction of the bypass line..." (page 4.3-14), the facility is one of the projects to be funded by the recently-adopted city-wide sewer system improvement charge. It is more appropriate for the City to advance the cost of this facility, to be reimbursed by this developer for its $830,000 fair share contribution, with the balance to be reimbursed to the City form the increased city-wide sewer fees. 23 Cont'd.

24. **Page 4.4-8, Impact 4.4.1**. The gross reduction of groundwater pumping which will result from the Mountain Valley Project must be identified as a beneficial project impact, even though there remains a cumulative groundwater overdraft. 24

25. **Page 4.4-12, Mitigation Measures 4.4.1a, 4.4.1b and 4.4.1c**. There is no rational basis for the imposition of these "extra" mitigation measures. The project is not required to mitigate cumulative impacts beyond its contribution to those impacts, and the project-level groundwater impacts of this project are positive and beneficial. Furthermore, as noted in the text, the effect of these three measures is insignificant. 25

26. **Page 4.4-15, Mitigation Measure 4.4.4a**. See Comment #22a above. 26

27. **Page 4.4-16, Mitigation Measure 4.4.4b**. See Comment #22b above. 27

28. **Page 4.5-9, Impact 4.5.1**. It is the owners' belief that this impact is incorrectly analyzed as being significant after mitigation. Based upon the comments contained in the comment letter from Cara Galloway of EMC, it is their belief that the EIR should reflect that this potentially significant impact is reduced to a less than significant level by the recommended mitigations. 28

29. **Page 5-1, Section 5.1**. The No-Project Alternative would not attain any of the basic objectives of the project. 29

30. **Page 5-1 *et seq.*, Section 5.2**. See Comment #2 above. 30

31. **Page 5-8, Section 5.3**. Because it would involve a component of high-density multi-family development, the General Plan Alternative would be expected to have an adverse impact on police services significantly higher than the proposed project. 31

32. **Page 5-10, Section 5.4**. The text should reflect that there is no evidence that any 200-acre site in or adjacent to the City of Salinas could feasibly attain most of the basic objectives of the Mountain Valley Project, while avoiding or substantially lessening any of the identified significant impacts. 32

Overall, this EIR is very thorough and readable, and provides decisionmakers and the public with a clear description of the project and an objective analysis of its impacts. We look forward to seeing the Consultant's responses to the above comments.

Very truly yours,

Brian Finegan

BF:pml

cc: Sconberg Family Partnership
Bill Shaw
Karl f. Heisler, ESA

LETTER I - Brian Finegan, Finegan and Cling, July 6, 1998

I-1) The change recommended by the commenter is made in the second line on p. 1-1.

I-2) The change recommended by the commenter is made in the second line on p. 2-4. A similar change is made in the first paragraph of p. 5-4.

I-3) Impacts of the 160-acre alternative would be somewhat less substantial than those of the proposed project, as stated on p. 5-4. Although, as stated on the same page, total water use for the entire 200-acre site analyzed in the EIR would be somewhat greater than with the project due to less agricultural land being removed from production, the 160-acre alternative would result in a permanent commitment of potable water to 19 percent fewer units than with the project (691 vs. 853). It would also result in the loss of 20 percent less prime agricultural land. Regarding Freedom Boulevard, this alternative would result in a less convenient alignment, but would not result in significant impacts, assuming both intersections at Williams Road were signalized.

The comment regarding the feasibility of the park and school site dedication is noted. The description of the 160-acre alternative is modified to state that this alternative would result in the project sponsor being responsible for maintenance of less park acreage (see p. 5-3) and could affect the agreement concerning donation of a school site and payment of additional fees beyond the state maximum (see p. 5-4).

I-4) It is acknowledged that City staff supports adjustment of the Sphere of Influence as proposed to permit Freedom Boulevard to cross Williams Road; however, the Local Agency Formation Commission must still approve the change.

I-5) Comment noted. Page 3-8 is revised accordingly.

I-6) Figure 3, p. 3-9, is revised to include the information requested.

I-7) Comment noted. The noted text is added to footnote 6 on p. 4.1-7. Also, reference to Policy 3.3.N is added to the Project Sponsor's Objectives on p. 3-1.

I-8) The last paragraph on p. 4.1-9 is revised to reflect the comment.

I-9) A sentence has been added to footnote 4 stating that no density bonus is sought as part of the project.

I-10) A sentence has been added to footnote 5 stating that no density bonus is sought as part of the project.

I-11) Comment noted. The report indicates that, while there was a net increase in total agricultural land of 130 acres between 1992 and 1994, there was a net loss of 769 acres

of prime farmland, and a net increase of 665 acres of urban and built-up land. During that same period, 18 acres of urban land was converted to agricultural use, including 16 acres to prime farmland. The point being made on p. 4.1-22 is that land, once converted to urban use, is lost to agriculture, in most cases permanently.

I-12) References to Sanborn Road ramps at U.S. 101 have been revised to refer to South Sanborn Road. Substantial delays are currently experienced by motorists making both movements referred to by the commenter (see the discussion of Impact 4.2.1a on p. 4.2-12; as noted there, a relatively small volume of traffic experiences these delays). (Sanborn Road is considered an east-west road in the EIR because it is parallel to Williams Road in the project vicinity and Williams is considered east-west.)

I-13) See the response to Comment I-12.

I-14) The comment is correct, and the EIR text on p. 4.2-16 is revised to correct the reference to "Garner Avenue."

I-15) The change recommended by the commenter is already included in the first paragraph on p. 4.2-20.

I-16) Comment noted. The City could require implementation of traffic safety measures as conditions of approval to protect public health and safety. The project sponsor's proposal to include traffic calming measures in the project street design is added to the EIR text on p. 4.2-23.

I-17) Comment noted. Use of Del Monte Avenue as a project access route would avoid Impact 4.2.5b.

I-18) The noted correction is made to the text of Mitigation Measure 4.2.5b on p. 4.2-24, and in the Summary Table (Table 1), on p. 2-9.

I-19) The recommended text is added to p. 4.3-9.

I-20) Mitigation Measure 4.3.10 could require a joint agreement between the City and the project sponsor to ensure that Fire Station No. 5 were constructed prior to the buildout of project phase 4. Construction of this fire station would be required to ensure the safety of residents of the southeastern most portions of the project site.

I-21) The total park acreage that would be required for the project, based on project population, is 8.1 acres, as stated on p. 4.1-8. Therefore, the sponsor would be responsible for maintenance of 8.1 acres of the community park. The text in the first paragraph under Impact 4.3.5, p. 4.3-11, is revised to reflect this figure.

I-22) The text on p. 4.3-12 is revised to note that the project sponsor would provide four well sites and Alco Water Service would construct the wells. (The sponsor would be responsible for primary funding of construction for three of the wells, and limited funding for the fourth.) The project sponsor is ultimately responsible for construction of the wells to ensure adequate water service is available to the project site, and this is also included on the revised pp. 4.3-12 and 4.3-13.

Regarding the size of well sites, Alco Water Service has indicated that a minimum requirement for a well site is 20,000 square feet of net usable area, exclusive of setbacks, landscaping, fencing, and other City requirements that may reduce the available usable area for the well and associated equipment (Adcock, 1998). Twenty thousand square feet, or 0.46 acre, is slightly less than the half-acre site size requirement noted in the Draft EIR, and the EIR is revised accordingly on p. 4.3-12 and 4.3-13, as well as p. 4.4-16. The approximately 10,000-square-foot site would be an addition to an existing well lot on Surrey Way, between Countryside Drive and Argentine Drive. Alco would require that the total site be a minimum of 20,000 square feet of net usable area (Adcock, 1998).

The project sponsor has proposed well sites of 0.46 acres *gross* (about 20,040 square feet), which would not meet Alco's needs for a minimum of 20,000 square feet of net usable area. Note that the letter from Alco Water Service that is included in an appendix in the EIR states that well sites of approximately 20,000 square feet *of net usable space* would be purchased by Alco from the project sponsor (emphasis added).

I-23) Please see the response to Comment G-3, p. 8-23.

I-24) Comment noted. The EIR distinguishes between "significant" and "less-than-significant" effects; beneficial effect are, by definition, within the latter category.

I-25) As noted on p. 4.4-12, "groundwater overdrafting will continue to be a concern in the Salinas Valley, particularly as more residential development increases the more "permanent" commitment of water to dwellings." Therefore, the City must actively seek means of reducing water consumption.

I-26) Mitigation Measures 4.4.4a is revised to acknowledge that the project sponsor would provide four well sites and Alco Water Service would construct the wells. (The sponsor would be responsible for funding construction of three of the wells.) As noted in the response to Comment I-22, the project sponsor is ultimately responsible for construction of the wells to ensure adequate water service is available to the project site.

I-27) Mitigation Measures 4.4.4b is revised to acknowledge that the project sponsor would provide four well sites and Alco Water Service would construct the wells. As noted in

the response to Comment I-22, the project sponsor is ultimately responsible for construction of the wells to ensure adequate water service is available to the project site.

I-28) Please see the response to Comment C-1, p. 8-11.

I-29) Comment noted. CEQA requires analysis of a No Project Alternative.

I-30) See the responses to Comments I-2 and I-3.

I-31) The EIR notes, on p. 5-8, that with the General Plan Alternative, "demand for public services and utilities would be somewhat greater than under the project."

I-32) As stated on p. 5-10, "significant and unavoidable impacts related to agricultural land conversion and farmland availability would be the same for [alternative] sites as for the project" and "possible alternative sites are either not contiguous with City boundaries and thus not designated for urban use (in the case of annexation), or are of insufficient size (in the case of "infill" sites within the city limits)."

REFERENCES – Letter I

Adcock, Thomas R., Vice President, Alco Water Service. Telephone communication, July 28, 1998.

EMC Planning Group Inc.

A Land Use Planning and Design Firm

J

July 6, 1998

Ms. Charmaine Geiger
Community Development Director
City of Salinas Community Development Department
200 Lincoln Avenue
Salinas, CA 93901

Re: Mountain Valley Project
Comments on Draft Environmental Impact Report

Dear Ms. Geiger:

Thank you for the opportunity to review the Draft Environmental Impact Report (EIR) that has been prepared for the Mountain Valley project. The following letter addresses my comments on this document.

p. 3-7	The paragraph beginning on this page and continuing to page 3-8 describes the phasing of project development. However, the figure that is referenced in this paragraph (Figure 3) illustrates the street phasing plan, not the development phasing plan. The Mountain Valley Precise Plan provides a figure (Figure 31) that illustrates the development phasing plan. Figure 31 of the Precise Plan should be included as a figure in the EIR and referenced in this paragraph in order to more clearly describe the proposed project phasing.	1
p. 3-8	The first complete paragraph on this page states that East Alisal Street would be constructed as part of Phases 2 and 6. This is incorrect. East Alisal Street will be constructed as part of Phases 3 and 6. The text should be revised to reflect this correction.	2
p. 3-9	Labels for Boulevard A, Boulevard C, and Mountain Valley Boulevard are missing from Figure 3. These streets should be labeled.	3
p. 4.1-5	The footnote on this page (footnote 4) concerns density bonuses. This discussion is irrelevant, and the footnote should be omitted.	4
p. 4.1-7	Footnote 5 concerns density bonuses. This discussion is irrelevant, and the footnote should be omitted.	5
p. 4.2-20	The discussion of the City's trip reduction ordinance and the proposed trip reduction plan included in the Mountain Valley project begins on this page.	6

The text in this section should stipulate that the traffic analysis prepared for the EIR did not assume a reduction in vehicle trips attributable to this trip reduction plan in order to provide a conservative analysis. 6 Cont'd.

p. 4.2-24 Mitigation Measure 4.2.5b references traffic calming measures identified in Mitigation Measure 4.2.4a. There is no Mitigation Measure 4.2.4a. Traffic calming measures are identified in Mitigation Measure 4.2.5a. Mitigation Measure 4.2.5b should be revised to reference 4.2.5a. This revision to Mitigation Measure 4.2.5b should also be made in Table S-1. 7

p. 4.3-11 The first paragraph under Impact 4.3.5 states that the developer would fund the annual maintenance of 8.7 acres of the community park. This is incorrect. As stated in the first (incomplete) paragraph on page 4.1-8, the project would require 8.1 acres of developed parks. The text should be revised to indicate that the developer would fund the annual maintenance of 8.1 acres of the community park. 8

p. 4.3-12 This comment relates to the third paragraph on this page, as well as page 4.3-13 (discussion under Mitigation Measure 4.3.6), page 4.4-6 (first complete paragraph), page 4.4-16 (discussion under Mitigation Measure 4.4.4b), page 5-2 (first complete paragraph), and page 5-2 (footnote 1). The text references René Fuog, of Fuog Water Resources, Inc., as stating that each well site must have a net usable area of 0.5 acre. The Mountain Valley project proposes to provide three 20,000 square foot well sites and one 10,000 square foot well site as part of the project. An April 17, 1998 letter to Ms. Jenny Mahoney, City of Salinas Community Development Department, from Mr. Thomas R. Adcock, Vice President of Alisal Water Corporation, which is included as an attachment to the Draft EIR, acknowledges the sizes of the well sites included in the proposed project. Since the Alisal Water Corporation will be responsible for the drilling of the well and any other related equipment on the proposed well sites, the Alisal Water Corporation should be the responsible party for determining the necessary size of each well site. All references to Mr. Fuog's requirement for 0.5-acre well sites should be omitted from the text. 9

p. 4.3-13 Mitigation Measure 4.3.7, which starts on this page and continues on page 4.3-14, requires that the project sponsor would be required to fund the entire cost of installing a relief main in Alisal Street, and that the City and/or other developers would reimburse the project sponsor at a later date for costs in excess of the sponsor's required fee of approximately $830,000. Assuming that the Alisal Street relief main is included in the City's current six-year Capital Improvements Program (CIP), and assuming that the ordinance increasing the citywide sewer collector system fee from 15 percent to 35 10

percent will fully fund the needed improvements implemented through the City's CIP (as stated on page 4.3-5), then this mitigation measure should be revised. The revised mitigation measure should state that the City, not the project sponsor, should fund the cost that is in excess of the sponsor's required fee for installing a relief main in Alisal Street as part of the City's CIP. 10 Cont'd.

p. 4.5-9 Impact 4.5.1 begins on this page and continues to page 4.5-11, and Mitigation Measure 4.5.1a (which should be renumbered to "4.5.1" since this is the only mitigation measure identified for this impact) begins on page 4.5-11 and continues to page 4.5-13. This comment relates to this impact and mitigation measure. The first complete paragraph on page 4.5-12 states that, "with implementation of these mitigation measures, an approximately 75 percent reduction in PM-10 emissions would be expected." The first (incomplete) paragraph on p. 4.5-13 states that, "it is not certain that construction-generated PM-10 emissions would be reduced to below the MBUAPCD's threshold of 82 pounds per day, and therefore, this impact is considered significant and unavoidable." Assuming that the mitigation measure identified for this impact will reduce PM-10 emissions by 75 percent, PM-10 emissions exceeding 328 pounds per day would exceed the MBUAPCD threshold. The first (incomplete) paragraph on page 4.5-11 states that if one builder was conducting rough grading, PM-10 emissions would be approximately 95 to 115 pounds per day, and if two builders were conducting rough grading, PM-10 emissions would be approximately 190-235 pounds per day. Since these PM-10 emissions are less that 328 pounds per day, the identified mitigation measure would reduce air quality impacts to below the MBUAPCD threshold, and the impact would be less-than-significant. 11

Further, air quality impacts associated with project development will be intermittent and temporary. In the discussion of noise impacts on page 4.7-7, the Draft EIR concludes that although grading and construction activities in the project area would intermittently and temporarily increase noise levels, the impact of construction at any one location would be of considerably less duration as residences would be completed in a given area and construction would proceed to the next phase and location. The Draft EIR provides mitigation measures for construction-related noise impacts and concludes that the impact of construction noise will be a less-than-significant impact. The discussion of intermittent and temporary air quality impacts associated with construction should be addressed in the same manner.

The EIR's conclusion that intermittent, temporary construction-related air quality impacts are significant and unavoidable is inappropriate. The EIR should be revised to conclude that construction-related air quality impacts

can be mitigated to a less-than-significant level. This revision should also be made in Table S-1. In addition, the fifth bullet item on page 6-1 (under "Unavoidable Significant Adverse Impacts") should be omitted. 11 Cont'd.

p. 5-1 The discussion of the 160-acre alternative begins on this page and continues to page 5-7. The EIR identifies this alternative as the environmentally superior alternative. However, there does not seem to be evidence in support of this conclusion. The 160-acre alternative results in the same significant, unavoidable impacts as the proposed project, including land use – agricultural conversion, traffic – increased traffic at intersections, noise – increased operational noise due to increased traffic, and air quality – intermittent, temporary increase in construction-related PM-10 emissions (although, as stated above, this should be considered a less-than-significant impact instead of a significant, unavoidable impact). In addition, this alternative would result in increased water consumption over the entire proposed project area since the area outside the City's sphere of influence would remain in agricultural production. Also, under this alternative, the Williams Road alignment would be atypical, inefficient and unsatisfactory. This alternative would also provide fewer low-income houses than the proposed project, since fewer total houses would be constructed. For these reasons, the EIR should identify the proposed project as the environmentally superior alternative instead of the 160-acre alternative. 12

It should also be noted that the EIR's description of the 160-acre alternative as containing the same amount of parks and schools as the proposed project is erroneous. With a smaller project, the area devoted to parks and schools would be less since there would be fewer houses to serve and to provide funding for these improvements.

Thank you again for allowing me to comment on the Mountain Valley Project Draft EIR. I look forward to receiving the Final EIR for this project. And please note that we will revise the Mountain Valley Precise Plan to correspond with the project EIR.

If you have any questions regarding this letter, please call me at (408) 649-1799.

Sincerely,

Cara Galloway

Cara Galloway
Planner

c: Bill Shaw, Shaw Development

LETTER J - Cara Galloway, EMC Planning Group, July 6, 1998

Note to the reader: Many of the comments in this letter duplicate comments in Letter I. As a result, the reader is frequently referred to responses to Letter I.

J-1) Please see the response to Comment I-6.

J-2) Please see the response to Comment I-5.

J-3) Please see the response to Comment I-6.

J-4) Please see the response to Comment I-9.

J-5) Please see the response to Comment I-10.

J-6) Please see the response to Comment I-15.

J-7) Please see the response to Comment I-18.

J-8) Please see the response to Comment I-21.

J-9) Please see the response to Comment I-22.

J-10) Please see the response to Comment G-3, p. 8-23.

J-11) The commenter objects to the conclusion made in the EIR concerning the impact of construction-related PM-10 after mitigation. This objection derives from emissions estimates that correspond to a maximum of two builders performing rough grading simultaneously at the project site. However, the EIR's conclusion of significance with respect to construction dust derives from an assumption of three builders, not two. The last paragraph on EIR p. 4.5-10 states that PM-10 emissions would be approximately 280 to 350 pounds per day on days when rough grading would be taking place. This paragraph from the EIR and the continuing discussion on the following page (i.e., p. 4.5-11) provide the assumptions upon which this estimate is made. It is not known how many builders would be conducting rough grading simultaneously at the site, and thus, the EIR provides a conservative assessment by assuming three builders. The EIR's conclusion that this impact could be significant, even after mitigation, is appropriate.

In addition, the commenter asserts that construction PM-10 impacts should be treated the same as construction noise given that, in both instances, the impact is temporary and intermittent. However, construction-related PM-10 emissions pose health concerns, as well as nuisance concerns, whereas, construction noise is, in essence, only a nuisance issue. The EIR's separate treatment and conclusions regarding construction PM-10 and noise is appropriate.

Please see also the response to Comment C-1, p. 8-11.

Mitigation Measure 4.5.1a is renumbered 4.5.1; the "a" is deleted.

J-12) Please see the response to Comment I-3.

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JUL 1998
Received
Com. Dev. Dept

July 6, 1998

OUR FILE NO. 0026.04

VIA FACSIMILE & MAIL

City of Salinas
Department of Community Development
Attention: Jenny Mahoney
200 Lincoln Avenue
Salinas, California 93901

Re: Mountain Valley Project DEIR SCH #93043036

Dear Ms. Mahoney:

The following comments are submitted on behalf of certain owners of property within the Rancho San Juan Area of Development Concentration (ADC).

1. The DEIR does not, but should, mention the Rancho San Juan ADC, which is the subject of a Memorandum of Understanding between the County of Monterey and the City of Salinas, in its evaluation of cumulative impacts; 1

2. Whether or not its individual impacts are considered significant, the Mountain Valley project and all projects should be treated similarly with respect to cumulative impacts. For example, there should be a mechanism for an overall fair share cumulative traffic impact fee on all projects, such as a fee levied on a "per-unit" basis; and 2

3. Figure 7, on page 4.1-11, inaccurately shows some Rancho San Juan ADC parcels in Williamson Act contract which are either no longer subject to the Williamson Act or are scheduled to come out of contract this year or next. 3

499 VAN BUREN STREET
MONTEREY, CALIFORNIA 93940

Thank you for your thoughtful consideration of these matters.

Yours very truly,

HORAN, LLOYD, KARACHALE, DYER,
SCHWARTZ, LAW & COOK INCORPORATED

By: Mark A. Blum

MAB:mh

cc: Charmaine Geiger
Dave Mora
David Swanson
William Phillips
Wes Arvig

\HYH\LTR\MAHONEY.L-1

LETTER K - Mark A. Blum, Horan, Lloyd, Karachale, Dyer, Schwartz, Law & Cook, Inc., July 6, 1998

K-1) Please see the response to Comment F-1, p. 8-20.

K-2) Comment noted. The City of Salinas has a Traffic Fee Ordinance that requires collection of a fee from developers to fund identified projects. However, as described in Section 4.2, Traffic and Circulation, certain improvements are required that are not included in the Ordinance at present, as there is a limited amount of funding available for traffic improvements. The project sponsor would be required to contribute to the Traffic Fee Ordinance fund.

K-3) Figure 7 has been revised to note the updated status of Williamson Act parcels in the Rancho San Juan Area of Development Concentration.

ROBERT C. TAYLOR, JR.
ATTORNEY AT LAW
955 BLANCO CIRCLE, SUITE B
SALINAS, CALIFORNIA 93901
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L

July 6, 1998

Community Development Department
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901

Attn: Jenny Mahoney

Re: Mountain Valley Residential Development

Dear Jenny,

I represent the Higashi Irrevocable Trust 1982 and Higashi Farms, Inc., which own land and conduct farming operations in Carr Lake. I wrote to the City on May 1, 1998 regarding my clients' concerns with drainage and flooding associated with the inadequacies of the reclamation ditch in the Carr Lake area. We have now reviewed the draft Environmental Impact Report (DEIR), draft Precise Plan (DPP), and Services and Facilities Plan (SFP) for the Mountain Valley Residential Development proposed project. We believe this project, and others which may follow, will have a significant impact on the problems referenced in my letter of May 1, 1998.

My clients' experience with Carr Lake extends over sixty years. Historically, Carr Lake has flooded for brief periods of time with the water draining out of the lake through the reclamation ditch which was constructed in approximately 1918. More recently, and coincident with the development of the Creekbridge and related housing projects upstream from Carr Lake, my clients have experienced a large increase in the accumulation of sand. We believe this accumulation is directly related to upstream development in two respects. First, the velocity of the water has increased, which exponentially increases the carrying capacity of the water entering Carr Lake; and second, changes to the creek bed, particularly in Gabilan Creek, prevent the sand from silting out in the areas above Carr Lake where siltation previously occurred. 1

The accumulation of sand, in turn, creates two problems in Carr Lake. First, the sand clogs the reclamation ditch, causing the water to back flow, increasing the areas and frequency of flooding. Second, the sand effectively raises the height of the outfall at Sherwood Drive and Main Street, preventing my clients' farmland from draining, since water does not run uphill.

If the outfall is properly constructed and maintained, and the sand is captured upstream, the volume of water entering Carr Lake is not a significant problem, since the water remains on the farmland for only a limited period of time. This is not to say that there will not be cumulative damage to the farmland from pollutants and other materials in the water as a result of upstream development. The important point for understanding our concerns with the proposed developments is that we are not so concerned with the volume of water as we are concerned with the timing of inflows and outflows.

The DEIR recognizes that discharges to the City's storm drainage system and flooding potential are potential significant impacts. In addition, the DEIR recognizes there are maintenance problems in the area of the project site (Page 4.3-5), that the existing storm drainage system is currently operating at capacity (Page 4.3-14), that flooding problems in the ditch will be exacerbated by additional runoff (Page 4.4-7), and that siltation exists as a problem and may be increased by this project (Page 4.4-13 and 14).

The proposed solution to all of these problems is the requirement of a detention basin.

Unless the sand situation is addressed, we believe the detention basin will increase the problems we have experienced. The detention basin will control the rate of flow, delay runoff, and may even include a pumping system to move water after the peak flows. (See SFP 3-8, 1-6 and DPP 60). This may alleviate the potential for peak water flooding, but it will extend the period of time during which the reclamation ditch is full, in turn delaying the drainage of my clients' agricultural fields. In very simple terms, until the ditch is dry, the accumulation of sand cannot be removed by the County Water Resources Agency. If the sand is not removed, the fields don't drain. If the fields do not drain, my clients cannot farm the land and they have suffered significant injury as a result. 1 Cont'd.

We believe the solution to this problem is to establish, through the Water Resources Agency, a regular maintenance plan, together with physical improvements to the outfall at Sherwood Drive and Main Streets. The ultimate solution is to detain the sand upstream.

From conversations with representatives of the Water Resources Agency, we understand that the agency is without sufficient funds to improve or maintain the ditch as is required to deal with the increases in sand. We also understand that the City of Salinas has experienced sand problems in Gabilan Creek, as well.

The SFP notes in several places that the costs for maintaining the drainage and reclamation system are unknown, but that the staff's experience is that the current fees are inadequate to maintain these facilities. While the SFP assumes an assessment district for maintaining the detention basin, nothing is contained in the environmental documents to deal with funding either cumulative or downstream remedies.

With respect to the drainage issues as they present themselves in Carr Lake, there is no discussion in the environmental documents of the direct impacts on Carr Lake from this project or of any cumulative impacts. Even assuming that a detention basin is an appropriate mitigation, there is no discussion of the impacts of a series of detention basins in future developments. Since detention basins are designed to affect the timing of the water flow, and since the timing of the water flow is precisely the problem we have experienced in draining our fields, we believe there should be an analysis of the cumulative impact of development in this respect.

Finally, as we have indicated above, there is no discussion of any funding for the Water Resources Agency, which is charged with the maintenance of the reclamation ditch. The Water Resources Agency is currently unable to adequately maintain the ditch, much less make necessary improvements to the outfall. This project will simply add to the problem. The cumulative impacts have not even been addressed. 1 Cont'd.

In its simplest form, the detention basin may serve to alleviate flooding concerns by metering the flow of water into Carr Lake. However, the farming operations in Carr Lake have been uniquely and disproportionately impacted by developments of this type. It does not solve the problem to simply meter the flow of water into an area that does not drain because of the inadequacy of existing public facilities, particularly where there is no plan or funding for the work necessary to cure those inadequacies.

The net result is that a substantial portion of my clients' land has been placed out of production, without consideration of this fact in the environmental documents or compensation to my clients.

We believe the impact of this project, particularly in the cumulative scenario, has neither been addressed in the environmental documents, nor adequately mitigated to a level of insignificance.

Very truly yours,

ROBERT C. TAYLOR, JR.

RCT/kaf

LETTER L - Robert C. Taylor Jr., Attorney at Law, July 6, 1998

L-1) The siltation/detention basin proposed as part of the project would, as noted by the commenter, control the rate of storm water flow off the project site and, ultimately, into Carr Lake and the Salinas River. By detaining peak storm water flows, the siltation/detention basin would also capture silt and sand, allowing it to settle in the basin before water is discharged toward Carr Lake. Maintenance of the siltation/detention basin would be ensured through a management plan that must be developed by the sponsor. Mitigation Measure 4.4.3c would also require the installation of storm drain sediment traps. Thus, the project would be expected to result in little, if any, increase in downstream siltation, and could actually decrease downstream siltation by detaining silt from agricultural uses upstream of the project site. It is true that the project, by increasing the amount of impervious surface at the site, would increase total runoff. The siltation/detention basin would avoid any increase in flooding, but would incrementally extend the period during which water drains from the site.

With regard to other sources of siltation, the City is working with agricultural users upstream from Carr Lake, particularly north of Boronda Road, to try to reduce the volume of silt that is entering the storm drainage system.

Carr Lake was once a natural lake and is at a level that routinely floods in wet weather, serving as a temporary detention area but not endangering urbanized (populated) land uses. It is prudent for the City to require upstream development to avoid increasing peak storm water flows that could result in flooding beyond the boundaries of Carr Lake, potentially causing property damage and injury or loss of life. The result is the avoidance of adverse physical environmental effects, although there may be economic consequences.

SIERRA CLUB

VENTANA CHAPTER
P.O. Box 5667 Carmel, California 93921 408 • 624 • 8032

July 6,1998



Ms. Charmaine Geiger
City of Salinas
Department of Community Development
Salinas, CA 93901

Subject: DEIR for Mountain Valley Project, SCH# 93043036

Dear Ms. Geiger:

The Ventana Chapter, Sierra Club has reviewed the DEIR for the Mountain Valley Project which plans for 853 residential units. The project has many unmitigatible impacts that violate provisions of both the City and County General Plans, For these reasons the DEIR has shown clearly that this is an inappropriate project for this location . Some of those impacts are listed as follows:

Water The entire area is overdrafted more than 200 %. When drought times occur, farm lands can be laid fallow. People need and use water during flood or drought. A moratorium is needed on **any new development until a solution to the water problem is in place. The residential use would prevent the partial recharge of the aquifer that occurs with agricultural irrigation. How would you address this impact?** 1

In the discussion of mitigations, it is suggested the Alco Water Company is capable of supplying this project with water. The company's recent history would contradict this statement. The inability of this company to maintain sufficient water pressure to safely operate fire sprinklers illustrates the need for a new water supplier. How will the City assure that the needed water pressure is maintained ? How will the additional inspections that are needed be managed and funded ? 2

If this project is permitted, **water saving plumbing fixtures should be required, the use of lawns prohibited and drip irrigation required for any landscaping. Drought tolerant non-invasive plants need to be specified for use in any landscaping. The installation of cisterns to collect rooftop runoff for use in irrigation should also be considered. Who will pay for the monitoring required to ensure compliance with these necessary mitigations ?** 3

Prime Agricultural Land Both general plans call for the preservation of prime agricultural lands. This project calls for the conversion of 199.7 acres of prime agricultural lands. The loss of part of the primary source of the Salinas Valley economy, 4

agriculture, may cause a loss of jobs and a loss of some of the food which is shipped throughout the nation and the world. How do you mitigate this loss ? **What is the justification for not complying with the area's General Plans ?** 4 Cont'd.

Traffic Impacts This project would require more mitigations than can be paid for by this project. The area is already suffering from projects that have been built without the infrastructure that is required to support the increased numbers of trips generated by the projects. **No new projects should be permitted unless the developer funds and builds infrastructure before the project is built. Can the City participate with Cal Trans to facilitate and monitor this aspect of the project ?** 5

Schools School facilities for the project's residents do not presently exist. The existing schools are already operating near capacity. Federal and State funding is not available and recent school bonds have failed to pass. **Any proposed project must pay the full cost of schools before they are permitted.** The proposed mitigation is not adequate and the conclusion is drawn that it is not feasible to pay the additional $13,000 per unit that full mitigation would require. **Therefore, it is clear that this project itself is not feasible and should be denied a permit. How do you justify permitting development without ,at the very least, adequate school facilities ?** 6

Police The project DEIR correctly points out the need for additional police. At present some of the funding for police comes from a federal grant. This funding may soon have to be replaced . **Who will provide funding for the needed additional officers ?** 7

Libraries The project needs to provide funding for expansion of El Gabilan Library. Is this being required ? 8

Storm Drainage The DEIR states that the storm drain system currently operates at capacity. A subdivision will increase the storm run-off substantially. The developer should pay for the needed improvements to the storm drain system. Who will monitor and maintain this system? 9

Alternatives There need to be additional alternatives considered to complete this DEIR. Are there any locations where a project such as this could be fully mitigated ? Non-ownership by the project proponent doesn't relieve the authors of the DEIR from the obligation to consider such alternatives. A lower density project needs to be considered. A smaller project could produce fewer impacts. 10

In conclusion, we consider the DEIR inadequate in considerations of alternative projects. We recommend that the DEIR not be certified until this deficiency is cured. Thank you for the opportunity to comment on this DEIR. Any questions or comments should be directed to our Administrative Chair, Janie Figen, 1443 Deer Flat Road, Monterey, CA 93940, phone (831) 375 9667, fax 375 1666. 11

Sincerely,

Janie Figen

for Gillian Taylor, Chair

JF/GT

LETTER M - Gillian Taylor, Chair, Ventana Chapter, Sierra Club, July 6, 1998

M-1) On p. 4.4-12, the EIR acknowledges that "increased runoff and evaporation due to increased impervious surfaces would substantially reduce rainfall percolation to groundwater" following development of the project. However, water consumption at the site is expected to decrease with the project, even accounting for the loss of existing percolation; therefore, the impact is not significant.

M-2) The City is precluded from regulating water pressure; this is the province of the California Public Utilities Commission, as stated on p. 4.3-11.

M-3) As stated on p. 4.4-9, the project would include a water conservation plan that would include limitations on turf, installation of low-flow plumbing fixtures, and other features.

M-4) The EIR states on p. 4.1-21 that no mitigation is available for the loss of prime agricultural land. This would be a significant, unavoidable adverse effect of the project.

M-5) The traffic analysis in Section 4.2 notes that, while the project would pay its proportionate share towards traffic improvements at affected intersections, certain intersections are or would be operating at unacceptable levels of service due to existing or already approved projects. Under CEQA, the project sponsor cannot be required to pay more than a proportionate share towards mitigation of cumulative impacts. As stated on p. 4.2-21, the project would not result in a significant effect on U.S. Highway 101; therefore, Caltrans facilities would not be adversely affected.

M-6) Although the project would not fully fund construction of school facilities to accommodate the number of students it would generate, the EIR authors deferred to the Alisal Union Elementary School District and the Salinas Union High School District in the assessment of impacts on the districts. As described on p. 4.3-7, the districts have negotiated an agreement with the project sponsor that the districts consider satisfactory. Therefore, the EIR authors judged school impacts to be adequately mitigated.

M-7) The EIR concluded that impacts to police services would be relatively limited, and therefore less than significant.

M-8) As noted on p. 4.3-10, the project would pay a library fee totaling approximately $300,000. A decision on how to spend the monies collected would be made by the City Council.

M-9) As stated on pp. 4.3-14 - 4.3-15, the project would include construction of a siltation/ detention basin, funded by the project sponsor, and sized in conformance with the County Water Resources Agency policy requiring on-site detention for the differential between runoff from pre-development 10-year storm and post-development 100-year

intensity rainfall. As stated on p. 4.3-15, maintenance of the siltation/detention basin would be funded through a maintenance assessment district.

M-10) The EIR found that it is unlikely that another site that would substantially reduce project impacts and that would be suitable for urbanization could be located in or adjacent to the City of Salinas (see p. 5-10).

The 160-acre alternative would result in some reduction in impacts, although as noted on p. 5-4, total water consumption on the 200-acre site would be greater than with the project, since there would be less reduction in agricultural water use.

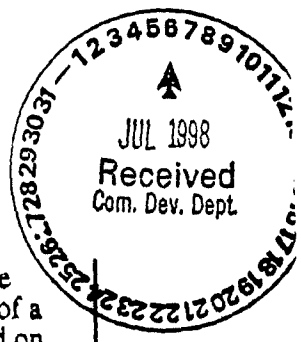
M-11) As noted in the above responses, the EIR has adequately addressed the concerns raised by the commenter.

California Native Plant Society

Monterey Bay Chapter

P. O. Box 381
Carmel Valley, CA 93924
July 6, 1998

Salinas Community Development Dept.
City Hall
Salinas, CA



IRE: "Mountain Valley" DEIR

Ladies and Gentlemen:

The Monterey Bay Chapter of the California Native Plant Society, whose boundaries include Monterey and San Benito Counties, has just learned of a proposal to build a large housing development on prime agricultural land on 200 acres of the Sconberg Ranch within the jurisdiction of the city of Salinas.

Our organization strongly opposes the conversion of agricultural land. The County General Plan has forceful policies protecting such lands, and when the Supervisors failed to uphold these policies, as in the case of Chualar II, the local citizens rose up to overturn the decision. We would hope that the city of Salinas would be no less protective of the prime lands within its jurisdiction. 1

The preferred alternative is an example of the type of urban sprawl that has destroyed the fertile and productive character of the Santa Clara Valley. When the best agricultural lands are taken for development purposes, the result is often that less productive lands are converted to crops, requiring more water and fertilizer for reduced results. Such policies are extremely shortsighted, especially given the water issues in the Salinas Valley.

We urge you to require the environmental report to include an alternative that protects the best land for growing crops.

Sincerely yours,

Mary Ann Matthews
Conservation Chair

Faxed 4:30 7-6-98

LETTER N - Mary Ann Matthews, Conservation Chair, Monterey Bay Chapter, California Native Plant Society, July 6, 1998

N-1) Comment noted. The comment addresses the merits of the project and not the adequacy of the EIR. No further response is required.

(1)

O

Director of Community Development
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901
via fax: (408) 758-7215

July 6, 1998

COMMENTS ON THE MOUNTAIN VALLEY PROJECT ON FARMLAND KNOWN AS THE SCONBERG RANCH
D.E.I.R. SCH#93043036

Dear Ms. Geiger,

I would like to address some of the problems associated with the above referenced D.E.I.R.

2.3 Alternatives to the proposed project, NO-PROJECT. This analysis states that no project would not rule out future development, but then incorrectly states "most likely as residential, given surrounding land uses". SURROUNDING land uses are NOT residential. Some residential, mostly agricultural. I recommend a colored map showing exactly what the current surrounding land uses are. This property is not an oasis in the middle of a city. Rather, it is farmland on the outskirts of a city that has for too long been following the tired path of urban sprawl with its associated results. 1

Additionally, this same analysis incorrectly assumes "Groundwater pumping and water consumption would remain as present (that is overdrafting would be greater than the proposed project), subject to any changes that may be required by the Monterey County water Resources Agency." This statement fails to take into account the following:

1) Different types of farming consume different amounts of water, it would not necessarily remain as present.
2) Developer's tendencies to grow high water intensive crops on farmland for several years prior to coming forward with their high density development proposal. They then can conveniently say that they will be using less water with the "new" use.
3) In the event of an extended drought farmland can be left fallow, no water use, housing in comparison, has a rather constant use of water.
4) Some of the water used to water farmland percolates back beneath the ground, housing on the other hand sends its water into sewer mains. 2
5) Although the Monterey County water Resources Agency is mentioned, the State of California Water Resources Control Board that has threatened adjudication of the Salinas Valley is not mentioned.
6) Fails to mention that prior to irrigation, dry farming was the norm in the Salinas Valley.
7) Fails to mention the historic uses of the property. (grazing land?)

(2)

2-5 GENERAL PLAN ALTERNATIVE

This analysis fails to mention that the Salinas General Plan was ammended/changed several years ago without an environmental impact report that addressed the impacts, no environmental impact report at all, even though vast new uses were to be allowed on properties thoughout the city. Minimal review, minimal consideration of cumulative impacts, no public hearings necessary in many cases. Thus it not too surprising to read the final sentence of this analysis. "The net effects from General Plan Alternative buildout would be greater than the proposed project." Taken in the proper context, it is truly a sad state of affairs. From the out-of-town developer's perspective, it's like finding free money. Build like crazy. Build housing for people that currently live and work in the next County. And the best part is, the locals in control don't pay much more than lip service to rising crime, overcrowded schools, congested dangerous highways, a crumbling infrastructure, poor water pressure, and increasingly poor water quality and air quality. Falling into line behind their theme song, "You can't stop progress", they're not even willing to slow it down enough to play catch up with the increasing problems. The costs associated with these problems are going to have to be addressed, but it won't be by these people apparently. Whose turn is it next month to sell their farmland? 3

(3)

Significant Impacts, Traffic and Circulation

The D.E.I.R. consistently downplays or fails to mention the regional traffic impacts to surrounding State Highways and County Roads. The Congestion Management Program for Monterey County requires Level of Service "C". In no case is it supposed to drop below its current Level of Service, if below "C". The D.E.I.R. also fails to mention the possible project of Rancho San Juan (The City of Salinas has a copy of the Administrative Draft).

One recent newspaper article recently estimated that 40% of the new housing being purchased in the North Salinas area is being purchased by people who work in San Jose. These people then commute north on Highway 101, currently rated as Level of Service "F" by Cal-Trans. Cal-Trans has stated it cannot and should not handle one more car. 4

Although, the D.E.I.R. does some analysis of surrounding city streets and intersections, it fails miserably at a regional analysis. An E.I.R. must address impacts. Approximately 8,500 additional average daily trips generated by this proposed development will not all drive around the city streets of Salinas. Impacts to State Highways 1, 156, 101, and Highway 68 as well as impacts to surrounding County Roads must be addressed. As most of these are currently below Level of Service "C" during peak hours. Mitigation measures and associated costs must be ascribed. For example, State Highway 68's traffic is currently 70% through traffic from the city of Salinas and to a lesser extent the City of Monterey. Where is the estimate as to how much additional traffic this project will add to this? More importantly, what traffic analysis methodology was used by E.S.A. in coming up with the L.O.S. figures they have?

Significant Impacts, Schools

Although the development proposal projects setting aside some land for a school, it fails to address who or how the school will be built. Current development school impact fees in the City of Salinas of $1.86 per sq. ft. do not even cover 25% of the impact, nor the money needed. This statistic was verified by Salinas Union High School District Superintendent Elizondo at a public hearing. The estimated additional enrollment figures of 512 new students at Alisal Union Elementary School and 235 new students in the Salinas Union High School District is unbelievably labeled "Less-than-significant". Who produced these numbers? 5

Significant Impact, Water

Page 2-19, Impact 4.3.6 says "The proposed project would create new water demand for Alco water Service."
Mitigation Measures "None required...shall provide well sites...to meet Alco Water Service specifications." 6
Level of Service after mitigation is labeled Less-than-Significant.

(4)

For those that have followed the repeated problems of bad tasting water, discolored water, water that has to be blended to stay below the nitrate threshold, and poor and irregular water pressure problems in the Alco Service Area, this must be some kind of joke. Please reference the attached copy of a letter recently sent out regarding water pressure problems in the ALCO Service area. The City of Salinas has not enacted an ordinance requiring a minimum 55 lb/per/sq/in. water pressure and thus the problem continues. Without such an ordinance in place the Public Utilities Commission has no teeth to enforce better water pressure.

6 Cont'd.

Thank you for the opportunity to comment on the D.E.I.R. SCH#93043036.

Mike Weaver

Mike Weaver
Salinas, CA
(408) 484-2243

(5)

RE: D.E.I.R. SCH #93043036

WATER PRESSURE!

There is a safety issue that has been being ignored by the Salinas City Government. While they have approved literally hundreds of houses to be built in the Williams Ranch area, a blind eye has been given to the issue of water pressure. Why is water pressure important? It's because it takes 55 pounds per square inch of pressure to make the fire sprinkler systems in these houses work!

These houses are densely packed together on small lots. In the event of a fire in one house, it would easily spread to neighboring houses. Trouble is, there is often insufficient pressure in one house for the fire sprinkler system to work, much less if the entire block was involved in flames. There is a "check valve" on these fire sprinkler systems that holds the pressure in the immediate pipes to a higher pressure. However, in the event of a catastrophic fire, once that immediate water in the pipes is gone, the system relies on the pressure available from the water system supplied by the water company.

Officials cannot say they are unaware of this problem, as there have been many newspaper articles for the past several years about it. Residents in East Salinas have reported in the past that their water pressure was so low that it took 40 minutes to fill a washing machine. They have reported water pressure so low that their lawn sprinklers wouldn't even turn.

6
Cont'd.

A homeowner in the Williams Ranch area reported to me that this last Thanksgiving day he had no water pressure. No water pressure on the day when ovens and stoves are all going, and many families are gathered together! Since then, he and a neighbor have been independently measuring their water pressure... pressure from the street. Surprise, almost half the days it's measured it falls below the 55 psi threshold, sometimes far below.

The City of Salinas' Community Development Department told me that the City is not the water purveyor, therefore they rely on the water purveyor to provide them with a "can and will serve" letter. Apparently, they are not required nor directed to review it beyond that. A representative of the Salinas Fire Department told me that they test the fire hydrant(s) at the invitation of the developer, on a day and time chosen by the water purveyor. If there is sufficient flow and pressure then the subdivision is allowed to proceed with building houses. When I reported that many houses were experiencing less than adequate pressure, and that there was a safety issue involved here with sprinkler systems, I was told that if I had a concern, that I should call the Public Utilities Commission. Well, I did call the Public Utilities Commission. I was told that unless the City of Salinas has an ordinance requiring a minimum water pressure, basically, there wasn't much they could do.

The developers are making money selling houses. The water purveyor is making money with every new hook up. The public buying these houses, in good faith, are having their families safety jeopordized.

(6)

It doesn't take a scientist, nor a water hydrologist, to know that the more hook ups there are on a system, the more people there are using water, the lower the pressure is going to be. I ask, who is minding the store? Sadly, no one I know. Because, the problem has been there, the problem is still there, and the City of Salinas is contemplating adding another 1300 houses to the problem AND another 853 houses at the Sconberg Ranch. 6 Cont'd.

Signed,

Mike Weaver

Mike Weaver
Salinas, CA

(408) 484-2243

LETTER O - Mike Weaver, July 6, 1998

O-1) The statement concerning surrounding land uses on p. 5-1 is intended to indicate that, were the project site to undergo development in the future, residential use would be the most likely outcome. As is seen in Figure 4, p. 4.1-3, there are existing residential uses to the north and west of the site; agriculture is to the south and east. Continuation of existing agriculture would not constitute "development;" the most likely change in land use, were it to occur separate from the proposed project, would be to residential use.

O-2) While it is true that factors such as the type of crops grown can affect water consumption, agricultural water use is typically greater on a per-acre basis than is residential water use, assuming the use of low-flow fixtures that are currently required. Percolation is taken into account in the EIR's water use calculations (see Table 7, p. 4.4-10). The EIR also notes, on p. 4.4-11, that conversion of agricultural land to urban uses "would require an irretrievable commitment to continue groundwater extractions which would, in conjunction with other pumping, contribute to continued ground water overdrafting and seawater intrusion." Concerning the State Water Resources Board, the land use is irrelevant to the decision of the Board as to whether or not to adjudicate. That is, the Board will adjudicate or will not do so whether the site is in agricultural or urban use. Further, no litigation has been initiated. Historical land uses are not relevant in calculating the change in water use from existing conditions.

O-3) The comment does not address the adequacy of the EIR, and no response is required. For information, it should be noted that the City completed an EIR for the *General Plan* on November 15, 1988.

O-4) Regional traffic impacts, specifically on U.S. Highway 101, are discussed on p. 4.2-21. The distribution and assignment of vehicle trips generated by the proposed project considered employment locations as well as shopping areas, schools and recreational activity centers.

Using Table 3 on p. 4.2-10 (Trip Generation), and the distribution patterns noted on Figure 13 on page 4.2-11, the number of vehicle trips that would access local, regional and state facilities can be found. Because the exact path of travel becomes more subjective as vehicles move further from the proposed project site, only those intersections and roadways that would be most affected by the proposed project in an measurable way are addressed in the EIR.

The methodology used for the traffic analysis followed professionally accepted standards used for EIR traffic analysis in Monterey County and elsewhere. Information was gathered from the Monterey County Regional Travel Forecast Model, the City of Salinas Citywide Travel Forecast Model, recently conducted intersection turning movement

counts, and Caltrans' published freeway volumes. Level of service and traffic impact analysis methodologies published by the Institute of Transportation Engineers, the Transportation Research Board, and the City of Salinas were used. A focused intersection traffic impact model was created for this project's analysis, using the TRAFFIX software program.

Concerning the Monterey County Congestion Management Program level of service (LOS) standard, as stated on EIR p. 4.2-21, LOS D is the established minimum acceptable service level for U.S. 101 within Salinas. (LOS C is the standard in the rural area south of Salinas, while north of Salinas, the standard is LOS E.) The LOS standard varies similarly between LOS C and LOS E on other state highways within the CMP network.

Concerning the Rancho San Juan Area of Development Concentration, please see the response to Comment F-1, p. 8-20.

Please also see the response to Comments A-3, p. 8-5, and

O-5) Please see the response to Comment M-6, p. 8-51.

The student generation factors used in the EIR were provided by the Alisal Union Elementary School District and the Salinas Union High School District, as described in the May 1998 *Services and Facilities Plan for the Mountain Valley Residential Development,* prepared by Hausrath Economics Group and cited in the EIR on p. 4.3-6.

O-6) As stated on p. 4.3-11, the California Public Utilities Commission (CPUC) is the regulatory body for water pressure. The CPUC's standard is a pressure of 40 pounds per square inch (psi), with a minimum pressure standard of 30 psi during hourly maximum demand. The City cannot require that a water purveyor provide a water pressure greater than the CPUC standard.

In regard to the operation of fire sprinklers, the City could require as a condition of approval that dwellings in the Mountain Valley project be equipped with fire sprinklers that will operate at 40 psi, rather than the 55 psi required for some older fire sprinkler systems. This would ensure added fire safety in the event that water pressure falls below 55 psi.

P

JOHAN JONGENS
566 SAN FELIPE STREET
SALINAS, CA 93901
(408) 758-3247

Salinas, July 2 nd 19

Community Development
City of Salinas
City Council.



Dear members,

I hereby voice my opposition to the MOUNTAIN VALLEY Project that will eliminate some 200 acres of PRIME FARMLAND

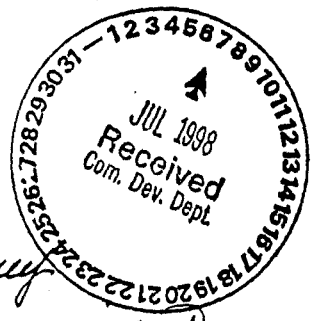
Loss of agricultural product value will be ANAVG. of a 1Million dollars for vegetables, if Strawberries are grown it will be as high as $4 Million dollars/YR Doesn't the council See what they are doing with the valley farmland. It must be stopped now!!!

1

Johan Jongens

LETTER P - Johan Jongens, July 2, 1998

P-1) The comment does not address the adequacy of the EIR, and no response is required. The commenter's opposition to the project will be considered by the decision-makers (Planning Commission, City Council, and Monterey County Local Agency Formation Commission) in their review of the project.



July 4th, 1998

Q

Cc:

Jenny Mahoney
Director of Community Development
City of Salinas Community Development Department
200 Lincoln Avenue
Salinas, CA 93901

RE: (Sonberg Ranch) Mountain Valley Residential application Precise Plan, General Plan Amendment, and Prezoning and concerns.

Dear Ms. Mahoney:

I have some very important concerns on this proposed project such as:

Items of concern in the Draft Environmental Impact Report concerning the Mountain Valley Project are:

① In section 2.1 loss of Prime farmland (1,200 acres).

② Page 2-3 ... "Projected 3.2 persons per unit project would have a buildout population of about 2,730 persons 853 single family dwelling units _ (You had better double or triple that amount! It will be more ACCURATE!) Show me 1 BLOCK of residential area in East Alisal that has only 3.2 persons per house. 1

③ Section 2.3. Lets be realistic! The amount of pes

(more than 3.2 persons per unit) if this is approved and developed would be using MORE WATER than designated in your draft EIR! (See paragraph above #3) Who is going to monitor the amount of people per dwelling and enforce it (3.2)? Who came up with the 3.2 persons per unit?

1 Cont'd.

④ Page 2-5.. Water consumption would be only 25% less than at the present? - (3.2 persons per unit) lets get real - double or triple the amount of residents = (MORE WATER CONSUMPTION than predicted!

⑤ Section 2.3, Page 2-4: Traffic is ALREADY a problem in E. Alisal - and 9,495 daily trips and about 945 pm. peak-hour trips are certainly NOT NEEDED to make more CONJESTION. This will certainly cause unavoidable IMPACTS and cumulative impacts/ responses of public services/ and emergency will be effected!

2

⑥ Streets and intersections not addressed in your EIR... Williams Rd/ Bronda Rd, Williams Rd/ Freedom Pkwy, Williams Rd/ Old Stage Rd. and Alisal Rd.. I feel that the EIR is INCOMPLETE IN TRAFFIC STUDY - REMEMBER MORE PEOPLE (NOT MORE TRAFFIC!

(7) Traffic. have the traffic IMPACTS been considered by the Alisal Elementary School and the Alisal High School Safety for the children for crossing?

(8) 4.2.1a : U.S. 101 NB RAMPS/SANBORN RD - (already at LOS F). Not enough funding or contributions from this project substantial enough for a signal (Why didn't the William Rausch help contribute?)

(9) 4.2.1b Williams Rd/East Laurel Dr. (already at LOS F) would cause an increase in delay!

(10) 4.2.1c Williams Rd/Garner Ave. (already at LOS F would cause MORE DELAYS!

(11) 4.2.3 Sanborn Rd./Alisal St. This intersection was degrade to LOS A to LOS E! No funding availa for this mitigation measure.

2 Cont'd.

(12) 4.1.3 - Deep Concerns about Farming Verses Residen (Complaints) - there is NO BUFFER ZONE DESIGN WHY??

(13) 4.1.3b Proposed Agricultural use disclosure) note to homebuyers - prior to final home purchase What if vandalism is done by NON-RESIDEN to farmers? Or Visa Versa?

3

(14) 4.2.2 – Williams Rd/Boulevard A Project-generated traffic would result in unacceptable LOS (LOS F-p. peak hour) 4

(15) Public Services and Utilities —

4.3.3 The proposed project would INCREASE the demand for, and frequency of, fire protection services and emergency responses to the project site – plus the accidents caused in the effected Streets and intersections if this is built! (If this is approved – Fire Station #5 should be built 1ST not ~~in~~ in Phase 4!) 5

(16) 4.3.8 Why install a TEMPORARY (interim) storm water siltation/detention basin – why not fix it right to begin with? A Storm Water Detention Pond by the BARDIN SCHOOL (1.70 ACRES) isn't that dangerous for the children of Bardin Schl (Drowning, etc) 6

(17) 4.4.4a New Well (4 of them!) MORE Proposed wells in AREA! (East Salina) MOST SEVERELY OVERDRAFT. Will any of this water go to the water supply for the Williams Ranch? (They do not have enough water pressure and quality) if so 7

There is NO WATER SAVINGS! Between the Mountain Valley Ranch (with more people) and the Williams Ran (same problems) where is the water SAVINGS?? WHEN WILL THE OVERPUMPING STOP?? 7 Cont'd.

(18) 4.1.4 - Proposed Project would possibly expose residents and occupants with possible AIRCRAFT ACCIDENTS - This is a TRAFFIC PATTERN ZONE - (Expos of possible aircraft accidents!) Concerns of peoples Safety! 8

(19) 4.2. Traffic and Circulation - INCREASE U.S. 101 thru North Sanborn Rd. to LOSE suggests an ADDITION of a LANE to Freeway? Seem this project is not feasable cost wise! (And getting worse by the minute.) 9

(20) 4.25a & 4.2.7 Traffic Impacts are unavoidable in the beginning of construction, during, and when completed - (Plus the extra costs at oth streets - Highway 101 and all effected intersections plus the ones not addressed in this report - This project does not seem feasible costwise, consid all the impacts it would cause. 10

Page 5 of 8

(21) Schools (512 NEW STUDENTS ? in the Elementary School District) and (235 NEW Stu in the Salinas High School Dist) Probably more! (not 3.2 per household) Schools are already OVERCROWDED - if approved New School Built by the Developer and Land Donated also before any occupancy of any houses - (Not last!) 11

(22) 4.3.6 New Water Demand for ALCO WATER SER There is proposed 4 new well sites on this property - this area (right across from the Williams Ranch) is the MOST SEVERELY OVER DRAFTED AREA in E. Alisal (Salinas) putting in more wells will certainly Not help matters! There will be no percolation into the ground - (except for reuse Sewer water taken elsewhere does not help matt 12 This area is BELOW SEA LEVEL - will this OVER PUMPING cause the sea water to come in faster ? (Salt water intrusion) Especially since and over pumping of 4 new wells (overdraft and again will this water supply the Williams Ranch ? (the last phase that was approved)

(23.) 4.4.1 I feel that this project would not decrease 34% in consumption - first there will be more people per dwelling (3.2?) and the Salinas Valley DOES HAVE A CONCERN OF OVER-DRAFTING and housing is a Permanent WATER-USE, where FARMING, if necessary, can lay fallow or be alternated by crops if there is a drought. We have had long Droughts in the past, has this been taken into consideration? Plus 4.4.1 says ON-SITE WATER - how much is going to supply the Williams Ranch - or something else? 12 Cont'd.

(24) What good does it do to put low-flo plumbing when there will be double or more people in the homes or residences? 13

(25.) 4.5.3, 4.5.4 AIR QUALITY - This size of project WOULD HAVE a cumulative impact on OUR AIR QUALITY and does NEED TO BE ADDRESSED! 14

(26). The loss of Farmland is the sad thing (God does not make anymore farmland) including the 200 acres of this project plus the Williams Ranch, 466 acres 652 ACRES of LOST to RESIDENTIAL - GONE! 15

With all of the list of (26) items plus this Statement I OBJECT to any annexation of the S Conberg Ranch (36 acres) for residential, and to any approval or AMENDMENT to the General Plan particularly this "prime farmland" which is to be "PROTECTED"! I URGE everyone who will be voting on this land change use (and LA. to choose the "NO ALTERNATIVE" - Keep it farmla 16

Because of all the IMPACTS and EXTRA COSTS this project is NOT FEASIBLE COSTWISE - I support and would like to request the "NO ALTERNATIVE PROJECT.

Sincerely -

Annemarie Tresch
665 Middle Field Rd.
Salinas, CA. 93906

P.S. Yes, I do own property in E. Alisal and would impact me!

LETTER Q - Annemarie Tresch, July 4, 1998

Q-1) As stated on p. 3-5, the figure of 3.2 persons per unit is based on 1990 census data. As stated on p. 4.4-9, water use is estimated based on consumption data provided by Alco Water Service for the company's East Salinas service area. As noted on p. 4.4-10, the figure of 350 gallons per unit for all single-family dwellings was used (rather than a lower figure for new units only).

Q-2) Several intersection impacts noted by the commenter are addressed in the EIR, which notes, in Section 4.2 and in Chapter 6, that the project would result in increased delays for minor street turning movements at three unsignalized intersections that currently operate at an unacceptable level of service (LOS F): U.S. 101 Northbound Ramps / South Sanborn Road, Williams Road / East Laurel Drive, and Williams Road / Garner Avenue. These impacts would be considered significant and unavoidable. (Signalization would eliminate these impacts, but is not feasible because no funding source has been identified.)

Of the three intersections on Williams Road that were listed in the comment, one (Williams Road/Freedom Parkway) was included in the EIR analysis, one is addressed in the response to Comment D-1, p. 8-15, and one would not be measurably affected by the project. The Williams Road/Freedom Parkway intersection is included in Tables 4 and 5 of Section 4.2, Traffic and Circulation; it is listed last of the signalized intersections. The Williams Road/Boronda Road intersection and Williams Road/Old Stage Road intersections were not included in the EIR analysis as they are not anticipated to be adversely affected by the proposed project. This was confirmed in the response to Comment D-1, which discussed the Williams Road/Boronda Road intersection. Because of the location of the proposed project with respect to employment, shopping and school areas, it is anticipated that only a few, if any, weekday p.m. peak-hour project-generated vehicles would travel on the eastern segment of Williams Road between Boronda Road and Old Stage Road. Alisal Road intersections at Sanborn, at Williams/John and at Bardin Road are also analyzed in the EIR.

Concerning traffic safety impacts relative to Alisal Elementary School and Alisal High School, there is a pedestrian signal at Williams Road and Bardin Road and, as stated on p. 4.2-17, the project sponsor would install a traffic signal at the newly created intersection of Williams Road and Boulevard A. This signal, in combination with a sidewalk that would be installed by the sponsor as part of the improvements to the project site's Williams Road frontage, would allow for a safe crossing of Williams Road between the project site and both the elementary school and the high school across the street.

Regarding project contribution to cumulative unacceptable levels of service for which no mitigation is feasible, and regarding regional traffic impacts, please see also the response to Comment A-3, p. 8-5.

Q-3) As stated on p. 4.1-8, "The project would provide a buffer strip in the form of rights-of-way for Freedom Parkway and East Alisal Street." The agricultural disclosure notice described on p. 4.1-23 is intended to inform home buyers of the potential for noise, dust and odors that could occur as a result of normal agricultural operations. As stated on that page, "Trespassing onto agricultural fields, theft, vandalism, and damage by domestic animals may occur due to the proximity of adjacent agricultural lands causing a nuisance for farmers It should be noted, however, that the proposed project would essentially extend to the south and east what is now an urban-agricultural boundary at the northern and western project boundaries and, as such, would essentially maintain existing conditions." Therefore, the project would not substantially alter existing land use patterns, and would not be expected to substantially alter the relationship between existing adjacent land uses.

Q-4) Installation of a traffic signal at the Williams Road/Boulevard A intersection is identified as mitigation on p. 4.2-17. With this signal, the intersection would operate an acceptable level of service, as stated on p. 4.2-18.

Q-5) Mitigation Measure 4.3.3 would insure that Fire Station No. 5 is constructed prior to occupancy of the most distant home sites from the existing Fire Station No. 4, thereby ensuring that emergency response times would be adequate.

Q-6) As stated in Mitigation Measures 4.3.8a and 4.3.8b, both the temporary detention basin, and the permanent basin to be constructed later, would ensure that runoff from the site would not increase over the existing rate of runoff. As stated on p. 4.3-15, "The project sponsor would also develop a siltation/detention basin management plan to maintain adequate storage volume over the life of the project. . . . The management plan would propose a schedule and designate responsibility for anticipated maintenance." Further, the design of the detention basin shall be subject to approval by the City and the Monterey County Water Resources Agency, as stated on the same page. The siltation/detention basin would be designed to complement the open space opportunity it is intended to provide, while also ensuring public safety.

Q-7) Please see the response to Comment Q-12, below.

Q-8) The EIR includes an extensive discussion of Salinas Municipal Airport (pp. 4.1-17 - 21, and Impact 4.1-4, pp. 4.1-23 - 24). The discussion under Impact 4.1-4 states, assuming the highest airport activity level forecast in the 1993 Airport Master Plan, "the risk to residents and occupants of the project over the life of the project is negligible. Given a

national rate of about one fatality or serious injury to occupants of residences and other buildings per 38,000,000 GA operations annually, such accidents would occur about once every 200 years in the vicinity of Salinas Municipal Airport. The probable frequency of such accidents at the project site itself would be even less."

Q-9) Regarding regional traffic impacts, please see the response to Comment A-3, p. 8-5.

Q-10) Please see the response to Comment Q-2.

Q-11) Please see the response to Comment M-6, p. 8-51.

Q-12) Regarding the decrease in percolation to groundwater, the EIR states on p. 4.4-12 that "increased runoff and evaporation due to increased impervious surfaces would substantially reduce rainfall percolation to groundwater" following development of the project. However, the EIR found that, even accounting for the loss of existing percolation, water consumption at the site would be less than under existing conditions.

Regarding seawater intrusion into the Salinas Valley aquifer, the EIR states on p. 4.4-11, "The project would require an irretrievable commitment to continue groundwater extractions which would, in conjunction with other pumping, contribute to continued ground water overdrafting and seawater intrusion." The EIR continues, "Urban water demand is different from agricultural demand. Agricultural demand is seasonal and allows for some aquifer recovery or an increase in water levels during the rainy season and fallow periods, while urban demand occurs continuously throughout the year and does not allow for a period of aquifer or water level recovery. This phenomenon has been observed with existing groundwater pumping in the City of Salinas."

Regarding Williams Ranch, Alco Water Service, which would provide water service to the project site, also serves Williams Ranch. The four wells that Alco would install at the Mountain Valley site would be interconnected with Alco's existing distribution system. The new wells would draw water from the same aquifer that serves Williams Ranch and other areas of East Salinas.

Q-13) As stated on p. 4.4-7, the Salinas *Zoning Code* "requires that 'xeriscaping principles' be incorporated in all residential development. Those principles include use of native and low-water-use plants, low-flow sprinklers, timers on sprinkler systems, and a limit on turf (grass) area to no more than 20 percent of the total landscaped area." Such features result in the greatest potential to limit water consumption by future development.

Q-14) As stated in the EIR (as revised), the project would not result in a significant effect on air quality, with the exception of construction, which would result in a significant, if temporary, unavoidable effect due to the potential for generation of fine particulates

(dust) in excess of the standard set by the Monterey Bay Unified Air Pollution Control District (see Impact 4.5.1, p. 4.5-9).

Q-15) The EIR identifies conversion of prime farmland to urban use as a significant, unavoidable impact (Impacts 4.1.1 and 4.1.2, pp. 4.1-21 - 22).

Q-16) The commenter's opposition to the project is noted, and will be considered by the decision-makers (Planning Commission, City Council, and Monterey County Local Agency Formation Commission) in their review of the project.

TO: COMMUNITY DEVELOPMENT

JUL 1998
Com. Dev. Dep
Received

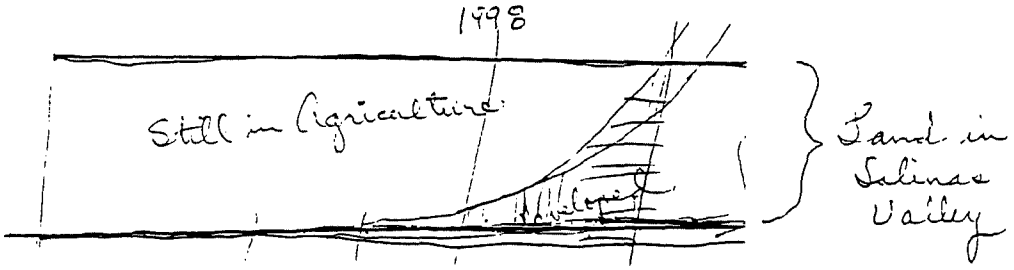
The Mountain Valley EIR is a very professional looking document and professionally sounding report.

Reading it from the standpoint of land use conversion, where does it talk about the "I" (impact) of **destroying** some of the richest dollar wise, and productive, food wise, land in the entire world?

Especially when the same project could be placed on rolling hills two or three miles away. This is not an **"either/or"** situation. Either we have housing — **or** — we save our green agriculture gold mine. We can have both! Housing & development goes on the surrounding hills and agriculture in the valley.

1. This project establishes a new trend. Official's 30 years ago said we couldn't leap frog to the hills. We must have a corridor! The corridor to the hills was to be between the proposed 101 bypass and Main St. A few years later they excused development southeast of that corridor by insisting the southeastern boundary of the corridor had to be Williams Road. This proposed development "Mountain Valley Project"; goes past that southern boundary of Williams Road heading straight down the valley. This is the beginning of San Jose. For many of us approval of this project says San Jose has been approved by our City **Fathers.** 1

2. Another vantage point is the **rate of growth.** Graph the growth over the past 40 years; extrapolate that curve into the future using the model say of the city of Milpitas and Freemont. This valley will be another San Jose in another 25 years.



2

3. Reading the EIR reminded me of going to the encyclopedia to get data about some country to write a social studies report: Population, land area, geography, climate, resources etc. Fine scholarly introductory remarks. They stated **what is.** This **project** proposes to mess with what is, and this **report** of that project is supposed to address the **impacts** of messing with what it is. This *land use* part of the EIR report doesn't even dance around the impacts of destroying this unique land.

4. How about jobs? How about the impact on the Salinas economy? Today and especially in the future. The report states the Land is Prime Class I and alludes to its value by stating its category as "Unique". That's a nice introductory statement but they seem scared to death to mention the dollars of produce it generates each year compared to the productivity of land elsewhere. Obviously the developer paid for this report. **This report is flawed!**

5. It's awesome! California produces 24% of the nations table food. A big part of that comes from these very Unique acres this project would destroy. Monterey Co. is 10 % of the state ag receipts and we do it on a little sliver of land called the Salinas Valley. The whole Unites States Ag output was 168 Billion dollars including Alaska and Hawaii. And we produced 2.2 billion of that on a little sliver of land only five miles wide where it enters the ocean and feathers out to almost nothing 45 miles upstream. 3

We have 52 crops grossing over 3000 dollars per acre. Most of the rest of the nation is limited to growing 5 or 6 agronomy crops that gross less than 500 dollars per acre. **There are few other places on the face of the earth where the *climate* is conducive to the commercial growing of cool season vegetable crops.**

Next Page

6. Most of us have traveled all over the state and have seen houses all over the hills.

The question is,

What would be lost if the developer moved his project to the hills?

There should be a pretty detailed long list to justify changing the zoning from *"agriculture only"* and cementing over a portion of this rich gold mine. What would this list look like? I can't think of a single thing to go on this list. Can You? And when you get a list here, the next question to ask of items on that list is, "Couldn't these items be obtained without destroying our God given rich land?

1.
2.
3.
4.
5.
6.

4

On the other hand if the development was directed to the hills:

Lumber yards would still sell lumber——— And the some farm workers wouldn't lose their jobs.
Painters could still paint———————— And lettuce trucks would still bring money to town.
Cable TV would still make hookups———— And farm workers children would still buy shirts.
Car dealers would still sell cars————— And packing sheds would still pack.
School teachers could still ply their skills—— And ag production wouldn't suffer.
Newspaper boys would still deliver papers—And our great grandchildren would etc etc

Statesmen take the long view. Politicians take the short view.

Richard Kennedy
845 LOS PALOS

PRIME versus UNIQUE (SUPER PRIME) Economically

The USDA Land Capability Classification system was established before most of us were born. Originally it grouped lands, primarily on the basis of physical and chemical properties into one of eight classes. Class I land came to be associated with the word PRIME. Class I land had to have an unimpeded profile greater than 40 inches deep.

Certain crops, many of them very high value crops, could successfully be grown on relatively shallow soils. Lettuce as an example, even though it is a tap-rooted plant, is only in the ground for 60 to 90 days. This showed a weakness in the above early system of evaluating soils only on their physical and chemical characteristics. So, the Land Use Capability Classification has been fine tuned and amended many times over the years.

One of the major changes was to add additional categories. **U - UNIQUE FARMLANDS** was added to reflect the above-mentioned **economic** disparity.

Quoting from USDA NRCS CA506-18(2) (II-V (NCMP), SUPPLEMENT CA-4, February 1981)

U – UNIQUE Farmlands

Unique Farmland is land other than 'Prime' and 'Additional Farmland of Statewide Importance', that is currently used for the production of specific high value food and fiber crops.

These lands are currently producing the following crops of very high economic importance to California as identified in the annual report of the Department of Food and Agriculture.

Fruit Orchard Crops

Apples
Apricots
Avocados
Cherries
Citrus
Dates
Figs
Nectarines
Olives
Peaches
Pears
Persimmons
Plums
Pomegranates
Prunes

Vegetable Crops

Artichokes
Asparagus
Beans (Dry & Snap)
Broccoli
Brussels Spts
Cabbage
Carrots
Cauliflower
Celery
Cucumber
Garlic
Lettuce
Melons
Onions
Peas
Peppers
Potatoes
Spinach
Tomatoes

Tree Nuts

Almonds
Walnuts
Pistachio

Vineyard & Caneberries

Bushberries
Grapes
Kiwi Fruit

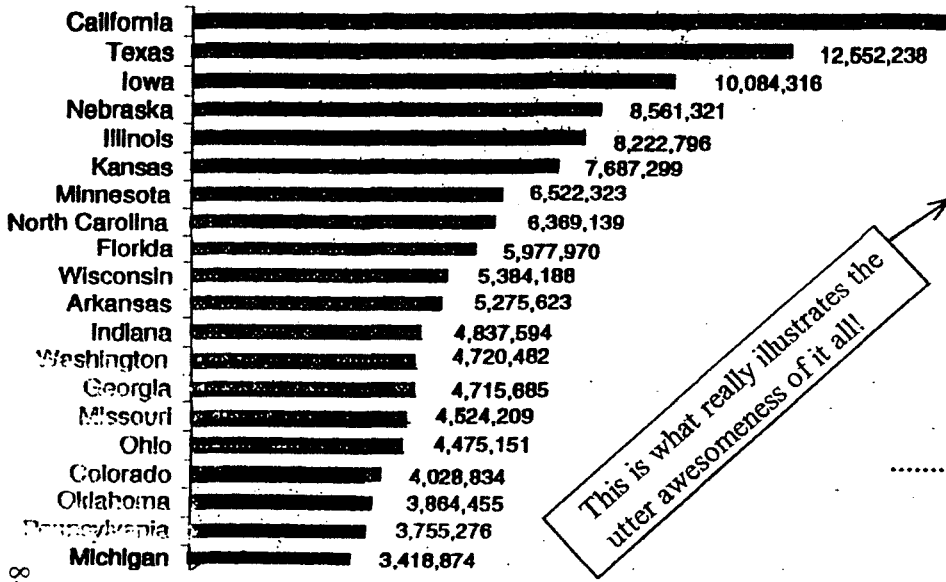
Irrigated Field Crops

Alfalfa
Barley
Corn
Cotton
Oats
Rice
Safflower
Sorghum
Sugarbeets
Wheat

Specialties (not elsewhere classified)

Cut Flowers
Hops
Ladino Clover Seed
Nursery Products
Strawberries

Figure 1-3.
Cash Receipts from Farming in 1994 (1,000 Dollars)
(1994 U.S. Total Cash Receipts from Farm Marketings: $179,669 Million)



Source: USDA Economic Research Servive Computer File.

8-80

times 1,000 equals BILLIONS

This is what really illustrates the utter awesomeness of it all!

..... Monterey Co. (2 Billion - 10 % of State)
On a little sliver of river bottom land only 5 miles wide at the Ocean and feathering out to nothing 50 miles upstream.
..... The Salinas Valley -- ***Green Gold.***
..... Richest Valley per capita in World.
..... Why is our land so productive when most of our soils aren't Prime Class I?
It's the Climate!

..... ***God has entrusted to our stewardship this awesome Natural Resource***
Its up to us to protect it for future generations.

..... California produces 24% of the North American Continent's table food on only 3% of the nations cultivated crop land.

..... Remember during Desert Storm, we heard frequently that AGRICULTURE is America's Oil.!

If a developer proposed cementing over one of Iraq's oil wells to build a housing development. What do you suppose Sadaam's answer would be? The answer is so obvious and simple! He would say, "NO WAY!" And he would come right back with a better solution. Yes, "we need the housing, you can build it, but build it around the oil wells----we must not destroy our black gold mines, our nations lifeblood".
---------- "We can have our cake and eat it too." ----------

That's what our supervisors and council members should be saying: Keep off our green gold mines. Put your development a couple miles away
We must not be destroyers of God's greatest asset to us. We are to be stewards and protectors.
---------- "We can have our cake and eat it too." ----------
----------Only 15% of Monterey county is **UNIQUE** vegetable land. The rest can be used for other needs. ----------
Super Prime - (Economically)

LETTER R - Robert Kennedy, undated

R-1) As stated on p. 4.1-22 and illustrated in Figure 5, p. 4.1-6, the Salinas *General Plan* states that no development will occur beyond the southern boundary of the project site (south of a line parallel to Williams Road).

R-2) These comment do not address the adequacy of the EIR.

R-3) CEQA does not require analysis of economic effects of a project, except to the extent that economic effects may be used to trace a chain of cause and effect leading to a physical impact. Such analysis is not necessary here, as the EIR concludes that conversion of prime farmland to urban use would be a significant, unavoidable impact (Impacts 4.1.1 and 4.1.2, pp. 4.1-21 - 22)

R-4) Please see the response to Comment I-32, p. 8-35.

STAFF-INITIATED TEXT CHANGES AND ERRATA

The following changes are made to the DEIR text to make minor corrections to the text or to account for new information received since publication of the DEIR that does not result in any new or more substantial impacts (revised and new language underlined (except where the entire change involves new text); deleted language shown in ~~strikethrough~~).

On p. 2-2, the eighth sentence of the first paragraph is revised as follows:

> The remaining park improvements would be the responsibility of the City.

A similar change is made in the second sentence on p. 3-5.

On p. 2-7 and 2-8 (in Summary Table 1), the level of significance after mitigation for Impacts 4.2.1a, 4.2.1b, and 4.2.1c is restated at "Unavoidable significant cumulative impact" to clarify that there would not be a project-specific significant impact at the affected intersections.-

On p. 3-2, the first full sentence of the first paragraph is revised as follows:

> The site is largely within the City's Sphere of Influence and Urban Transition Area, meaning 160 acres of the site is designated by LAFCO for eventual urban development.

On p. 4.1-1 and 4.3-2, the text is revised to state that the population of the City of Salinas is 123,300 (instead of 123,000).

Mitigation Measure 4.1.3b, p. 4.1-23, is revised as follows (the same change is made in the summary table, Table 1):

> **4.1.3b The proposed agricultural use disclosure notice shall be provided to prospective home site purchasers prior to closing of home purchase; and shall include buyer(s) signature. Form and content of said notice shall be subject to approval by the Community Development Department prior to approval of the first final subdivision map, and each said notice shall be recorded. In addition, a notice shall be recorded for the entire project site.**

On p. 4.2-4, a page reference is added for Table 4 near the end of the large paragraph in the center of the page.

On p. 4.2-4, a reference to footnote 2 is added to the last paragraph, concerning *General Plan* Policy 5.1.B.

On p. 4.2-6, a new fourth sentence is added to the second paragraph, as follows:

> Del Monte Avenue would be extended south to meet at a "T" intersection with Argentine Drive within the project site.

On p. 4.3-2, the word "of" is deleted from the first line of the last paragraph.

On p. 4.3-5, the first paragraph is revised as follows to clarify the funding status of the East Alisal Street relief main:

> and Countryside Drive, which drain into the 15-inch main. The 15-inch main in East Alisal Street is currently operating over capacity during periods of wet-weather flow. The City's sewage and drainage master plan identified a need to expand capacity along East Alisal Street (Brown and Caldwell, 1992). ~~No funding source has been identified for construction of a relief main to provide the needed capacity.~~ The relief main is included in the City's current six-year Capital Improvement Program; however, no funds have yet been allocated. Other identified "downstream" improvements needed to accommodate new development in the eastern portion of Salinas include the addition of 24-inch collector pipes along South Wood Street and Los Palos Drive, as well as expansion of the Kipling Street collector pipe (currently under construction) (Hausrath, 1998).

On pp. 4.3-5, 4.3-6, and 4.3-16, the name of the joint powers authority that operates the Crazy Horse Landfill is corrected to read "Salinas Valley ~~Landfill Joint Powers~~ Solid Waste Authority."

On p. 4.3-10, the text following mitigation measure 4.3.3 is revised as follows:

> Construction of Fire Station No. 5 shall be completed prior to occupancy of units in Mountain Valley Phases 4 through 6, which would be the most distant from the existing Station No. 4 (more than 1.5 miles). This would ensure that adequate response times could be maintained to the project site, and would reduce the impact to a less-than-significant level.

On p. 4.3-13, Mitigation Measure 4.3.6 is revised as follows (the same change is made in the summary table, Table 1):

> **4.3.6 None required. However, as part of the Tentative Map process, the City would require that the project applicant provide the proposed four well sites of sufficient size to meet Alco Water Service specifications. The project sponsor would be ultimately responsible for construction of the wells to ensure adequate water service is available to the project site.**

On p. 4.4-7, the fifth paragraph is revised to refer to Division 17 (instead of Division 14) of the Salinas Zoning Code.

On p. 4.7-2, the last paragraph prior to the heading "Existing Noise Sources and Levels" is revised as follows:

> In addition to Noise Element policies, the City also has two Noise Ordinances, Chapter 21A and Chapter 37 of the Salinas Municipal Code. Chapter 21A limits construction noise to the hours of 7:00 a.m. to 9:00 p.m. Chapter 37, the Zoning Code, contains additional noise regulations.

9.0 APPENDICES

A. WATER USE CONSULTATION

B. TRAFFIC AND CIRCULATION

C. AIR QUALITY DATA

D. HEALTH AND SAFETY LAWS AND REGULATIONS

APPENDIX A: WATER USE CONSULTATION

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT • 200 Lincoln Avenue • Salinas, California 93901 • (408) 758-7206

March 23, 1998

Tom Adcock
Alco Water Services
249 Williams Road
Salinas, Ca 93905

SUBJECT: ASSESSMENT OF AVAILABILITY OF WATER; MOUNTAIN VALLEY (SCONBERG RANCH)

Dear Mr. Adcock:

As briefly discussed last week, I am forwarding this request for an assessment pursuant to California Water Code Section 10910, et. seq. (code section attached). In accordance with this section, the City of Salinas requests that Alco Water Services assess the following:

a. Whether the projected water demand associated with the proposed Mountain Valley residential project was included as part of your most recently adopted urban water management plan; and

b. Whether Alco's total projected water supplies available during normal, single-dry, and multiple-dry water years included in the 20-year projection contained in the urban water management plan will meet the projected water demand associated with the proposed Mountain Valley project, in addition to Alco water system's existing and planned future uses.

If the assessment determines that supplies are, or will be, insufficient, additional information is required to be provided by Alco to the City pursuant to Section 10911(a).

Please feel free to call with any questions. I have also enclosed the most recent version of the Mountain Valley Precise Plan for your reference.

Sincerely,

Jenny Mahoney

JENNY MAHONEY
Senior Planner

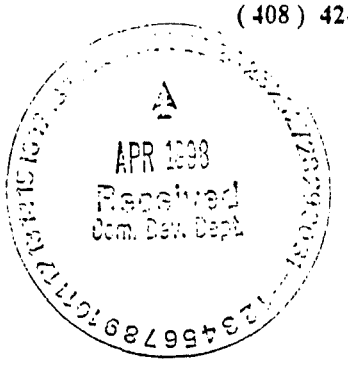
Enclosures

ALISAL WATER CORPORATION

A California Corporation
dba ALCO WATER SERVICE

Robert T. Adcock
President

249 Williams Road
Salinas, Ca. 93905
(408) 424 - 0441



April 17, 1998

Ms. Jenny Mahoney
Senior Planner
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901

Re: ASSESSMENT OF AVAILABILITY OF WATER
MOUNTAIN VALLEY DEVELOPMENT

Dear Ms. Mahoney:

This letter is in response to your letter of March 23, 1998, requesting information from Alco on the availability of water to the proposed Mountain Valley development.

The two questions posed to Alco and our response is:

A. Whether the projected water demand associated with the proposed Mountain Valley residential project was included as part of your most recently adopted urban water management plan.

Response: Yes. The projected water demand for the Mountain Valley Project was included as part of our most recent urban water management plan. A copy is included for your files.

B. Whether Alco's total projected water supplies available during normal, single-dry, and multiple-dry water years included in the 20 year projection contained in the urban water management plan will meet the projected water demand associated with the proposed Mountain Valley project, in addition to Alco water systems's existing and planned future uses.

Response: Yes. See section in urban water management plan discussing Alco's projections and incorporating into these projections, Alco's actual experience with its well production during the most recent multiple-dry years which occurred in the early 1990's.

Alco's most recent urban water management plan provides for the acquisition of four well sites in this project, as well as the completion of four production wells scheduled as follows:

1. Well #1 should be on line prior to the issuance of the first certificate of occupancy in Phase 1.

2. Wells #2 and 3 should be on line prior to the issuance of the first certificate of occupancy in Phase 4.

3. Well #4 should be on line prior to the issuance of the first certificate of occupancy in Phase 5.

Alco's urban water management plan assessment demonstrates that its total projected water supply available during normal, single-dry and multiple-dry water years will meet the projected water demand associated with the proposed project. Incorporated in Alco's projections is the addition of the four pumping stations discussed above. The well sites, comprising approximately 20,000 square feet of net usable space, will be purchased from the developer pursuant to Main Extension Rule 15. Wells 1, 2 and 3 will be drilled to the specification of Alco Water and shall be the financial responsibility of the developer, including all related facilities such as pump, motor, pressure tank, site improvements, i.e., sound wall, gated entrance, paved driveway approach, and electrical power. Alco shall be responsible for the purchase of the sites from the developer, the diesel powered generator and the pumphouse at each site.

Alco shall be responsible for the drilling of the well and any other related equipment at the 4th well site, however, the developer shall be responsible to provide the electrical power to the site and the construction of the sound wall.

Alco estimates the total cost of each well and related facilities to be provided by the developer to be approximately $185,000 per site at sites 1, 2, and 3, and approximately $50,000 at site 4. All of the costs associated with the Mountain Valley Project, including on-site, off-site and source facilities, will be detailed in the Main Extension contract executed by the parties.

An amended Water Supply Permit will be obtained from the Department of Health Services for the addition of these new water sources. All building permits required will be obtained from the City of Salinas. The well driller will be responsible for obtaining a well drilling permit for each well from the County of Monterey.

The estimated time schedule for the completion of each well, including the permitting process, drilling of the well, installation of the pump and motor, electric power at the site, and the construction of the pumphouse is 6-7 months, barring any unanticipated problems, such as weather, labor strikes, etc.

I have included all of the information outlined above, which answers the requirements of California Code Section 10911, even though Alco's urban water management plan included the projected water demand associated with this project. The installation of the water facilities that are included in the Mountain Valley project are also a part of Alco's long range projections in its water management plan.

In closing, I would like to bring to your attention that my review of the Draft Precise Plan for Mountain Valley revealed several inaccuracies in sections relating to water issues. I feel these should be corrected prior to the finalization of the Precise Plan. The inaccurate statements deal primarily with the well lots that Alco will be purchasing from the developer. At the bottom of page 13 and continuing onto page 14, the plan makes reference to the reversion of the well sites to the property owners for residential use, in the event that the well sites have not been used for water facilities within five years after completion of the Mountain Valley project. Alco could not and would not agree to such a condition, because to do so would be in conflict with Public Utility Code Section 851.

Alco will be purchasing these well lots from the developer under the terms of a Main Extension agreement, and will be acquiring fee title to the sites. Once they have been purchased by the utility, in fee title, the utility is prohibited, by statute, from selling, mortgaging, encumbering or disposing in any manner, of utility property, without the authorization of the California Public Utilities Commission. (PU Code 851)

This same language is also contained on page 56, Section 2.6.1, Water System, and page 74, Table 5. I would appreciate your noting these corrections prior to the finalization of the Precise Plan.

If you have any further questions about the water supply to this project, please contact me at 424-0441.

Sincerely,

Thomas R. Adcock
Vice-President

cc: Bill Shaw

enclosures

URBAN WATER MANAGEMENT PLAN

ALISAL WATER CORPORATION

A California Corporation
dba ALCO WATER SERVICE

249 Williams Road
Salinas, CA 93905
(408) 424 - 0441

Robert T. Adcock President
Thomas R. Adcock Vice President

SECTION I
Plan Adoption and Planning Coordination

Plan Adoption

Alisal Water Corporation, dba Alco Water Service (Alco), prepared this plan in compliance with the requirements of California Water Code Division 6, Part 2.6 (Urban Water Management Planning). The plan was adopted by the Board members of Alco at a regularly scheduled Board meeting and was submitted to the California Department of Water Resources (DWR) within thirty (30) days of Board approval.

Planning Coordination

Alco has met with and coordinated the development of this plan with its consulting engineer and local offices including fire, health, public works, planning and water conservation agencies and other water utility companies.

SECTION II
Alco Water Service - History and Water Facilities

Alisal Water Corporation, dba Alco Water Service (Alco), is a privately owned public utility that began serving water in 1932 in an unincorporated area commonly referred to as the Alisal. This area was annexed to the City of Salinas in the early 1960's. With the incorporation of the Alisal area, all water served within the city boundaries is provided by public utility water companies.

Alco is governed by the California Public Utilities Commission (PUC), which regulates water rates and quality of service. Water quality is regulated by the California Department of Health Services, Public Water Branch and the Monterey County Department of Environmental Health, Environmental Health Division.

Population and Service Area

Alco serves a population of approximately 27,000, which includes 5,463 metered connections and 184 unmetered connections, within its service area, outlined in Map A, attached. The service area, approximately 6 square miles, encompasses the northeast area of Salinas in the County of Monterey. Alco's service area comprises mainly residential and agricultural areas with a development expansion potential in the northeast portion. The western boundary adjoins the service area of California Water Service Company (Cal Water).

Geography and Climate

The geography and climate in Salinas is moderate and conducive to agriculture, primarily lettuce and

strawberry crops and floriculture. Summer months are mild and fairly dry and winter months are mild and cool with an annual precipitation between the months of November and March.

The groundwater in the Salinas area is obtained from the Salinas Groundwater Basin's two subareas, the Pressure Area and the East Side Area. The Pressure Area extends from Monterey Bay to Gonzales. The East Side Area lies between the Pressure Area and the Gabilan Range. These subareas contain aquifers of 180, 400 and 700 feet in depth. Alco Service area straddles these two subareas of the Salinas Groundwater Basin.

Water Sources and Facilities

All water supplied by Alco to its customers comes from groundwater sources. Alco currently has eight water wells in service. The locations of these eight wells are dispersed throughout Alco's service area, see locations indicated on the attached service area map, Map A. In addition to the eight sources, Alco has a total of 205,000 gallons of water storage capacity, comprised of three 50,000 gallon storage tanks and six hydropneumatic tanks located at various well sites.

In 1989, following the Loma Prieta earthquake, Alco installed Onan automatic power transfer switch devices at its largest production well sites. In the event of a power failure, these automatic switch devices permit the automatic transfer of power from PG&E to Alco's diesel-powered standby generators. Alco personnel routinely inspect and operate the automatic switch devices to assure proper functioning of the standby generator system in an emergency situation.

Alco's distribution system contains a total of approximately 400,000 feet of distribution pipeline ranging in size from 3 to 24-inch in diameter. The distribution mains are primarily Transite or C-900 PVC pipe. For purposes of mutual aid in the event of emergencies, it is possible to establish a cross-connection between the distribution systems of Cal Water and Alco. This type of cross-connection occurred in 1989 after the Loma Prieta earthquake.

SECTION III
Past, Current and Projected Water Supply

All of the water supplied by Alco Water Service is drawn from the Salinas Groundwater Basin by its water supply sources. These sources have always been groundwater wells which have been supplemented, enhanced or replaced over the years.

The current eight wells are distributed throughout Alco's service area and have a capacity range of 800 to 4,000 gallons per minute (GPM) with a total capacity of 21,300 GPM, see Table S. The water produced by each source is monitored for quality on a regular basis and is within the California Department of Health Services acceptable drinking water standards. In 1997, Alco extracted approximately 1325.5 MG, or 4,067.8 acre-feet per year (AFY). Currently, there is a recycled water use program in effect on the Monterey Peninsula. This program reduces water used from the Salinas Groundwater Basin for agricultural purposes by approximately 30,000 AFY.

There are currently seven development projects which have been approved or are in the EIR process within the Alco service area boundaries. These projects are expected to be fully completed by the year 2002. Alco plans to drill seven additional water supply wells between now and the year 2002 to increase its total capacity.

Based on the capacity of the current eight water wells, which draw from the same aquifers the additional wells will draw from, the projected capacities for the new wells will be a minimum of 1,000 GPM, see Table C. In addition to the existing and projected water wells, Alco maintains approximately 10 well lots, dispersed throughout its service area, which do not currently have active wells. In the event an existing or proposed well proves insufficient, ie, the water did not meet California Health Standards, the well's production diminished or ceased, or the population growth pattern increased at a greater rate than projected, these 10 well lots would be available to drill additional sources.

Alco's groundwater wells have proven to be a reliable source of water for its service area. During the major droughts of 1978-1979 and the late 1980's/early 1990's, Alco's water capacity did not diminish and the water wells continued to constitute a reliable supply during single and multiple drought years. There was no significant impact on the supply of water contained in the aquifers of the Salinas Groundwater Basin. Alco's water supply and distribution system is not reliant upon any surface water or storage water for water supply. It is projected that the groundwater supply will continue to be reliable in any drought situation in the future.

Financing of Water System Facilities

Alco Water Service is a public utility regulated by the California Public Utilities Commission. Alco's rate and rate structure are reviewed and approved by the PUC, which also reviews and approves for reasonableness monies spent on capital improvements.

Facilities installed to provide service to new developments are covered by a Rule 15 Main Extension Agreement, a standard contract approved by the PUC. This contract allows the utility to obtain the financing from developers in order to provide service to their projects. The PUC is the final authority on all agreements made in the Main Extension contract.

Water system improvements and additional facilities that are added by the utility for purposes of existing water service are investments made by the public utility. The PUC allows public utilities to invest funds in capital improvements and attain a rate of return on these investments through rates paid by the customers. The PUC recognizes that water utilities are required to maintain certain service standards, established by both the PUC and the DHS, in water production, system pressure and water quality. Through its approval process, the PUC allows the utility to obtain the funds to maintain these service standards.

SECTION IV
Past, Current and Projected Water Use

In the past, Alco has not differentiated water consumption by customer sector. Additionally, multi-family residential connections have been traditionally master-metered. In more recent years, in order

to improve water conservation efforts as well as to better monitor individual water consumption for purposes of high demand audits and leak detection, multi-family residential connections have been individually metered. Individual metering also allows a more accurate demand projection for multi-family residential as demand can be calculated similarly to single-family residential connections. See Table D for information on annual water demand.

Although it can be seen that existing water supplies have the ability to meet the existing demand as well as the projected future demand on an average annual basis, it must be noted that our system is a "pressure system" with a negligible amount of storage. Therefore, to accurately forecast the instantaneous water demand during peak use, we must calculate using peaking factors along with the average annual demand. These factors are peak month factor (1.35), peak day factor (2.00), peak hour factor (1.5). Table P shows the projected peak hourly water demand to the year 2020 versus projected peak production.

Since approximately 1990, all new connections are required to utilize water-use efficient plumbing fixtures. Additionally, all new developments in areas previously used for agricultural purposes are required by the City of Salinas to utilize a smaller percentage of water which was used on the same land by the agricultural user. The conversion of agricultural land to residential through new developments will therefore yield a net savings of water usage in new development areas.

From approximately 1998 to 2002, there will be seven development projects which will add 2,839 total service connections to Alco's existing service area. The projected use for these developments is illustrated in Table D.

SECTION V
Water Conservation Programs

Alco Water Service maintains a public education and a leak inspection program. A part of its public awareness program for water conservation is the use of printed materials used as inserts in Alco's monthly water billing to its customers. These types of conservation education materials are also distributed and available to customers at the Alco office.

Alco also participates in water education and conservation programs conducted through the local school district. Educational materials, including teacher aids, are provided for use in the classroom to increase student awareness regarding the importance of the wise use of water as a valuable natural resource. Alco personnel are also available to speak to students about water issues and have visited classrooms in the local high school and elementary school.

Alco's leak inspection program is a direct response to customer inquiries regarding high usage in their homes. An Alco representative visits residences and conducts an extensive leak survey and discusses methods of improvement with the resident. This program has been quite effective and Alco will continue this form of public education in the future.

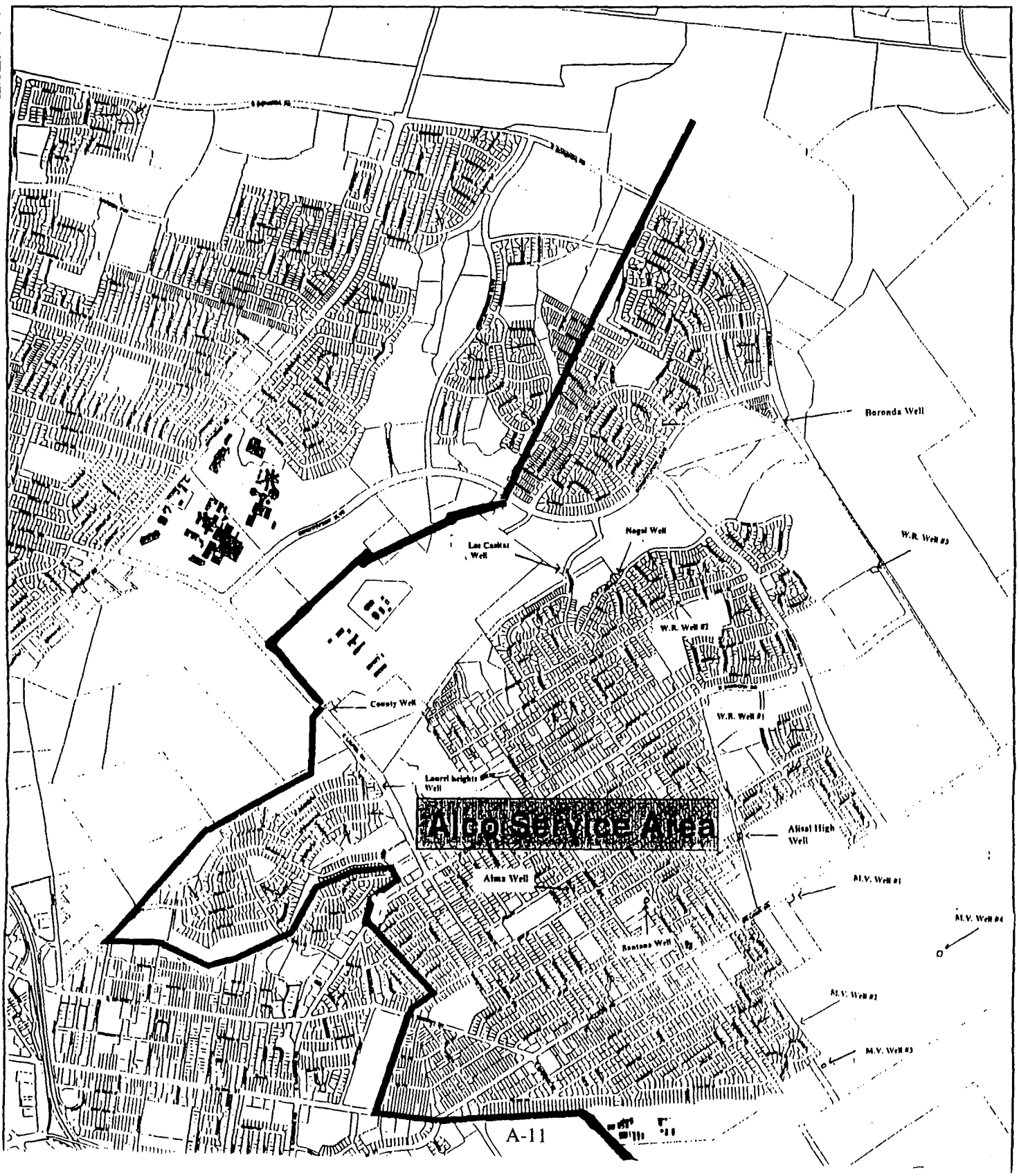

Boronda Well
Nagel Well
Lee Casitas Well
W.R. Well #3
W.R. Well #2
W.R. Well #1
County Well
Laurel Heights Well
Alisal Service Area
Alisal High Well
Alma Well
M.V. Well #1
M.V. Well #4
Santana Well
M.V. Well #2
M.V. Well #3

TABLE C
Alco Water Service
Projected Annual Water Production Capacity 1998 to 2020

Wells	1998		1999		2000		2001		2002		2005		2010		2015		2020	
	MG/Yr	GPM	MG/Yr	GPM	MG/Yr	GPM	MG/Yr	GPM	MG/Yr	GPM	MG/Yr	GPM	MG/Yr	GPM	MG/Yr	GPM	MG/Yr	GPM
Alisal High	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200
Alma	210.3	400	210.3	400	210.3	400	210.3	400	210.3	400	210.3	400	210.3	400	210.3	400	210.3	400
Boronda	788.4	1500	788.4	1500	788.4	1500	788.4	1500	788.4	1500	788.4	1500	788.4	1500	788.4	1500	788.4	1500
County	1156.3	2200	1314	2500	1314	2500	1314	2500	1314	2500	1314	2500	1314	2500	1314	2500	1314	2500
Las Casitas	1093.2	2080	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200	1156.3	2200
Laurel Heights	262.8	500	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
Nogal	956.6	1820	1051.2	2000	1051.2	2000	1051.2	2000	1051.2	2000	1051.2	2000	1051.2	2000	1051.2	2000	1051.2	2000
Santana	535	1018	535	1018	535	1018	535	1018	535	1018	535	1018	535	1018	535	1018	535	1018
MV #1 *	-	-	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
MV #2 *	-	-	-	-	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
MV#3 *	-	-	-	-	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
MV#4 *	-	-	-	-	-	-	-	-	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
WR #1 *	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
WR #2 *	-	-	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
WR #3 *	-	-	-	-	-	-	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000	525.6	1000
Totals	**6,684.5**	**12,718**	**8,313.9**	**15,818**	**9,890.7**	**17,818**	**10,416.3**	**18,818**	**10,941.9**	**19,818**	**10,941.9**	**19,818**	**10,941.9**	**19,818**	**10,941.9**	**19,818**	**10,941.9**	**19,818**

* These are the projected wells to meet growth demand.

TABLE D
Alco Water Service
Annual Metered Water Demand 1993 to 2020
Customer Sectors in Million Gallons (MG)

Customer Sectors	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2005	2010	2015	2020
Single Family Residential					789.7	834.3	919.8	973.9	1005.2	1016.4	1078.1	1194.0	1328.4	1481.9
Multi Family Residential*					369.9	369.9	412.6	424.5	436.4	436.4	443.5	455.4	467.3	479.2
Commercial/ Institutional					82.5	90.6	95.5	104.4	108.4	108.4	112.4	120.5	128.6	136.7
Irrigation					23.0	26.3	30.4	32.5	33.7	33.7	37.4	43.5	49.7	55.9
Totals	1118.4	1032	1206.2	1210.1	1265.1	1321.1	1458.3	1535.3	1594.9	1594.9	1671.4	1813.4	1974.0	2153.7

Please note: Prior to 1997, there has been no separation of customer sectors.

* Multi-family residential connections have historically been master-metered. All new connections in multi-family residential dwellings are now individually metered.

TABLE P Alco Water Service Projected Peak Hourly Water Demand and Projected Peak Hourly Production		
Year	**Demand (GPM)**	**Supply (GPM)***
1993	8738	8,778
1994	8063	8,778
1995	9424	10,598
1996	9454	10,598
1997	9884	10,598
1998	10,321	12,830
1999	11,393	15,930
2000	11,996	17,930
2001	12,370	18,930
2002	12,460	19,930
2005	13,058	19,930
2010	14,167	19,930
2015	16,422	19,930
2020	16,826	19,930

* The figure for Supply includes 112 GPM obtained from storage facilities.

TABLE S
Alco Water Service
Annual Water Supply
Existing Wells

Existing Wells	Well Capacity		Existing Pump Capacity		Additional Pump Capacity*	
	GPM	MG/Yr	GPM	MG/Yr	GPM	MG/Yr
Alisal High Well	4,000	2,102.4	2,200	1,156.3	1,800	946.1
Alma Well	800	420.5	400	210.3	400	210.2
Boronda Well	2,500	1,314	1,500	788.4	1,000	525.6
County Well	3,500	1,839.6	2,200	1,156.3	1,300	683.3
Las Casitas Well	4,000	2,102.4	2,080	1,093.2	1,920	1,009.2
Laurel Heights Well	1,000	525.6	500	262.8	500	262.8
Nogal Well	3,500	1,839.6	1,820	956.6	1,680	883
Santana Well	2,500	1,314	1,018	535	1,482	779
Totals	**21,800**	**11,458**	**11,718**	**6,159.1**	**10,082**	**5,298.9**

* Additional pump capacity can be achieved by replacing current pumps with higher production pumps.

APPENDIX B: TRAFFIC AND CIRCULATION

Intersection capacity (level of service) calculation sheets are included in a separate technical appendix, available for review at the Salinas Community Development Department, 200 Lincoln Avenue.

TABLE B-1: LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Typical Operating Characteristics	Volume-to Capacity (v/c) Ratio	Average Stopped Delay
A	Level of Service A describes a condition where the approach to an intersection appear quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. The traffic operation can generally be described as excellent.	0.00-0.60	0.0 - 5.0
B	Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered, but delays are generally low. This generally occurs with good progression and/or short cycle lengths. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.	0.61-0.70	5.1 - 15.0
C	Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles, with moderate delays. These higher delays may result from fair progression and/or longer cycle lengths. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.	0.71-0.80	15.1-25.0
D	Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. Congestion is more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.	0.81-0.90	25.1-40.0
E	Capacity occurs at Level of Service E, when operations are measured using volume-to-capacity ratios. LOS E represents the most vehicles an intersection can accommodate. At capacity there may be long queues of vehicles waiting upstream of the intersection and vehicles may be delayed up to several signal cycles. LOS E also indicates operations at the limit of acceptable delay, generally indicating poor progression, long cycle lengths, and high volume-to-capacity ratios. Vehicles may be delayed through several signal cycles. The traffic operation can generally be described as poor.	0.91-1.00	40.1-60.0
F	Level of Service F represents a jammed condition, with delay unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity. Poor progression and long cycle lengths may also contribute to such delay levels.	1.00+	60.0+

SOURCE: Environmental Science Associates, Inc. from *Transportation Research Circular No. 212*, Transportation Research Board, 1980; and Special Report 209, Transportation Research Board, updated October 1994.

TABLE B-2: LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS, WITH CONTROL ON MINOR STREET ONLY

Level of Service	Typical Operating Characteristics	Average Stopped Delay (Seconds per Vehicle)
A	Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. The traffic operation can generally be described as excellent.	≤ 5
B	Level of Service B describes a condition where one or more critical movement approach to an intersection is occasionally fully used and short delays may be encountered. The traffic operation can generally be described as very good.	> 5 and ≤ 10
C	Level of Service C describes a condition where one or more critical movement approach to an intersection is often fully used and queuing may occur. The traffic operation can generally be described as good with average traffic delays.	> 10 and ≤ 20
D	Level of Service D describes a condition of increasing restriction and fewer gaps in the major street traffic flow, causing substantial delays and queues of vehicles on critical movement approaches to the intersection during short times within the peak period. The expected delay for minor street traffic is long; however, traffic operation can generally be described as fair.	> 20 and ≤ 30
E	Level of Service E describes the condition at which capacity of particular critical movement(s) is reached. It represents the most vehicles that any particular critical movement can accommodate; however, overall intersection operations may continue to operate at acceptable levels of service. At capacity there may be long queues of vehicles waiting up-stream of the critical movement, these vehicles may experience very long delays and potentially interfere with major street traffic flows. The traffic operation can generally be described as poor.	> 30 and ≤ 45
F	Level of Service F represents a jammed condition. Insufficient gaps restrict the movement of vehicles out of one or more critical movement to the intersection. Extremely long delays occur, and drivers may select less than usual gaps, potentially affecting other traffic movements on the intersection. In such cases, safety may be a problem. This condition usually warrants improvement to the intersection.	> 45

SOURCE: Environmental Science Associates, Inc. from *Highway Capacity Manual,* Special Report 209, Transportation Research Board, updated October 1994.

APPENDIX C: AIR QUALITY DATA

This appendix documents emissions and concentrations estimates provided in the air quality section of the EIR. In addition, a copy of the consistency determination from the Association of Monterey Bay Area Governments (AMBAG), which forms the basis for the cumulative impact discussion, is included as an attachment at the back of this appendix.

Emissions Estimates

Table 1 documents emissions estimates from existing emissions sources associated with the project site, including tilling, windblown dust, pesticide application, and farm equipment. Table 2 documents emissions estimates from stationary sources associated with the operational-phase of the project. These sources would include gasoline refueling losses, natural gas combustion, power plant emissions associated with project electricity use, woodburning, consumer product use, and utility, lawn and garden equipment. Table 3 summarizes emissions estimates from mobile sources associated with the operational-phase of the project. Emissions estimates in Table 3 are based on the California Air Resources Board's URBEMIS5 model. URBEMIS5 input/output sheets (winter and summer seasons) that provided the information from which Table 3 was derived are provided immediately after Table 3.

Carbon Monoxide Concentration Estimates

Table 4 shows how the carbon monoxide concentration estimates were derived and introduces a list that matches CALINE4 file names with their associated scenarios. The CALINE4 files themselves follow Table 4 and provide additional details concerning the assumptions used for this portion of the analysis.

Cumulative Effect

The cumulative effect of the project is evaluated on the basis of its consistency with the regional air quality plan. At the back of this appendix, a copy of a letter containing a consistency determination from AMBAG is provided. This consistency determination relates to a earlier version of the project, which proposed development of 901 residential units. However, since the 901-unit project was found to be consistent with the regional air quality plan, and since the current project would result in less population growth than the earlier proposal, the current project (853 units) would also be consistent with the regional air quality plan.

TABLE 1: EXISTING EMISSIONS ESTIMATES FOR PROJECT SITE

Existing Emissions				rev 5/19/98									
Current Operations:	200 Acres												
	Crops: strawberries in 1997 (per project description)												
Sources: Agricultural Tilling, Windblown Dust, Pesticide Application, Farm Equipment													
Agricultural Tilling:		PM10	Emission Factor:		EF=(.33(4.8)(s)^0.6)*0.45			lbs/acre-pass					
Source:					Silt content=18%								
ARB 9/95, Section 7.4					EF=	4.04		lbs/acre-pass					
					Project site=10 acre-pass/acre = 2000 total acre-passes								
		PM10	Emissions:		8,080	lbs/year							
					22	**lbs/day**							
Windblown Dust:		PM10	Emissions Factor:		E=a*I*C*K*L*V		tons/acre/year						
Source:					a=Portion of total wind erosion losses as PM10 (0.0125)								
ARB 9/95, Section 7.11					I=Soil erodibility, tons/acre/year (assume 86 for sandy loam)								
					C=Climatic factor (assume 0.15)								
					K=Surface roughness (assume 0.6 for misc. vegetables)								
					L=Unsheltered field width factor (assume 0.57)								
					V=Vegetative cover factor (assume 0.80)								
		PM10	Emissions:		17,647	pounds/year							
					48	**pounds/day**							
Pesticide Application:		HC	Emissions:		200 Acres/1,333,320 total acres								
Source:					6,406 tons/HC emissions for 1987								
ARB 9/95, Section 6.4													
		HC	Emissions:		1,922	lbs/year							
					5	**lbs/day**							
Farm Equipment:		Source: EPA Nonroad Emission Study, 11/91											
				g/hp-hr		g/hp-hr		g/hp-hr		g/hp-hr			
	Emissions	CO	Tractor	8.94	Sprayer	283.40	Tiller	817.00	Other	4.37			
	Factors:	HC	(diesel)	2.61	4-str gas	19.25	4-str gas	99.84	diesel	2.16			
		NOx		11.21		5.24		0.81		11.12			
		SOx		0.87		0.28		0.37		0.92			
		PM		2.05		0.06		2.66		1.51			
		Rated HP	98	HP	24	HP	5.6	HP	57	HP			
		load factor	70%		50%		40%		51%				
		annual use	425	hours	75	hours	60	hours	345	hours			
		Emissions:											Total:
		CO		574.1	lb/yr	561.8	lb/yr	241.9	lb/yr	96.5	lb/yr		**1,474**
		CO		1.6	lb/day	1.5	lb/day	0.7	lb/day	0.3	lb/day		**4**
		HC		167.8	lb/yr	38.2	lb/yr	29.6	lb/yr	47.8	lb/yr		**283**
		HC		0.5	lb/day	0.1	lb/day	0.1	lb/day	0.1	lb/day		**1**
		NOx		719.9	lb/yr	10.4	lb/yr	0.2	lb/yr	245.6	lb/yr		**976**
		NOx		2.0	lb/day	0.0	lb/day	0.0	lb/day	0.7	lb/day		**3**
		SOx		55.9	lb/yr	0.6	lb/yr	0.1	lb/yr	20.3	lb/yr		**77**
		SOx		0.2	lb/day	0.0	lb/day	0.0	lb/day	0.1	lb/day		**0**
		PM		131.6	lb/yr	0.1	lb/yr	0.8	lb/yr	33.4	lb/yr		**166**
		PM		0.4	lb/day	0.0	lb/day	0.0	lb/day	0.1	lb/day		**0**
Total Existing Emissions:		**CO**	**4**										
annual average		**HC**	**6**										
lb/day		**NOx**	**3**										
		SOx	**0**										
		PM	**70**										

Stationary Source Emissions Estimates for Mountain Valley Project							rev 5/20/98				
Project Characteristics:		Single Family Residences:			853	units					
		Estimated Population:			2,810	people based on AMBAG letter, February 1998,					
							adjusted to reflect 853 residences.				
Stationary Emissions Sources: Gasoline distribution, natural gas consumption, electricity generation, woodburning,											
	lawn and garden equipment, consumer products.										
Gasoline Distribution						Emission factors (ARB, 9/95, Section 4.10)					
						Assuming 5% defect rate					
						Underground tank:			lb/1000 gal		
						- Working Loss			0.475		
						- Breathing Loss			0.5		
Total gallons consumed:		4,125	gallons per day (based on URBEMIS5)			Vehicle Refueling					
						- Vapor Displacement			0.1		
						- Spillage			0.7		
								Total:	1.775		
						Note: 98.3% of fueling facilities in Monterey County					
			Pollutant		**lb/day**	have Phase II controls (AQMP, 1994)					
	Project emissions:		**ROG**		**7**						
Natural Gas Consumption:			(Source: ARB, 9/95, Section 7.2)								
1991 Residential Energy Sales for Monterey County:				69,780,406	therms						
1991 Population for County:		356,815	(Source: 1994 AQMP, extrapolating between years 1990 and 1995)								
Usage per resident in 1991:		196	therms/person/year	or	18,625	cubic feet/person/year					
Total project usage:		52,334,638	cubic feet per year	or	52	million cubic feet (MMcf) per year					
			Pollutant	lb/MMcf	(Source: ARB 9/95, Section 7.2)						
	Emission Factors:		CO	40							
			ROG	4.36							
			NOx	94							
			SOx	0.6							
			PM-10	11.18							
			Pollutant	lb/year	**lb/day**						
	Project emissions:		**CO**	2,093	**6**						
			ROG	228	**1**						
			NOx	4,919	**13**						
			SOx	31	**0**						
			PM-10	585	**2**						
Electricity Generation:			Pollutant	lb/MMBtu	(Source: CEC, Electricity Report, November 1992).						
	Emission Factors:		CO	0.038							
			ROG	0.001							
			NOx	0.11							
			SOx	0.001							
			PM-10	0.003							
Annual Residential Use:		6,500	KWh/year/res.	Source: PG&E 1991 Annual Report							
		66,547,000	Btu	(Takes into account losses from converting electrical power to heat)							
			Pollutant	lb/yr	**lb/day**						
	Project Emissions:		**CO**	2,157	**6**						
			ROG	57	**0**						
			NOx	6,244	**17**						
			SOx	57	**0**						
			PM-10	170	**0**						

TABLE 2: STATIONARY SOURCE EMISSIONS ESTIMATES FOR MOUNTAIN VALLEY PROJECT (continued)

Residential Woodburning:		Pollutant	ton/year/res.	Source: ARB 9/95, Section 7.1	
	Emission Factors:	CO	0.04743	Based on 74,589 single family homes in Monterey County	
		ROG	0.00296		
		NOx	0.00056		
		SOx	0.00008		
		PM-10	0.00648		
		Pollutant	tons/year	lb/day	
	Project Emissions:	**CO**	40.46	**222**	
		ROG	2.53	**14**	
		NOx	0.48	**3**	
		SOx	0.07	**0**	
		PM-10	5.53	**30**	
Consumer Products - Non-aerosol Solvents			(Source: ARB, 9/95, Section 6.1.)		
		ROG	482	tons in 1987 in Monterey County.	
		Population	336,093	est. for 1987 for Monterey County.	
	Emissions Factor:	ROG	2.87	pounds per person per year.	
		ROG	0.008	pounds per person per day.	
	With ARB Regulation:	ROG	0.006	pounds per person per day; reflects ARB consumer products rule.	
				source: BAAQMD, Source Category Methodologies, 1993.	
		Pollutant		lb/day	
	Project Emissions:	**ROG**		**17**	
Aerosol Residential Pesticides			(Source: ARB, 9/95, Section 6.2)		
		ROG	63	tons in 1987 in Monterey County.	
		Population	336,093	est. for 1987 for Monterey County.	
	Emissions Factor:	ROG	0.377	pounds per person per year.	
		ROG	0.001	pounds per person per day.	
		Pollutant		lb/day	
	Project Emissions:	**ROG**		**3**	
Consumer Products: Aerosol Solvents				(Source: ARB 9/91, Section 3-7, divided by 27,663,000 in Cal. in 1987)	
	Emissions Factor:	ROG	3.40	pounds per person per year.	
		ROG	0.009	pounds per person per day.	
	With ARB Regulation:	ROG	0.007	pounds per person per day; reflects ARB consumer products rule.	
				source: BAAQMD, Source Category Methodologies, 1993.	
		Pollutant		lb/day	
	Project Emissions:	**ROG**		**20**	
Utility, Lawn and Garden Equipment				(Source: ARB 9/95, Section 7.14, based on 74,589 single-family	
				residences in Monterey County).	
	Emissions Factors:	CO	14.265	pounds per year per residence.	
		ROG	1.546	pounds per year per residence.	
		NOx	0.067	pounds per year per residence.	
		SOx	0.003	pounds per year per residence.	
		PM-10	0.032	pounds per year per residence.	
		Pollutant	lb/year	lb/day	
	Project Emissions:	**CO**	12,168	**33**	
		ROG	1,319	**4**	
		NOx	57	**0**	
		SOx	2	**0**	
		PM-10	27	**0**	
		Pollutant		lb/day	
TOTAL STATIONARY EMISSIONS:		**CO**		**267**	
		ROG		**65**	
		NOx		**33**	
		SOx		1	
		PM-10		**32**	

TABLE 3: MOBILE SOURCE EMISSIONS ESTIMATES FOR MOUNTAIN VALLEY PROJECT

Mobile Emissions Associated with Mountain Valley Project						rev 5/20/98	
EMISSIONS IN POUNDS PER DAY				ADJUSTMENTS			
				Convert	Add in	**Total**	
	Urbemis5	Urbemis5	Annual	TOG to	paved road	**Mobile**	
Pollutant	Winter	Summer	Weighted	ROG	dust	**Emissions**	Pollutant
Carbon Monoxide	1,176	699	858	NA	NA	**858**	Carbon monoxide
Total Organic Gases	138	97	111	100	NA	**100**	Reactive Organic Gases
Nitrogen Oxides	118	96	104	NA	NA	**104**	Nitrogen Oxides
Sulfur Oxides	12	12	12	NA	NA	**12**	Sulfur Oxides
Particulate Matter (PM-10)	17	17	17	NA	131	**149**	Particulate Matter (PM-10)
Entrained road dust based on 0.69 grams per mile (BAAQMD CEQA Guidelines, 1996).							
URBEMIS5 input: 35 mph ave. speed; 50 degrees winter and 75 degrees summer; 9.1 miles per trip; Year 2005 emissions factors.							
NOTE: URBEMIS5 Printouts are provided following this table.							

PROJECT NAME: Mountain Valley / [redacted] Date: 05-19-1998

Project Area: North Central Coast (Monterey Bay)

Analysis Year: 2005 Temperature (F): 50 Season: Winter

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Single Family Housing	10.0/Unit	853	8530
Elementary School	1.0/student	900	900
Community/Neighborhood	3.0/acre	22	65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	60.3	1.0	98.7	0.3
Light Duty Trucks	32.6	0.0	99.7	0.3
Medium Duty Trucks	5.1	0.1	99.9	0.0
Heavy Duty Trucks	0.0	14.3	85.7	N/A
Heavy Duty Trucks	0.0	N/A	N/A	100.0
Motorcycles	2.0	100.0	N/A	N/A

Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	9.1	9.1	9.1	9.1	9.1
% Started Cold	88.7	40.5	59.0	78.0	27.8
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Project Emissions Report in Lb/Day:

Unit Type	TOG	CO	NOx
Single Family Housing	127.42	1081.87	106.33
Elementary School	9.86	87.91	10.82
Community/Neighborhood	0.66	5.74	0.77
TOTALS	137.94	1175.52	117.92

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Single Family Housing	3706.4	15.50	10.76
Elementary School	391.1	1.64	1.14
Community/Neighborhood	28.0	0.12	0.08
TOTALS	4125.4	17.25	11.98

PROJECT NAME: Mountain Valley / [redacted] Date: 05-19-1998

Project Area: North Central Coast (Monterey Bay)

Analysis Year: 2005 Temperature (F): 75 Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Single Family Housing	10.0/Unit	853	8530
Elementary School	1.0/student	900	900
Community/Neighborhood	3.0/acre	22	65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	60.3	1.0	98.7	0.3
Light Duty Trucks	32.6	0.0	99.7	0.3
Medium Duty Trucks	5.1	0.1	99.9	0.0
Heavy Duty Trucks	0.0	14.3	85.7	N/A
Heavy Duty Trucks	0.0	N/A	N/A	100.0
Motorcycles	2.0	100.0	N/A	N/A

Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	9.1	9.1	9.1	9.1	9.1
% Started Cold	88.7	40.5	59.0	78.0	27.8
Trip Speed	35	35	35	35	35
Percent Trip	27.3	21.2	51.5		

Project Emissions Report in Lb/Day:

Unit Type	TOG	CO	NOx
Single Family Housing	89.24	637.45	86.97
Elementary School	7.18	57.82	8.78
Community/Neighborhood	0.50	3.94	0.62
TOTALS	96.92	699.22	96.37

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Single Family Housing	3706.4	15.50	10.76
Elementary School	391.1	1.64	1.14
Community/Neighborhood	28.0	0.12	0.08
TOTALS	4125.4	17.25	11.98

TABLE 4: LOCAL CARBON MONOXIDE ANALYSIS RESULTS

Local Carbon Monoxide Analysis rev 5/20/98

Background Concentrations (per MBUAPCD CEQA Guidelines)

Year	1-hour	8-hour
1997	4.4	2.0
2005	3.9	1.8

CO Emission Factor / Intersection Mode for CALINE4

Year	grams per mile at 16 mph
1997	19.3
2005	9.9

source: MBUAPCD, CEQA Guidelines, Table 7-14.

Local Increment

Intersection	#	Averaging Period	YEAR 1997 Existing	YEAR 2005 Existing + Project	YEAR 2005 Cumulative
East Laurel Dr / Sanborn Street	6	1 hour	9.1	4.8	5.7
		8 hour	6.4	3.4	4.0
E. Alisal St./ John St. / Williams Rd.	11	1 hour	7.4	4.3	5.3
		8 hour	5.2	3.0	3.7
Sanborn St. / E. Market	5	1 hour	10.1	5.7	6.8
		8 hour	7.1	4.0	4.8

Note: Eight-hour local increment is based on the one-hour concentration by applying a persistence factor of 0.7.

Local Increment Plus Background Concentration

Intersection	#	Averaging Period	YEAR 1997 Existing	YEAR 2005 Existing + Project	YEAR 2005 Cumulative
East Laurel Dr / Sanborn Street	6	1 hour	13.5	8.7	9.6
		8 hour	8.4	5.2	5.8
E. Alisal St./ John St. / Williams Rd.	11	1 hour	11.8	8.2	9.2
		8 hour	7.2	4.8	5.5
Sanborn St. / E. Market	5	1 hour	14.5	9.6	10.7
		8 hour	**9.1**	5.8	6.6

CALINE4 Printouts are provided in the following order:

File Name	Intersection	Scenario
MVSLEX	E. Laurel / Sanborn	Existing Conditions
MVSLEP	E. Laurel / Sanborn	Existing Plus Project
MVSLC	E. Laurel / Sanborn	Cumulative
MVWJAEX	Alisal / John / Williams	Existing Conditions
MVWJAEP	Alisal / John / Williams	Existing Plus Project
MVWJAC	Alisal / John / Williams	Cumulative
MVSMEX	Sanborn / Market	Existing Conditions
MVSMEP	Sanborn / Market	Existing Plus Project
MVSMC	Sanborn / Market	Cumulative

REPORT FOR FILE : MVSLEX

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND	5	-500	5	500	IN	454	19.3	0.5	12.6
B. SOUTHBOUND	-5	500	-5	-500	IN	734	19.3	0.5	9.3
C. EASTBOUND	-500	-5	500	-5	IN	1111	19.3	0.5	12.6
D. WESTBOUND	500	5	-500	5	IN	767	19.3	0.5	12.6

LINK	MIXW L (M)	MIXW R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	490	8.8	15.9	35	11	6	801	5.5	50.0	0.0
B.	0	0	490	8.8	15.9	35	10	5	350	5.5	50.0	0.0
C.	0	0	490	8.8	15.9	35	15	8	1088	5.5	50.0	0.0
D.	0	0	490	8.8	15.9	35	11	6	827	5.5	50.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	15	-15	1.8
RECEPTOR	2	15	15	1.8
RECEPTOR	3	-15	15	1.8
RECEPTOR	4	-15	-15	1.8

MODEL RESULTS FOR FILE MVSLEX

RECEPTOR	PRED CONC (PPM)	WIND BRG (DEG)	COCN/LINK (PPM) A	B	C	D
RECPT 1	8.3	285	2.3	0.3	4.9	0.8
RECPT 2	7.7	198	2.8	0.3	0.9	3.7
RECPT 3	9.0	105	0.7	3.5	0.9	3.9
RECPT 4	9.1	16	0.8	3.2	4.4	0.8

REPORT FOR FILE : MVSLEP

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND	5	-500	5	500	IN	511	9.9	0.5	12.6
B. SOUTHBOUND	-5	500	-5	-500	IN	829	9.9	0.5	9.3
C. EASTBOUND	-500	-5	500	-5	IN	1123	9.9	0.5	12.6
D. WESTBOUND	500	5	-500	5	IN	767	9.9	0.5	12.6

LINK	MIXW L (M)	R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	490	8.8	15.9	35	12	6	852	3.0	50.0	0.0
B.	0	0	490	8.8	15.9	35	13	6	457	3.0	50.0	0.0
C.	0	0	490	8.8	15.9	35	15	8	1088	3.0	50.0	0.0
D.	0	0	490	8.8	15.9	35	12	6	833	3.0	50.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	15	-15	1.8
RECEPTOR	2	15	15	1.8
RECEPTOR	3	-15	15	1.8
RECEPTOR	4	-15	-15	1.8

MODEL RESULTS FOR FILE MVSLEP

RECEPTOR	PRED CONC (PPM)	WIND BRG (DEG)	COCN/LINK (PPM) A	B	C	D
RECPT 1	4.4	284	1.3	0.2	2.6	0.4
RECPT 2	3.9	198	1.5	0.2	0.5	1.8
RECPT 3	4.5	105	0.4	1.7	0.5	1.9
RECPT 4	4.8	15	0.4	1.7	2.4	0.4

REPORT FOR FILE : MVSLC

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND		5	-500	5	500	IN	545	9.9	0.5	12.6
B. SOUTHBOUND		-5	500	-5	-500	IN	942	9.9	0.5	9.3
C. EASTBOUND		-500	-5	500	-5	IN	1795	9.9	0.5	12.6
D. WESTBOUND		500	5	-500	5	IN	1273	9.9	0.5	12.6

LINK	*	MIXW L (M)	R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.		0	0	490	8.8	15.9	35	13	7	936	3.0	50.0	0.0
B.		0	0	490	8.8	15.9	35	14	7	491	3.0	50.0	0.0
C.		0	0	490	8.8	15.9	35	24	12	1736	3.0	50.0	0.0
D.		0	0	490	8.8	15.9	35	19	10	1392	3.0	50.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	15	-15	1.8
RECEPTOR	2	15	15	1.8
RECEPTOR	3	-15	15	1.8
RECEPTOR	4	-15	-15	1.8

MODEL RESULTS FOR FILE MVSLC

RECEPTOR	*	PRED CONC (PPM)	*WIND BRG (DEG)*	COCN/LINK (PPM) A	B	C	D
RECPT 1	*	5.3	* 284 *	1.3	0.2	3.3	0.5
RECPT 2	*	4.7	* 198 *	1.6	0.2	0.6	2.2
RECPT 3	*	5.6	* 104 *	0.4	1.9	0.5	2.8
RECPT 4	*	5.7	* 15 *	0.4	2.0	2.7	0.5

REPORT FOR FILE : MVWJAEX

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND	5	-500	5	500	IN	301	19.3	0.5	9.3
B. SOUTHBOUND	-5	500	-5	-500	IN	456	19.3	0.5	12.6
C. EASTBOUND	-500	-5	500	-5	IN	540	19.3	0.5	12.6
D. WESTBOUND	500	5	-500	5	IN	448	19.3	0.5	12.6

LINK	MIXW L (M)	R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	490	8.8	15.9	35	11	6	411	5.5	50.0	0.0
B.	0	0	490	8.8	15.9	35	5	3	370	5.5	50.0	0.0
C.	0	0	490	8.8	15.9	35	8	4	571	5.5	50.0	0.0
D.	0	0	490	8.8	15.9	35	5	3	393	5.5	50.0	0.0

3. Receptor Coordinates

	X	Y	Z
RECEPTOR 1	15	-15	1.8
RECEPTOR 2	15	15	1.8
RECEPTOR 3	-15	15	1.8
RECEPTOR 4	-15	-15	1.8

MODEL RESULTS FOR FILE MVWJAEX

RECEPTOR	PRED CONC (PPM)	WIND BRG (DEG)	COCN/LINK (PPM) A	B	C	D
RECPT 1	5.2	290	1.4	0.5	2.8	0.5
RECPT 2	6.3	195	1.7	0.4	0.5	3.6
RECPT 3	7.4	105	0.4	3.7	0.6	2.8
RECPT 4	6.8	16	0.4	2.8	3.1	0.5

REPORT FOR FILE : MVWJAEP

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND	5	-500	5	500	IN	305	9.9	0.5	9.3
B. SOUTHBOUND	-5	500	-5	-500	IN	543	9.9	0.5	12.6
C. EASTBOUND	-500	-5	500	-5	IN	741	9.9	0.5	12.6
D. WESTBOUND	500	5	-500	5	IN	600	9.9	0.5	12.6

LINK	MIXW L (M)	MIXW R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	490	8.8	15.9	35	13	6	458	3.0	50.0	0.0
B.	0	0	490	8.8	15.9	35	5	3	383	3.0	50.0	0.0
C.	0	0	490	8.8	15.9	35	12	6	846	3.0	50.0	0.0
D.	0	0	490	8.8	15.9	35	7	3	502	3.0	50.0	0.0

3. Receptor Coordinates

	X	Y	Z
RECEPTOR 1	15	-15	1.8
RECEPTOR 2	15	15	1.8
RECEPTOR 3	-15	15	1.8
RECEPTOR 4	-15	-15	1.8

MODEL RESULTS FOR FILE MVWJAEP

RECEPTOR	PRED CONC (PPM)	WIND BRG (DEG)	COCN/LINK (PPM) A	B	C	D
RECPT 1	3.0	288	0.7	0.2	1.9	0.3
RECPT 2	3.2	195	0.8	0.2	0.4	1.8
RECPT 3	4.3	105	0.2	2.3	0.4	1.4
RECPT 4	3.9	16	0.2	1.7	1.8	0.2

REPORT FOR FILE : MVWJAC

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND	5	-500	5	500	IN	305	9.9	0.5	9.3
B. SOUTHBOUND	-5	500	-5	-500	IN	543	9.9	0.5	12.6
C. EASTBOUND	-500	-5	500	-5	IN	1201	9.9	0.5	12.6
D. WESTBOUND	500	5	-500	5	IN	977	9.9	0.5	12.6

LINK	MIXW L (M)	R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	490	8.8	15.9	35	13	6	458	3.0	50.0	0.0
B.	0	0	490	8.8	15.9	35	5	3	383	3.0	50.0	0.0
C.	0	0	490	8.8	15.9	35	18	9	1306	3.0	50.0	0.0
D.	0	0	490	8.8	15.9	35	12	6	879	3.0	50.0	0.0

3. Receptor Coordinates

	X	Y	Z
RECEPTOR 1	15	-15	1.8
RECEPTOR 2	15	15	1.8
RECEPTOR 3	-15	15	1.8
RECEPTOR 4	-15	-15	1.8

MODEL RESULTS FOR FILE MVWJAC

RECEPTOR	PRED CONC (PPM)	WIND BRG (DEG)	COCN/LINK (PPM) A	B	C	D
RECPT 1	3.9	284	0.7	0.2	2.6	0.4
RECPT 2	3.8	196	0.8	0.2	0.5	2.3
RECPT 3	5.3	104	0.2	2.3	0.5	2.3
RECPT 4	4.5	16	0.2	1.7	2.2	0.4

REPORT FOR FILE : MVSMEX

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND	5	-500	5	500	IN	333	19.3	0.5	12.6
B. SOUTHBOUND	-5	500	-5	-500	IN	721	19.3	0.5	12.6
C. EASTBOUND	-500	-5	500	-5	IN	941	19.3	0.5	12.6
D. WESTBOUND	500	5	-500	5	IN	998	19.3	0.5	12.6

LINK	MIXW L (M)	R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	490	8.8	15.9	35	10	5	724	5.5	50.0	0.0
B.	0	0	490	8.8	15.9	35	7	3	482	5.5	50.0	0.0
C.	0	0	490	8.8	15.9	35	15	7	1048	5.5	50.0	0.0
D.	0	0	490	8.8	15.9	35	10	5	739	5.5	50.0	0.0

3. Receptor Coordinates

	X	Y	Z
RECEPTOR 1	15	-15	1.8
RECEPTOR 2	15	15	1.8
RECEPTOR 3	-15	15	1.8
RECEPTOR 4	-15	-15	1.8

MODEL RESULTS FOR FILE MVSMEX

RECEPTOR	PRED CONC (PPM)	WIND BRG (DEG)	COCN/LINK (PPM) A	B	C	D
RECPT 1	6.9	288	1.8	0.4	3.9	0.7
RECPT 2	8.3	195	2.1	0.4	0.8	5.0
RECPT 3	10.1	104	0.7	4.2	0.8	4.5
RECPT 4	8.0	18	0.8	3.0	3.5	0.7

REPORT FOR FILE : MVSMEP

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND		5	-500	5	500	IN	354	9.9	0.5	12.6
B. SOUTHBOUND		-5	500	-5	-500	IN	738	9.9	0.5	12.6
C. EASTBOUND		-500	-5	500	-5	IN	941	9.9	0.5	12.6
D. WESTBOUND		500	5	-500	5	IN	1004	9.9	0.5	12.6

LINK	*	MIXW L (M)	R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.		0	0	490	8.8	15.9	35	10	5	733	3.0	50.0	0.0
B.		0	0	490	8.8	15.9	35	7	4	505	3.0	50.0	0.0
C.		0	0	490	8.8	15.9	35	15	7	1060	3.0	50.0	0.0
D.		0	0	490	8.8	15.9	35	10	5	739	3.0	50.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	15	-15	1.8
RECEPTOR	2	15	15	1.8
RECEPTOR	3	-15	15	1.8
RECEPTOR	4	-15	-15	1.8

MODEL RESULTS FOR FILE MVSMEP

RECEPTOR	*	PRED CONC (PPM)	*WIND BRG (DEG)	*	COCN/LINK (PPM) A	B	C	D
RECPT 1	*	3.7	288	*	1.0	0.3	2.1	0.4
RECPT 2	*	4.5	195	*	1.1	0.3	0.4	2.7
RECPT 3	*	5.7	104	*	0.3	2.6	0.4	2.4
RECPT 4	*	4.7	16	*	0.4	2.1	1.9	0.3

REPORT FOR FILE : MVSMC

1. Site Variables

U=	1.0 M/S	ZO=	108.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	G STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	16.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NORTHBOUND	5	-500	5	500	IN	403	9.9	0.5	12.6
B. SOUTHBOUND	-5	500	-5	-500	IN	848	9.9	0.5	12.6
C. EASTBOUND	-500	-5	500	-5	IN	1563	9.9	0.5	12.6
D. WESTBOUND	500	5	-500	5	IN	1563	9.9	0.5	12.6

LINK	MIXW L (M)	MIXW R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	490	8.8	15.9	35	12	6	835	3.0	50.0	0.0
B.	0	0	490	8.8	15.9	35	8	4	565	3.0	50.0	0.0
C.	0	0	490	8.8	15.9	35	24	12	1732	3.0	50.0	0.0
D.	0	0	490	8.8	15.9	35	17	9	1245	3.0	50.0	0.0

3. Receptor Coordinates

		X	Y	Z
RECEPTOR	1	15	-15	1.8
RECEPTOR	2	15	15	1.8
RECEPTOR	3	-15	15	1.8
RECEPTOR	4	-15	-15	1.8

MODEL RESULTS FOR FILE MVSMC

RECEPTOR	PRED CONC (PPM)	WIND BRG (DEG)	COCN/LINK (PPM) A	B	C	D
RECPT 1	4.7	284	1.0	0.3	3.0	0.5
RECPT 2	5.1	195	1.2	0.3	0.6	3.0
RECPT 3	6.8	103	0.4	2.6	0.5	3.3
RECPT 4	5.4	18	0.4	2.1	2.3	0.5

AMBAG ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

(408) 883-3750 *FAX (408) 883-3755*

Office Location: 445 Reservation Road, Suite G, Marina
P.O. Box 809, Marina, CA 93933-0809

February 26, 1998

Mr. Erik Brown
Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, CA 94104

Dear Mr Brown:

This letter is in response to your July 17, 1997 request for a determination of consistency of the Mountain Valley project with the *1997 Air Quality Management Plan for the Monterey Bay Region* (AQMP). Our response to your request was delayed pending receipt of additional project information requested from you, needed to complete the consistency determination. Consistency of individual projects to the AQMP is determined by comparing population growth due to the proposed project to the applicable jurisdiction's growth forecasted in the *AMBAG 1997 Regional Population and Employment Forecast.* The AMBAG forecast is disaggregated from the county level to individual jurisdictions, areas within the sphere of influence of jurisdictions, and Census tracts. The Mountain Valley project encompasses one of Salinas' sphere of influence areas.

Project impacts. As described in your July 17, 1997 letter and our February 18, 1998 phone conversation, the project includes 901 total residential units, 150 units to be built by 2000 with the remaining units completed by 2005. To estimate population impacts, AMBAG assumes average household size in Salinas to be 3.414 persons per dwelling unit. (January 1, 1997, per State Department of Finance *Official State Estimates* of May 1997). However, actual resident population will be less due to vacancy. The latest applicable vacancy rate of 3.52% for Salinas is used for this project, from the same source. Based on the above assumptions, AMBAG staff estimates that the project's 901 units could add 2,968 residents to Salinas (494 by 2000 and 2,474 by 2005).

Cumulative impacts. Cumulative impacts are determined by adding the 2,968 new residents expected from the proposed project to other growth approved in the jurisdiction during the 1990 - 1996 period.

The cumulative population growth in the city of Salinas is estimated from data supplied by the Transportation Agency for Monterey County on permits issued between 1990 and 1996. The assumption is made that these approved units will be constructed and occupied by the year 2000. Applying the same average household size and vacancy rate as was assumed for the project's dwelling units, 2,112 permitted new units could add 6,957 residents to Salinas.

Consistency finding. Consistency between the population growth impacts of the project and population growth forecasts used for the *1997 Air Quality Management Plan for the Monterey*

Bay Region is found by comparing the cumulative total for the jurisdiction to the amount of population increase show in the *AMBAG 1997 Regional Population and Employment Forecast*, the adopted forecast for the 1997 AQMP. Summary Table 2 of those forecasts show the population of Salinas growing by 10,553 persons between 1995 and 2000 and 13,606 person between 2000 and 2005.

Since the cumulative population growth added to that of the Mountain Valley project (7,451 by year 2000 and 2,474 by 2005) is less that the population growth for Salinas forecasted in the *AMBAG 1997 Regional Population and Employment Forecast,(*10,553 growth between years 1995 and 2000 and 13,606 between 2000 and 2005) the project is **consistent** with the AQMP.

Please feel free to contact Todd Muck of our staff if you have any questions about this determination.

Sincerely,

Nicolas Papadakis
Executive Director

cc: Janet Brennan, MBUAPCD
Jim Colangelo, LAFCO

c:\consisty\mtnvally.ltr

APPENDIX D: HEALTH AND SAFETY LAWS AND REGULATIONS

Table D-1
Health and Safety Laws and Regulations

Management of Hazardous Chemicals	State and federal laws require detailed planning to ensure that hazardous chemicals are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws require hazardous chemical users to prepare written plans, such as Hazard Communication Plans, Hazardous Materials Business Plans, and Chemical Hygiene Plans. Laws and regulations require hazardous chemical users to store these materials appropriately and to train employees to manage them safely. A number of agencies participate in enforcing hazardous chemical management requirements. For the project area, the Monterey County Department of Health is the agency most involved.
Hazardous Materials Transportation	The U.S. Department of Transportation regulates hazardous materials transportation between states. Within California, the state agencies with primary responsibility for enforcing federal and state regulations and for responding to transportation emergencies are the California Highway Patrol and the California Department of Transportation. Together, federal and state agencies determine driver training requirements, load labeling procedures, and container specifications. Although special requirements apply to transporting hazardous materials, requirements for transporting hazardous waste are more stringent, and hazardous waste haulers must be licensed to transport hazardous waste on public roads.
Hazardous Chemical Waste Handling	The California Environmental Protection Agency's Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous chemical waste. These laws impose "cradle-to-grave" regulatory systems that require generators of hazardous chemical waste to handle it in a manner that protects human health and the environment to the extent possible. Within the project area, the Monterey County Department of Health enforces on-site waste management requirements applicable to hazardous chemical waste generators, such as requirements for secondary containment around stored wastes to prevent environmental contamination in the event of a spill. The California Department of Toxic Substances Control permits and oversees hazardous chemical waste treatment, long-term storage, and disposal facilities.
Soil and Groundwater Contamination	The Comprehensive Environmental Response, Compensation, and Liability Act and associated Superfund Amendments provide the U.S. Environmental Protection Agency with the authority to identify hazardous sites, to require site remediation, and to recover the costs of site remediation from polluters. California has enacted similar laws intended to supplement the federal program. The California Environmental Protection Agency's Department of Toxic Substances Control is primarily responsible for implementing California's Superfund law.
Emergency Response	California has developed an Emergency Response Plan to coordinate emergency services provided by federal, state, and local government and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services, which coordinates the responses of other agencies, including the California Environmental Protection Agency, the California Highway Patrol, the Department of Fish and Game, the Central Coast Regional Water Quality Control Board, and the local fire department. The fire department provides first response capabilities, if needed, for hazardous materials emergencies within the project area.

SOURCE: Environmental Science Associates

Charmaine

Mountain Valley

A PLANNED COMMUNITY

Sconberg Ranch

Precise Plan

City of Salinas

June 2000

P

Mountain Valley—A Planned Community

Precise Plan

Prepared for:

The City of Salinas
Department of Community Development
200 Lincoln Avenue
Salinas, California 93901
(831) 758-7206

June 2000

Prepared by:

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1.0 Introduction

1.1 Authorization and Purpose

The *Salinas General Plan* (hereinafter "General Plan") requires a precise plan to be developed for the subject area because of its location within a Conditional Growth Area.

The purpose of the *Mountain Valley Precise Plan* (hereinafter "Precise Plan") is to provide for orderly residential development of this portion of the Sconberg Ranch property. The Precise Plan allows for development decisions to be made comprehensively, rather than by addressing development activities on a parcel-by-parcel basis. This type of planning allows for systematic implementation of all development proposals within the Mountain Valley Planning Area (hereinafter "planning area").

According to the General Plan, a precise plan "must be consistent with the General Plan, but adds detail — notably a program of implementation measures including regulations, programs, public works projects, and financing measures." Further, a precise plan is "a detailed plan that includes the text and maps or diagrams generally specifying the following for a portion of the area covered by the General Plan:

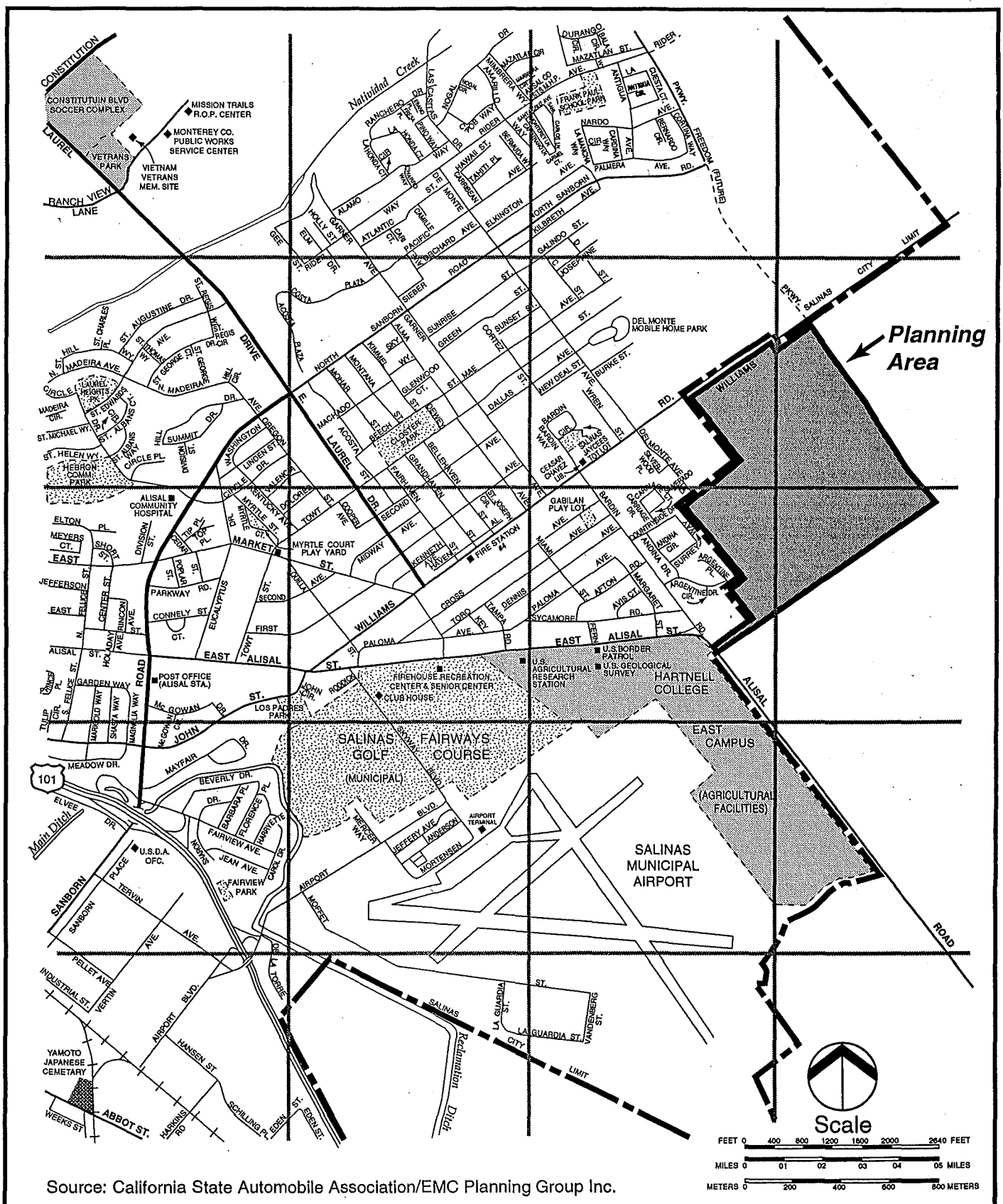
1. Land use;
2. Distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid-waste disposal, energy, and other public facilities and services;
3. Standards and criteria by which development will proceed;
4. A program of implementation measures including regulations, programs, public-works projects, financing measures, and other implementing measures required to fully implement the precise plan; and
5. The relationship of the precise plan to the adopted General Plan."

This Precise Plan was prepared for the City of Salinas, under contract to the Sconberg Ranch Partnership.

1.2 Planning Area Description

Location and Current Land Use

The planning area is located adjacent to and east of the city limits of Salinas, as illustrated in Figure 1. The planning area is approximately 199.7 acres in size and encompasses Assessor's Parcel Numbers 153-011-035, 153-041-027 and a portion of 153-011-021. The planning area includes designations for low, medium, and high-density residential uses, as well as park uses, in the City's General Plan. The vast



Source: California State Automobile Association/EMC Planning Group Inc.

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Mountain Valley Precise Plan

Planning Area

Figure 1

majority of the planning area is designated low density residential. The planning area is bordered by Williams Road to the northwest, agricultural property to the south and east, and the Salinas city limits to the west. Existing apartments, single-family homes, and the Bardin School are located southwest of the planning area, between the planning area and Bardin Road.

The property has been used for cattle ranching and/or farming for over 100 years. Crops grown within the planning area boundaries include, but are not limited to, lettuce, broccoli, spinach, beans, radiccio, and strawberries. Water for agricultural operations is supplied via on-site wells and is conveyed to crops via both spray and furrow irrigation.

The existing storm drain system within the planning area generally handles storm water run-off without backing-up or causing flooded conditions. A drainage ditch is located alongside a berm adjacent to Williams Road. The drainage ditch is approximately ten feet in width and varies from three to four feet in depth. The ditch accepts run-off from lands east of the planning area and discharges into a 30-inch diameter storm drain at the northern corner of the existing high density residential development adjacent to the western portion of the planning area. This inlet also accepts runoff from the northwestern portion of the planning area. The major portion of the planning area drains to the southwest by way of the irrigation furrows to drainage swales protected by a two-foot high berm located along the southwestern boundaries. These swales discharge the run-off to two storm drains: one 42-inch diameter storm drain located just south of Countryside Drive and one 36-inch diameter storm drain located just south of Argentine Drive at the western property boundary. (Refer to Figure 30 for locations of the existing storm drains.)

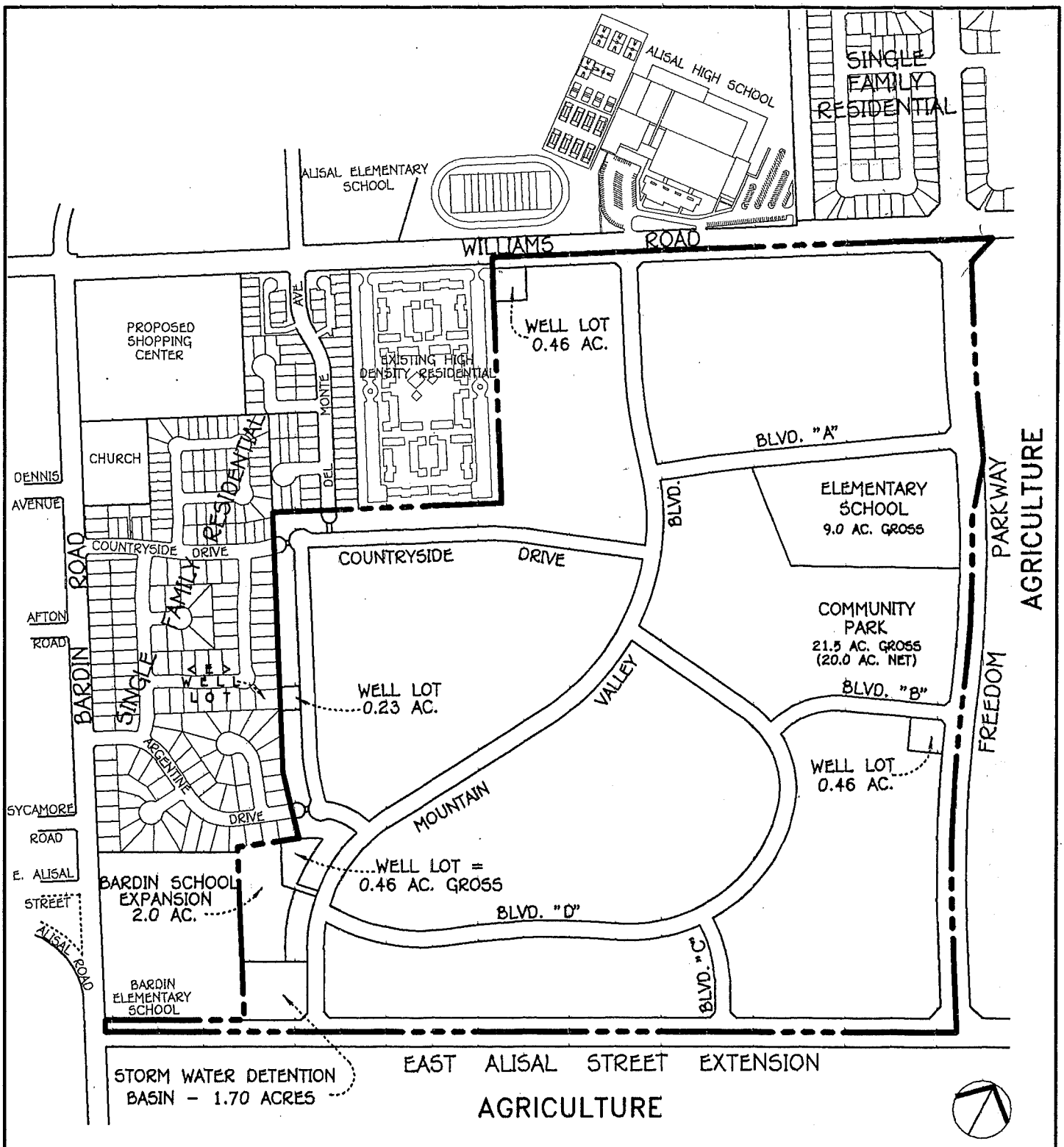
Surrounding Land Uses

Surrounding land uses are illustrated in Figure 2.

The Williams Ranch development (currently under construction) is located north of the planning area, northwest of Williams Road and bisected by Freedom Parkway. Approved land uses include residential and commercial development, parks, schools, a fire station, and open space. Alisal High School is located northwest of the planning area across Williams Road.

Existing multi-family and single-family residential development borders the planning area to the west, between the planning area and Bardin Road. The existing Alisal Community School is located across Williams Road from the single-family residential development. An empty 10-acre lot, zoned for retail use, is located on the corner of Williams and Bardin Roads, adjacent to the existing single-family residential development. The César Chávez Municipal Library is located across Williams Road at Bardin Road. Additionally, the Bardin Elementary School is located on Bardin Road, adjacent to the southwestern corner of the planning area.

The Hartnell College East Campus is located south and southwest of the planning area across Alisal Road. This campus is generally used for agricultural studies. A U.S.



Source: H.D. Peters Co.

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Mountain Valley Precise Plan

Surrounding Land Use

Figure 2

FIG5.DWG

Agricultural Research Station, U.S. Border Patrol facility, and a U.S. Geological Survey facility are located within the campus. The Salinas Fairways Golf Course is located west of the campus. The Salinas Municipal Airport is also located west of the campus, to the south of the golf course.

Active agricultural fields are immediately adjacent to the planning area to the east and south. These fields are under the same ownership as the planning area.

1.3 Precise Plan Objectives

The objective of the Mountain Valley Precise Plan is to develop an area of single-family affordable housing in the predominantly renter-occupied area of east Salinas. Specifically, the Precise Plan provides 853 single-family affordable housing units (including 102 inclusionary housing units), a 21.5 gross acre site (20 net acres) for a community park, and a 9 gross acre site for an elementary school for 900 students in the east Salinas area. The City of Salinas General Plan defines the "East Salinas Sector" as being that portion of the City to the northeast of Highway 101 and to the southeast of Constitution Boulevard and Natividad Creek. Excluding references to the Salinas General Plan, the "east Salinas area" as used in this Precise Plan is that portion of the East Salinas Sector containing the planning area and is defined by a two-mile radius of the corner of Williams and Bardin Roads as studied in a 1995 population data report by National Decision Systems.

The majority of houses in the east Salinas area (as described above) are renter-occupied. The 1995 study by National Decision Systems (NDS) provided population data for the east Salinas area, including information on the number, size, income, and occupancy of households. The NDS study found that 59.35% of the existing 10,493 units are renter-occupied. A similar study by Thompson Associates in 1996 found that 58.8% of the homes in eastern Salinas are renter-occupied. The NDS study also found that 47.07% of the existing units are attached units (apartments, duplexes, triplexes, etc.). The low percentage of single-family units and the high percentage of multi-family residential units and apartments combine to create a higher population density in the east Salinas area than in other parts of the community. Development of the planning area exclusively with affordable single-family for sale homes will lower the overall population density in the east Salinas area.

1.4 Salinas General Plan

The following subsections outline major portions of the City of Salinas General Plan that are applicable to the Precise Plan. A list of General Plan policies applicable to the Precise Plan, and how the Precise Plan implements those policies, is included as Appendix A.

City Design Element

The General Plan City Design Element provides guiding direction and implementation, as well as specific policies, for the design of development projects within the City. The City Design Element states that the variety of housing types and architectural designs should be controlled in order to avoid both monotony and visual chaos. The City Design Element also provides measures to vary architectural design, including different floor plans and massing, architectural roofs and façades, and varied siting, setbacks, and finished materials.

The Precise Plan Land Use Element includes design policies consistent with, and which implement, the policies of the City Design Element. These policies focus on the following features: providing community entry points (focal points that create a sense of neighborhood structure); providing a variety of housing types and designs; providing architectural variety, as well as varied front yard setbacks and siting of buildings; and providing sidewalks and bicycle lanes.

Land Use Element

The planning area is located within a Conditional Growth Area which is defined as "land designated for potential urban development outside the Existing Urban Area, but for which development has not been approved." Approval will be conditional on ability to meet the environmental standards of the plan."

Because Conditional Growth Areas currently lack detailed studies of environmental conditions, the General Plan cannot effectively guide future development within these areas. However, provisions are made within the General Plan for future development of Conditional Growth Areas by requiring precise plans within these areas as an intermediate step in project consideration. This Precise Plan represents a detailed development plan for the 199.7-acre planning area in accordance with policies of the General Plan.

The General Plan Land Use Element presently establishes a goal for precise plan areas to include a mix of housing types. This goal is established by General Plan Policy 3.3 K, as follows:

> (Policy 3.3 K) In each precise plan area, the goal is to include a total number of units equal to a mix of 55 percent low-density (single-family detached), 10 percent medium-density, and 35 percent high-density (apartments). The mix of housing types may vary slightly from this standard so long as the total number of units and project impacts remains the same.

The explanatory language for this policy states that this policy is intended to allow flexibility in the type of housing constructed while ensuring that the majority of new development will be detached single-family homes.

While a mix of housing types is the goal of Policy 3.3 K, the City has looked for ways to slow or stop the concentration of apartments in the East Salinas Sector, as is typified by General Plan Policy 3.3 N:

(Policy 3.3 N) Limit construction of additional apartments in developed portions of East Salinas to sites smaller than five acres that already are generally surrounded by apartments.

The General Plan goes on to explain that the area between East Laurel Drive and the 1987 urban edge northeast of Del Monte Avenue has more than a fair share of apartments, so single-family homes are desired wherever sites large enough to create a satisfactory environment are available.

Thus, although the goal of the "55-10-35" housing mix is established, at the same time there exists in the East Salinas Sector an equally important objective -- that of reducing the concentration of apartments (i.e., reducing densities). The Mountain Valley project contributes toward the latter by providing exclusively single-family housing. Because Policy 3.3.K. is stated as a *goal*, the housing mix within the Mountain Valley project can be determined to be consistent with the General Plan without a General Plan amendment.

Circulation Element

The General Plan Circulation Element includes policies which identify needed improvements for serving the City at General Plan buildout and which set up a system for implementing transportation improvements. The Precise Plan includes policies which are consistent and which implement applicable Circulation Element policies, such as development of a secondary collector and local street system consistent with the General Plan. It also includes preparation of a Vehicle Trip Reduction Plan, which includes sufficient right-of-way dedication on Williams Road for a bus turn out (should a bus turn out be deemed necessary by Monterey-Salinas Transit), and placement of bicycle lanes along the Mountain Valley Boulevard, Boulevard A, Williams Road, Freedom Parkway, and East Alisal Street. "Traffic-calming" features, such as narrowing the streets at each intersection and increasing the landscaping in these areas, will be included on secondary collector and local streets. In addition, pedestrian circulation through the planning area will be encouraged through the installation of sidewalks and pedestrian-scale lighting on all streets, as well as through pedestrian-oriented walkways through cul-de-sacs to allow access to and between internal neighborhoods.

Transportation improvements or fees for transportation improvements that are required to be provided by the development of the planning area to mitigate off-site transportation impacts are part of a transportation monitoring program that includes trigger mechanisms for timing of the improvements or fees. Following General Plan Policy 5.1.J, until each phase of the project is completed, an annual report to the City will be produced that documents the project's trip generation and demonstrates compliance with conditions of approval related to traffic and transportation. This monitoring program is included in the Transportation Improvement Program as Appendix B of this plan. (Refer to in Section 3.0 of this plan and Figure 32 for the timing of on-site improvements.)

Open Space Element

The General Plan Open Space Element contains policies for the protection of agricultural land by directing growth to the north and east of the City and minimizing

conflicts between agricultural and developed land. The Precise Plan is consistent with these policies; development is proposed east of the City and the extension of Freedom Parkway and East Alisal Street will separate existing adjacent agricultural land from the planning area.

The General Plan Open Space Element requires new development to contribute land or fees to provide developed public parklands for area residents. It identifies a community park in the general vicinity of the planning area, as well as the portion of Williams Road adjacent to the planning area as a greenway. General Plan Policy 4.3.2.A. requires that new residential development provide land or fees to achieve a minimum of three acres of developed parklands per 1,000 population for community or neighborhood parks. The term "developed public parkland" refers to a fully improved park. If the Mountain Valley Project was located within the City limits and, as such, did not need to request annexation, 8.2 acres of developed parkland, or the equivalent in fees, would be required based on the 1990 U. S. Census data of 3.21 persons per household in the City of Salinas as a whole. The Mountain Valley Project provides 21.5 gross acres (20 net acres) for a community park and additionally provides greenways along the major roadways that surround the project, as described below.

An area of 21.5 gross acres (20 net acres) has been designated for a community park to be located in the northeastern portion of the planning area along the extension of Freedom Parkway. The property owners propose to donate the full 20+ acres to the City and to assist in the development of the park by completing a preliminary master plan and installing lawn and irrigation improvements in the park in exchange for the City waiving the City park fees required for development of the property.

In addition to the community park, development of the Precise Plan area includes a 30-foot wide greenway, including an eight-foot wide sidewalk, to be constructed adjacent to Williams Road and a 20-foot wide greenway, including a six-foot wide sidewalk, to be constructed adjacent to the extension of Freedom Parkway and East Alisal Street within the planning area. The developer will install landscaping and irrigation in these greenways. A landscape and lighting district or other appropriate financing method will maintain the sidewalk/landscape area, and homeowners will be responsible for maintenance of street trees located within the public utilities easement. The developer will also install lawn and irrigation in the storm water detention basin to allow for recreational use of the site when it is not being used for detention. Maintenance of the storm water detention basin will be provided by the homeowners through a landscape and lighting district or other appropriate financing method. The open space facilities provided by the greenways and detention basin are not considered parks.

Landscaping and irrigation in open space and landscape areas other than those described above (i.e., well sites and schools) will be installed by the developer and maintained by a landscape and lighting district or other appropriate financing method.

Conservation Element

The General Plan Conservation Element addresses both water quality and water conservation. The Precise Plan includes policies which are consistent with, and which implement the following two specific General Plan Conservation Element policies:

promoting water conservation and investigating the potential for groundwater recharge through the designation of a 1.7 acre (gross) site for the ultimate construction of a storm water detention basin.

1.5 City of Salinas Sphere of Influence

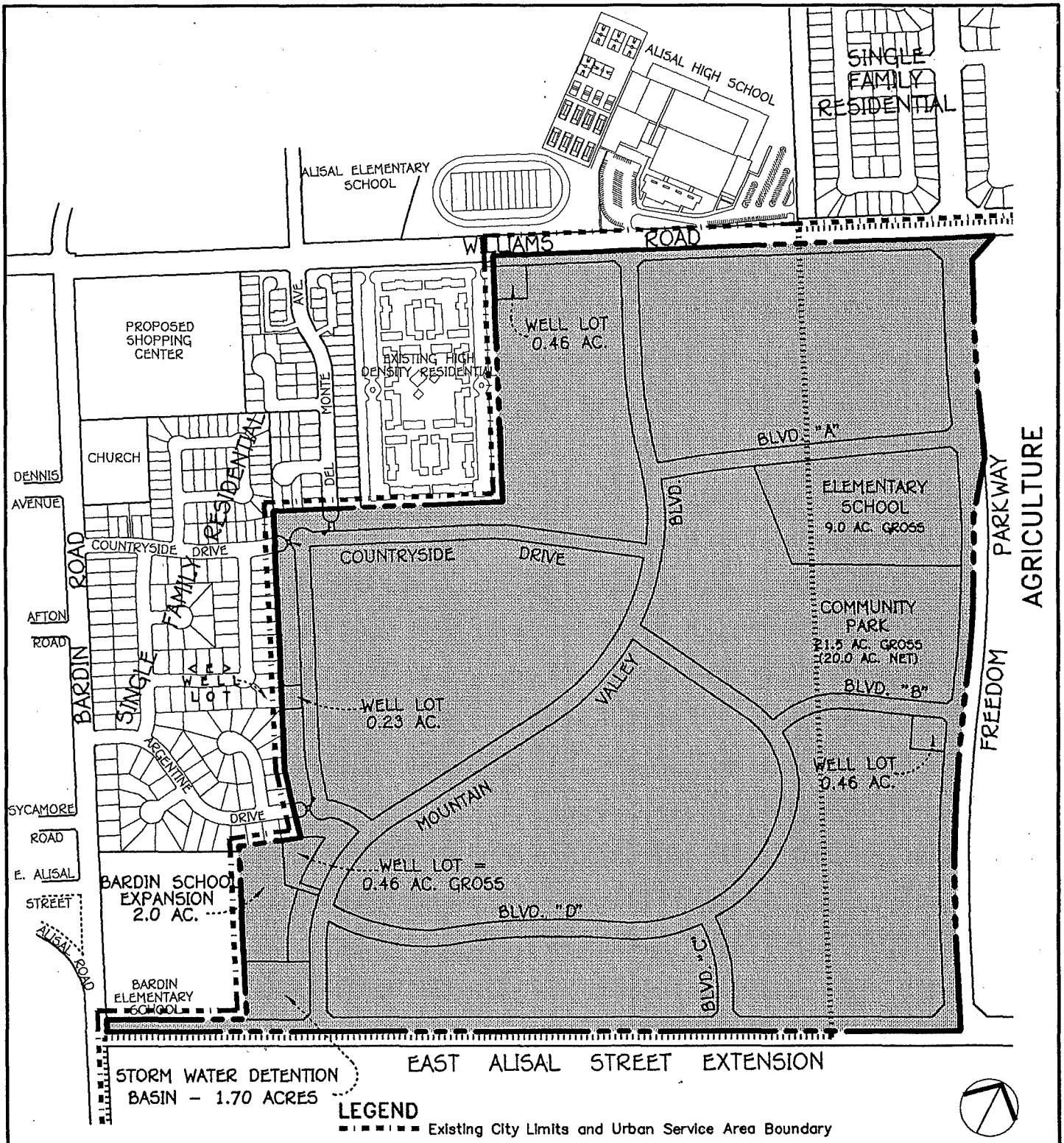
The City of Salinas sphere of influence was adopted in 1981 and amended in 1985. The sphere of influence includes an urban service area (USA) and an urban transition area (UTA). The USA includes land that is projected to be available for development within five years of adoption of the sphere of influence. The planning area is outside of the existing USA, which borders the planning area on the north and west.

The UTA includes land that is projected to be available for development within five to twenty years of adoption of the sphere of influence. Approximately 164 acres of the 199.7-acre site are located within the existing UTA. Approximately 36 acres of the planning area are located outside of the existing UTA and consequently, outside the sphere of influence. These 36 acres consist of:

- The proposed Freedom Parkway and East Alisal Street extensions;
- Single-family residential lots;
- A proposed well site;
- A portion of the community park; and
- A portion of the new elementary school.

Inclusion of the 36 acres located outside of the existing designated sphere of influence and UTA is a critical component of the Precise Plan as it allows the extension of Freedom Parkway from Williams Road southeast and creates a logical planning area boundary. It also allows the connection of the Freedom Parkway Extension with the East Alisal Street Extension in the southeast corner of the planning area. The inclusion of the 36 acres will also allow for the donation, master planning and partial improvement of a 20-acre community park, the donation of a 9-acre elementary school site and reservation of a 20,000 sq. ft. well site.

The sphere of influence will need to be amended to include the entire planning area within the USA prior to annexation of the planning area into the City. This reorganization will be accomplished prior to development of the planning area and requires action by the Monterey County Local Agency Formation Commission. The existing City limits, existing USA boundary and existing UTA boundary, as they relate to the planning area, are illustrated in Figure 3.



Source: H.D. Peters Co.

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Mountain Valley Precise Plan

Planning Boundaries

Figure 3

FIG3.DWG

1.6 Mountain Valley Services and Facilities Plan

A services and facilities plan have been prepared for the Mountain Valley project. The plan evaluates the ability of the local and regional infrastructure to support the delivery of public services to the site and offers guidelines as to how financing of the public infrastructure might proceed.

1.7 Mountain Valley Precise Plan EIR

This Precise Plan is intended to be used as a "Community Plan" which is defined in Public Resources Code §21083.3, as amended, for the purposes of subsequent environmental review. According to this definition, a Community Plan is described as follows:

1. The Plan conforms to a defined geographic portion of the adopted General Plan;
2. The Plan references each of the mandatory elements of a General Plan specified in Section 65302 of the Government Code; and
3. The Plan contains specific development policies and identifies measures to implement those policies, so that the policies which will apply to each parcel can be determined.

The Mountain Valley Precise Plan functions as a Community Plan for the purpose of environmental review. The Precise Plan and subsequent actions to implement the Precise Plan act as the proposed project under the California Environmental Quality Act (CEQA). This document is, therefore, the project description for the proposed project under CEQA. In accordance with CEQA, review of the Precise Plan should be limited to specific significant effects to the environment resulting from implementation of subsequent development in the planning area. The Precise Plan EIR should serve as the CEQA document for adoption of the Precise Plan, as well as the subsequent project approvals (pre-zoning, annexation and subdivision). Amendments to the Precise Plan may be subject to further environmental review.

1.8 City of Salinas Zoning Code

The Precise Plan includes the following zoning designations: RM-4.0 (Medium-Density Residential, with a minimum 4,000-square-foot lot size), RL-6.5 (Low-Density Residential, with a minimum 6,500-square-foot lot size), and PS (Public and Semipublic), with a precise plan overlay district. (Refer to Figure 5 for locations of the proposed zoning within the planning area.) The areas to be zoned Public and Semipublic include a community park, elementary school site, storm water detention basin, four well lots, and existing elementary school expansion area. Upon adoption of the Precise Plan, the City of Salinas will pre-zone the planning area "Agricultural" as an interim district. Appropriate rezoning will occur concurrent with the tentative map process.

Deviations from zoning standards can generally only be accommodated through a Planned Unit Development (PUD) or variance process. As an incentive to achieve the design objectives of this Precise Plan, provisions for exceptions to certain RM and RL development standards will be incorporated directly into the Precise Plan Overlay District. This will gain a higher quality of urban design, encourage variety and avoid monotony in developments by allowing greater freedom and flexibility with the use of alternative development standards. The Precise Plan includes the following deviations from the zoning standards and will be discussed later in the Plan: alternative lot configurations and reduced front and side yard setbacks.

2.0 Precise Plan Elements

2.1 Overview

Land Use Designations

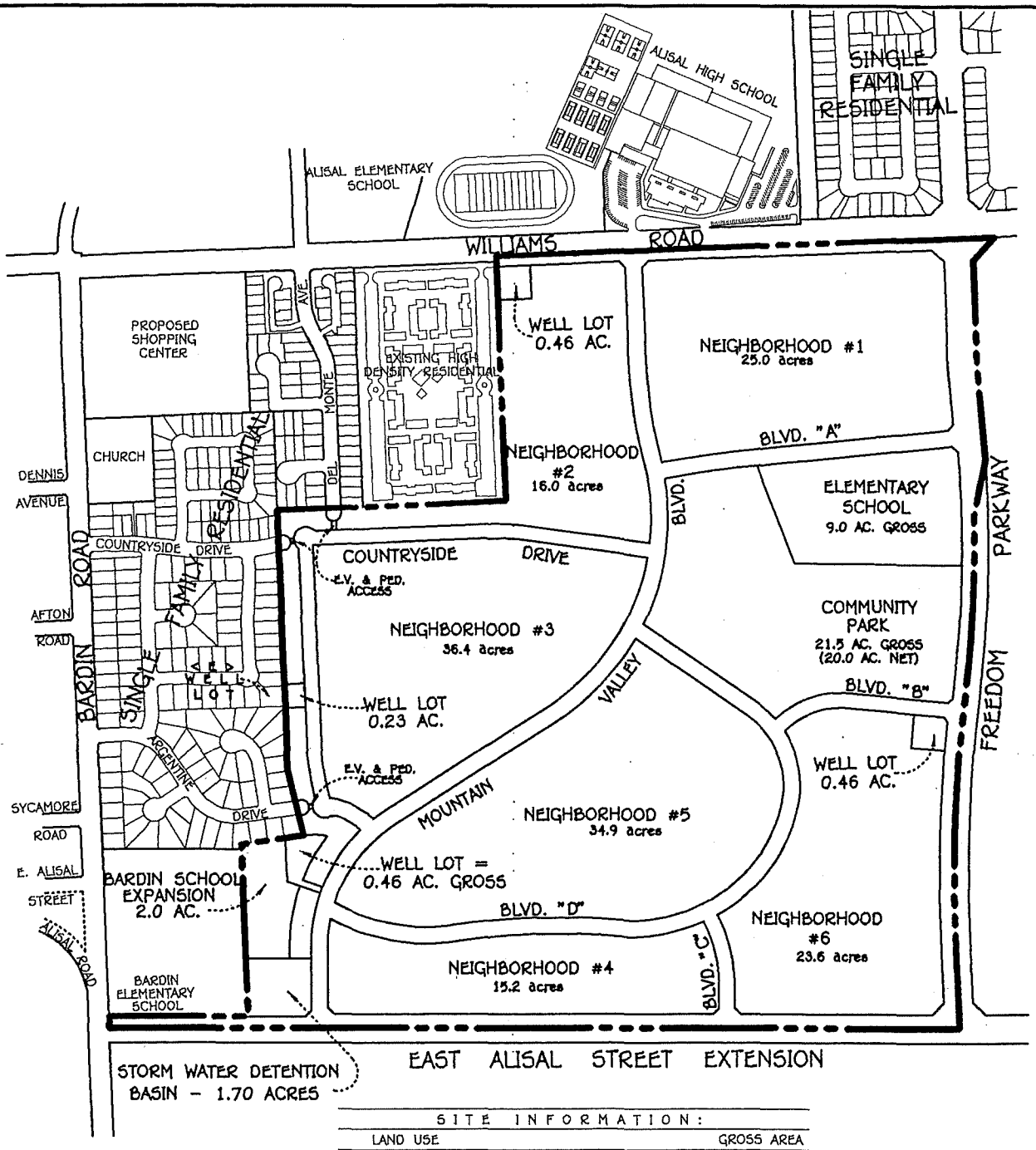
The planning area consists of approximately 199.7 acres. Land use designations include residential and public and semipublic uses. Residentially designated land will be developed in a variety of ways, including residential lots, streets, and landscape buffers. Table 1 lists land uses, approximate acreage for each use, and the number of residential units anticipated. The Land Use Plan is illustrated in Figure 4, and the proposed zoning within the planning area is shown in Figure 5.

The public and semipublic uses include a 21.5 acre (gross) community park, which will be donated to the City and improved with lawn and irrigation by the property owners. The community park will be maintained by the City of Salinas or its contract. Funding for maintenance of 8.2 acres of the park (that acreage required under General Plan Policy 4.3.2.A) will be paid back annually to the City of Salinas by the landscape and lighting district or other appropriate financing method. The City will provide funding for maintenance of the remainder of the park.

The public and semipublic uses also include a 9-acre (gross) elementary school and a two-acre site for expansion of the existing Bardin Elementary School. The property owners will donate the 9-acre school site for the Alisal Union School District. The property owners will reserve and sell one acre of the Bardin Elementary School expansion site to the Alisal Union School District at its then fair market value based upon State Office of Public School Construction requirements, and will sell the second acre at one-half of the same fair market value. Both sites will be developed by the Alisal Union School District. In the event that one or both of these elementary school sites are not used for a school within ten years after donation/dedication, the site(s) may be developed with recreation or residential uses (and an amendment to this Precise Plan will be required).

In addition, a 1.7-acre storm water detention basin will be donated to the City and improved with lawn and irrigation by the property owners and maintained through a landscape and lighting district or other appropriate financing method. The storm water detention basin land donation, as well as lawn and irrigation improvements, will be provided at no cost to the City.

Four well sites totaling 1.61 acres (three 20,000 sq. ft. sites and one 10,000 sq. ft. site) have been reserved for purchase by the water company. These well sites are located adjacent to the Bardin Elementary School Expansion Site, at the corner of Boulevard "B" and Freedom Parkway, adjacent to the existing well on the western boundary of the planning area, and on Williams Road in the northwest corner of the planning area. The well site at Boulevard "B" is considered a "floating location", with a size and



SITE INFORMATION:	
LAND USE	GROSS AREA
1. RESIDENTIAL HOUSING	151.1 AC.
2. MAJOR STREETS (1/2 R.O.W. FREEDOM PARKWAY & ALISAL ROAD., WILLIAMS ROAD WIDENING & LANDSCAPE BUFFERS)	12.8 AC.
3. COMMUNITY PARK	21.5 AC.
4. ELEMENTARY SCHOOL	9.0 AC.
5. STORM WATER DETENTION BASIN	1.7 AC.
6. WELL LOTS (4)	1.6 AC.
7. BARDIN SCHOOL EXPANSION	2.0 AC.
TOTAL	199.7 AC.

Source: H.D. Peters Co.

0 150 300 600 ft.

EMC Planning Group Inc.

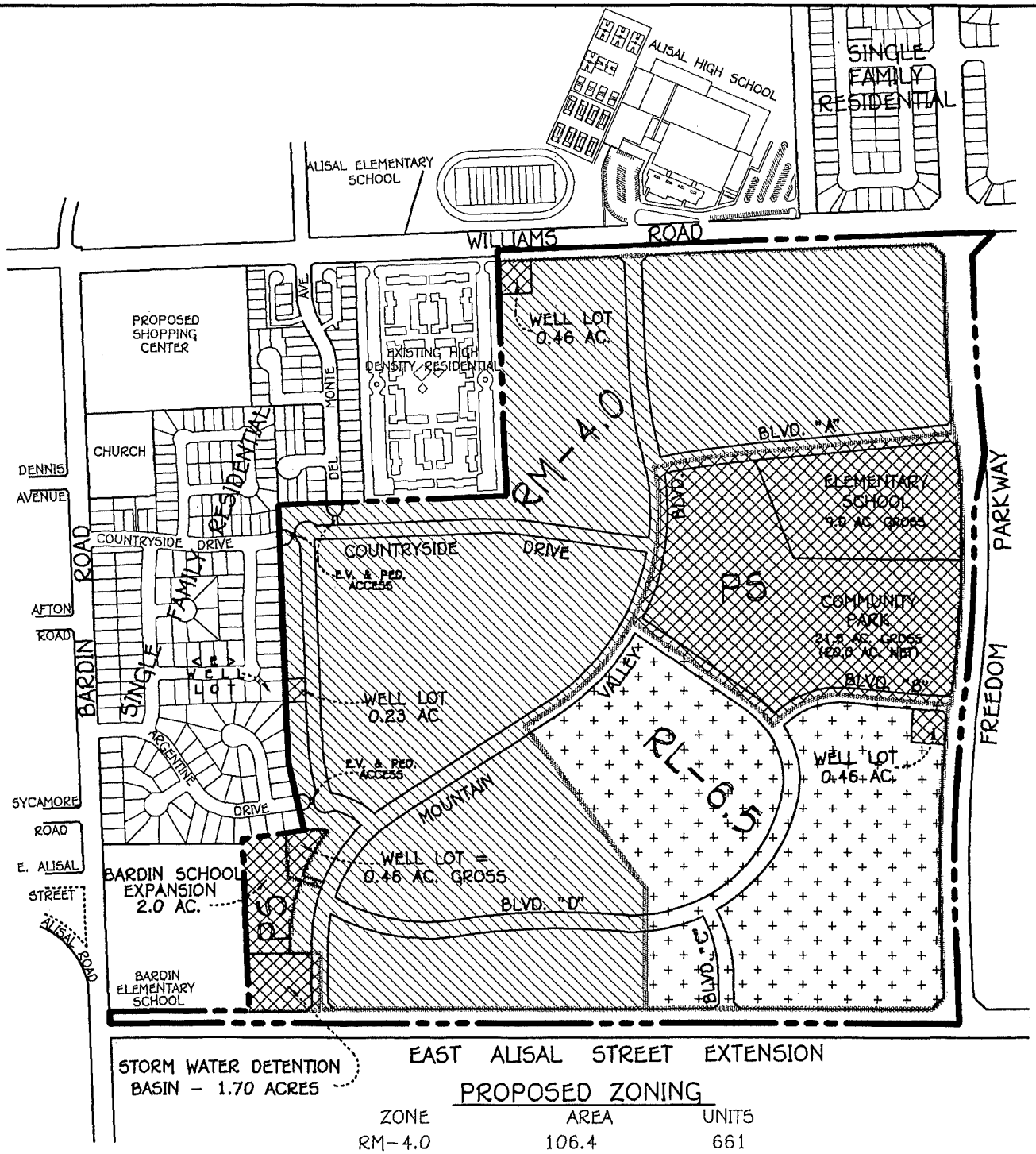
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Mountain Valley Precise Plan

Land Use Plan

Figure 4

FIG5.DWG



PROPOSED ZONING

ZONE	AREA	UNITS
RM-4.0 4,000 S.F. MIN.	106.4	661
RL-6.5 6,500 S.F. MIN.	44.7 A.C.	192
PS	35.8 A.C.	
MAJOR STREETS	12.8 A.C.	
TOTALS	199.7 A.C.	853

Source: H.D. Peters Co.

0 150 300 600 ft.

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Mountain Valley Precise Plan

Proposed Zoning

Figure 5

FIG-NU4.DWG

TABLE 1

Land Use Overview

Land Use	Gross Acreage	Number of Units
Residential		
Single-Family Residential	151.1	853
Major Streets	12.8	
East Alisal Street, Freedom Parkway, and Williams Road Rights-of-way and landscape buffers		
Subtotal	**163.9**	**853**
Public and Semipublic		
Community Park Site	21.5	
New Elementary School	9.0	
Expansion of Bardin School	2.0	
Storm Water Detention Basin	1.7	
Well Lots		
- Bardin Elementary School Expansion Site	0.46	
- Boulevard "B" and Freedom Parkway	0.46	
- Adjacent to Existing Well on Western Planning Area Boundary	0.23	
- On Williams Road in Northwest Corner of Planning Area	0.46	
Subtotal	**35.8**	**0**
TOTAL	***199.7***	***853***

Source: H.D. Peters

configuration adequate to suffice for a well site. The exact location, size and configuration of this site will be determined at tentative map stage. In the event that one or all of these well sites are not used for water facilities within ten years after donation/dedication, the site(s) may be developed with recreation or residential uses (and an amendment to this Precise Plan will be required). Therefore, at tentative map stage, the well lots will be designed to allow for subdivision and residential use.

The Land Use Element of this Precise Plan focuses on residential land uses, including residential and streetscape design, and public schools. Circulation is described in the Circulation Element. Parks and other open space areas are discussed in the Open

Space Element. Water conservation is discussed in the Conservation Element. Public and Semipublic uses, other than schools, are described in the Public and Semipublic Element.

2.2 Land Use Element

Land uses within the planning area include a mixture of residential and public and semipublic uses.

2.2.1 Residential Land Use

The recent growth of the City has created a need for additional housing and a variety of housing types. Existing population densities in East Salinas Sector (that portion of the City to the northeast of Highway 101 and to the southeast of Constitution Boulevard and Natividad Creek as defined by the City of Salinas General Plan) tend to be higher than other areas of the City, largely based on the low percentage of single-family units and the high percentage of multi-family residential units and apartments. The General Plan favors a move away from an additional concentration of apartments, and toward single-family houses in cases where a site is large enough to create a satisfactory environment in the East Salinas Sector. The Mountain Valley project was developed to assist in creating affordable, single-family ownership housing in the East Salinas Sector.

Based on 1990 U.S. Census information, there is an average of 3.21 persons per household in the City of Salinas as a whole.. However, there is a population of 44,582 and only 10,493 occupied units for an average of 4.18 persons per household within a two-mile radius of the Mountain Valley project site. At least 57 percent of those households exceed four or more persons per household, 39 percent exceed five or more persons per household, and 25 percent exceed six or more persons per household (National Decisions Systems, 1995).

The General Plan encourages new development to be contiguous to existing urban development because it is expensive to provide service to "leap-frog" subdivisions which often disrupt agricultural production. Based on the location of the planning area, services can be appropriately and conveniently provided, and development is not expected to disrupt agricultural production outside the planning area.

Residential Land Use

Residential Density

The Salinas Zoning Code establishes density primarily based on minimum lot size requirements. This typically results in a density of 5.7 units per acre (net, exclusive of density bonus) in the RL-6.5 zoning district (6,500 square foot minimum lot size) and 9.2 units per acre (net, exclusive of density bonus) in the RM-4.0 zoning district (4,000 square foot minimum lot size). Because a total of 853 units will be constructed on 151.1 acres, the average number of units will be 5.6 units per gross acre (or approximately 6.6 units per net acre).

Residential Lot Size

The housing plan is summarized in Table 2.

TABLE 2

Housing Plan

Proposed Zone	Proposed Minimum Lot Size	Approximate Number of Units
RM-4.0	4,000 sq. ft. (incl. 102 inclusionary units) and 4,500 sq. ft.	661
RL-6.5	6,500 sq. ft.	192
		853 Total Units (Maximum)

Source: H.D. Peters

Low- and medium-density single-family homes will be developed in the planning area. As per the proposed zoning (Figure 5), the low-density residential area will be designated (zoned) RL-6.5 and contain lots with a minimum 6,500 square feet. The RL-6.5 zoned area would contain approximately 192 lots for market rate homes at a density not exceeding that allowed by the Salinas Zoning Code.

As per the proposed zoning (Figure 5), the medium-density residential area will be designated (zoned) RM-4.0 and contain lots of 4,000 square feet (including the 102 lots for inclusionary housing units) and lots of 4,500 square feet, with a minimum lot size of 4,000 square feet. Density within the RM zones will not exceed that allowed by the Salinas Zoning Code. To avoid a concentration of inclusionary homes in one area of the development, required inclusionary housing units will be interspersed with market rate homes throughout the RM-4 zone. Small groupings (10 to 30 lots) of exclusively 4,000 square foot lots (containing both inclusionary and market rate homes) and small groupings of 4,500 square foot lots may be considered. However, within a given grouping of 4,000 square foot lots, no more than approximately half of the units will be designated as required inclusionary units, and these will be dispersed throughout the grouping. In addition, any proposed groupings of 4,000 square foot and 4,500 square foot lots will be evenly spread throughout the RM-4 zone. The specific lots intended for development of inclusionary units will need to be indicated as part of any tentative subdivision map application (exclusive of those subdivisions proposed to comprise only the RL portions of the development).

The Land Use Plan (Figure 4) describes the residentially designated areas by neighborhood and illustrates the gross acreage of each neighborhood. As discussed later in this document, the neighborhoods will be developed in phases. Each phase includes an allocation of dwelling units, with a combined total of 853 units. This allocation represents the average number of dwelling units permitted per phase since the acreage within each neighborhood, as indicated in Figure 4, may change when subdivision maps are prepared. Therefore, the allocation of dwelling units for each phase does not represent a fixed maximum number of units allowed per phase. However, the total lot count will not exceed 853 total units.

The Affordable Housing Component for the Mountain Valley Planning Area, including a discussion of income categories in the City of Salinas and the Affordable Housing Programs for the City of Salinas and the Mountain Valley Planning Area are included as Appendix C.

Airport Local Area of Influence

The southwest portion of the planning area is located within the Airport Local Area of Influence as illustrated in Figure 6. All residential development within this area of influence will require dedication of an avigation easement to protect the airport from future complaints and lawsuits about overflights.

Residential Land Use Policies

Based on the goals and objectives outlined in this Precise Plan, the following policies have been established to direct design of residential land use. In addition to the policies provided for within this section, all elements of the Salinas Zoning Code apply except as modified through this Precise Plan and the Precise Plan Overlay District.

Policy 1. *Provide zoning designations consistent with the City of Salinas Zoning Code.*

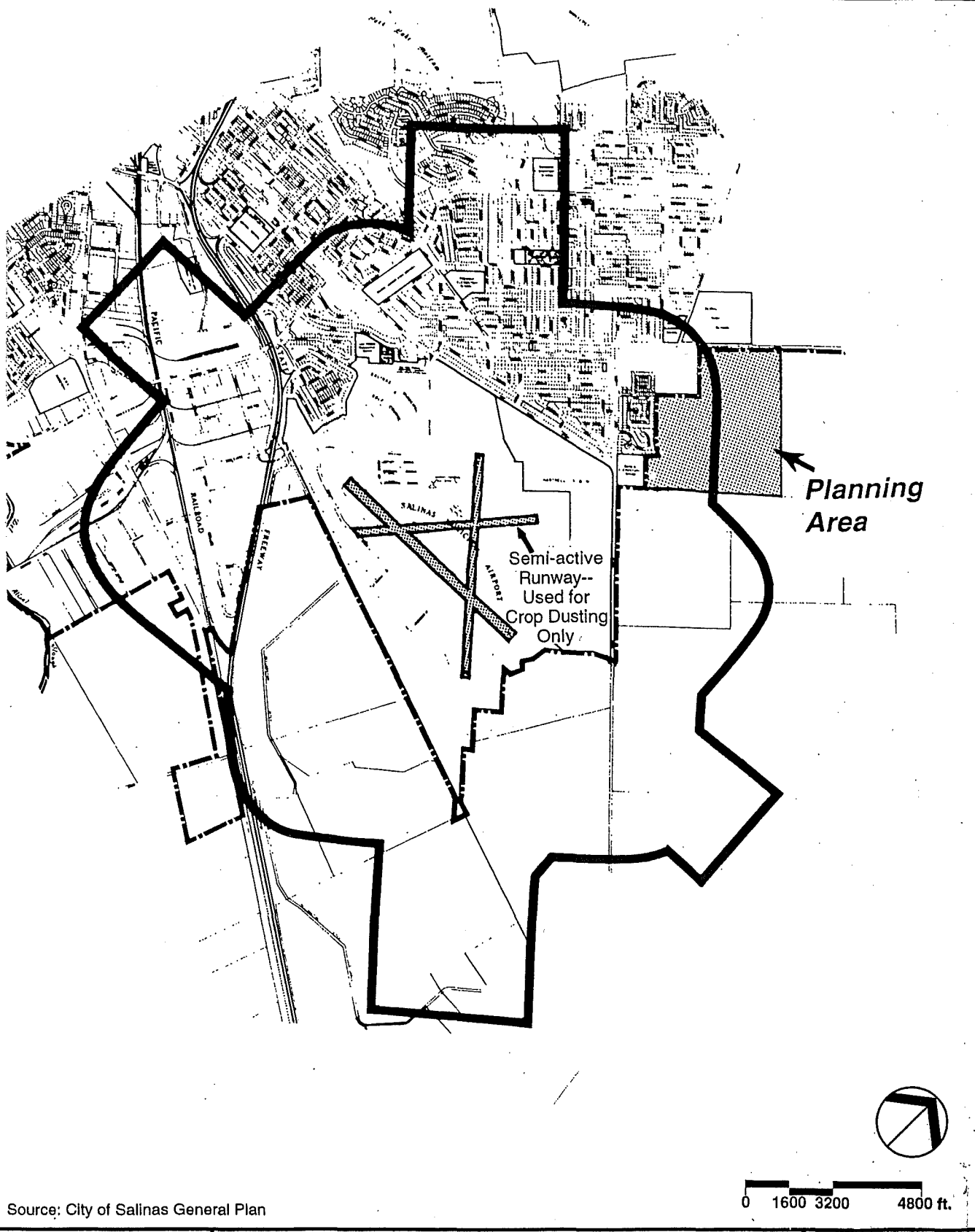
The following implementation measure is provided:

- Residential properties in the planning area shall be zoned for residential use as generally illustrated in Figure 5 and described in Section 1.8, City of Salinas Zoning Code, unless otherwise modified herein.

Policy 2. *Provide inclusionary housing, as described in the Mountain Valley Affordable Housing Program.*

The following implementation measure is provided:

- The Mountain Valley Affordable Housing Program is contained in Appendix C. Of the 853 single-family residential lots, 102 lots shall be designated for construction of inclusionary housing units. Within each of the six neighborhoods in the planning area, inclusionary housing units will be interspersed among the 4,000-square-foot lots. Residential lots will generally be phased in accordance with the Phasing Plan in Section 3.0, Implementation.



Source: City of Salinas General Plan

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Mountain Valley Precise Plan
Airport Local Area of Influence

Figure 6

Policy 3. *Protect the Salinas Municipal Airport from future complaints and lawsuits about overflights.*

The following implementation measure is provided:

- All residential development within the Airport Local Area of Influence shall be required to dedicate an avigation easement.

Policy 4. Protect agricultural land adjacent to the project site from future complaints from adjacent home owners.

The following implementation measure is provided:

- All prospective home and site purchasers will be provided with a copy of an agricultural use disclosure notice ("Agricultural Acknowledgment") to provide information on the potential for noise, dust, and odors that could occur as a result of normal agricultural operations adjacent to the project site.

Residential Design

Mountain Valley is proposed as a new residential development comprised of a series of neighborhoods. Traditional communities built prior to World War II and the extensive use of the automobile have demonstrated that neighbor interaction tends to build a greater sense of security. As neighborhood residents become familiar with each other, close associations can form which helps to establish a sense of community and neighborhood pride, which leads to better security as neighborhood residents begin to look out for one another. In an effort to facilitate neighbor interaction and to help instill a sense of community, several design measures are incorporated into the Precise Plan, as described below.

Architectural designs for residences in these neighborhoods should allow for a certain continuity throughout the planning area while allowing for a variety of residential character. Through such design techniques as articulated roof lines and façades, varied building siting, setbacks, and finish materials, a certain signature style will be rendered which distinguishes this planning area from other, less differentiated subdivisions (Salinas Zoning Code Section 37-34, Low Density Residential Guidelines).

Another major site design consideration for the planning area is the encouragement of neighbor interaction through simple site design strategies and the application of certain architectural elements. Adequate walkways, landscape maintenance, front porches, and dominance of the residence rather than the garage will encourage interactions among residents and create a community feeling.

Residential Design Policies

Residential design policies and guidelines are included herein to establish the overall character and visual quality of the residential areas within the planning area. The guidelines are general in nature to allow for design flexibility.

Policy 5. *Achieve a high quality of urban design, encourage variety and avoid monotony in developments by allowing greater freedom and flexibility with the use of alternative development standards.*

Alternative design standards that create uniqueness in design, encourage neighbor interaction and reduce isolation shall be created to enhance the feeling of community within the planning area. This can be achieved by varying the architecture and plotting of house locations, including varied setbacks, garage placement and driveway locations, including porches to encourage neighbor interaction, maximizing private open space, and enhancing street character by increasing off-street parking opportunities. These alternative designs may require deviations from RL and RM zoning standards, as described below.

Tentative maps shall include a reference to this section of the Precise Plan. The reference shall state that streetscape appeal and variety is required; and alternative development standards related to lot configuration and required yards are strongly encouraged. It is noted that the nature and purpose of Tentative Maps will require that alternative lot configurations or side yard open space easements be part of the Tentative Map application.

The following implementation measures are provided with regard to required yards, garage and driveway placement, and lot configuration:

Yards

- A minimum front yard requirement of 15 feet may be allowed, as illustrated in Figures 7 and 8, provided the following findings can be established:

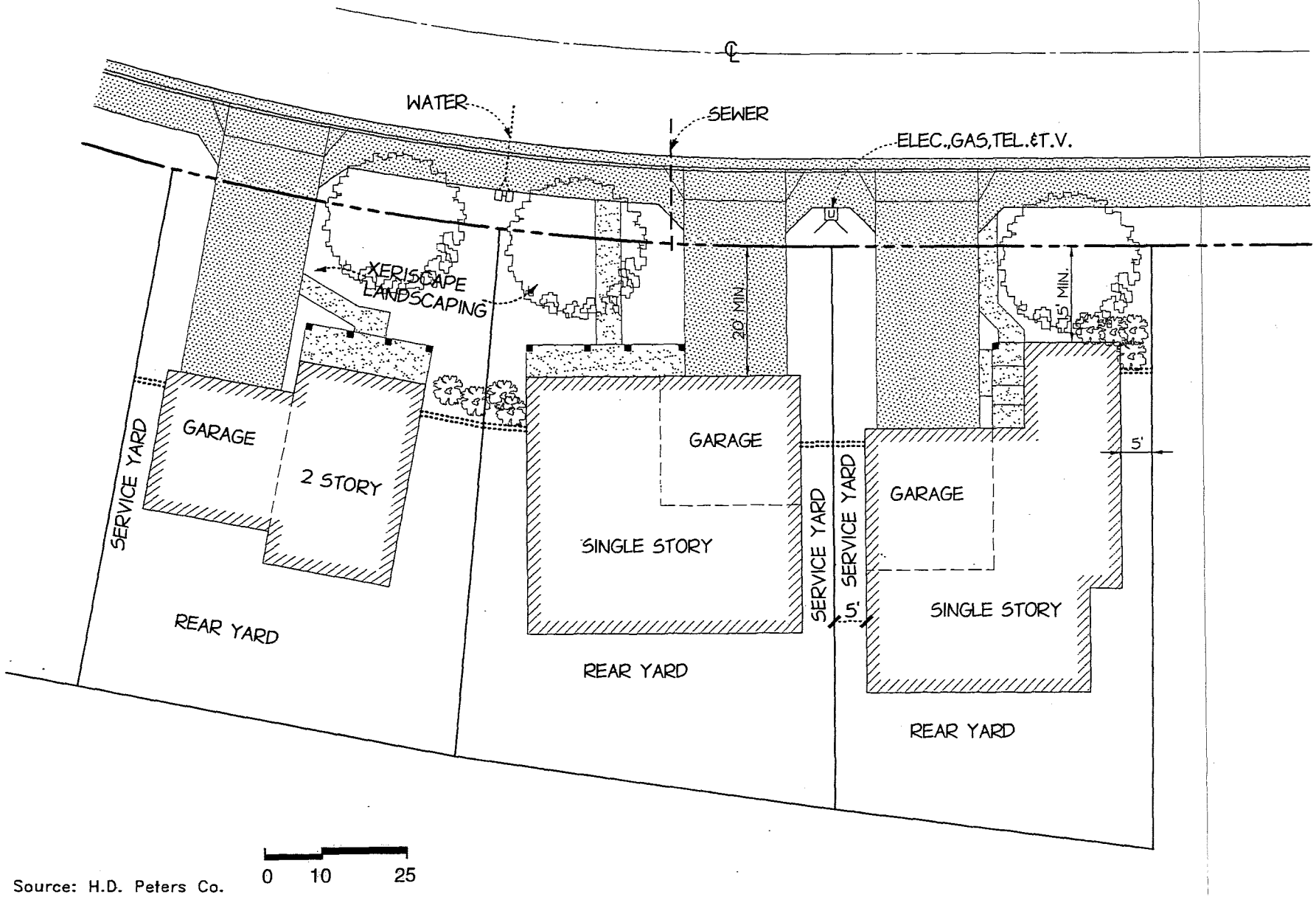
    1. Driveway length is 23 feet minimum from sidewalk (20 feet if roll-up doors are provided);

    2. Required front yards vary from lot to lot and a front yard of less than 20 feet is provided on no more than 40 percent of the lots;

    3. Usable open space opportunities are enhanced;

    4. A more interesting and articulated streetscape will result; and

    5. Other Residential Design policies and implementation measures are achieved.



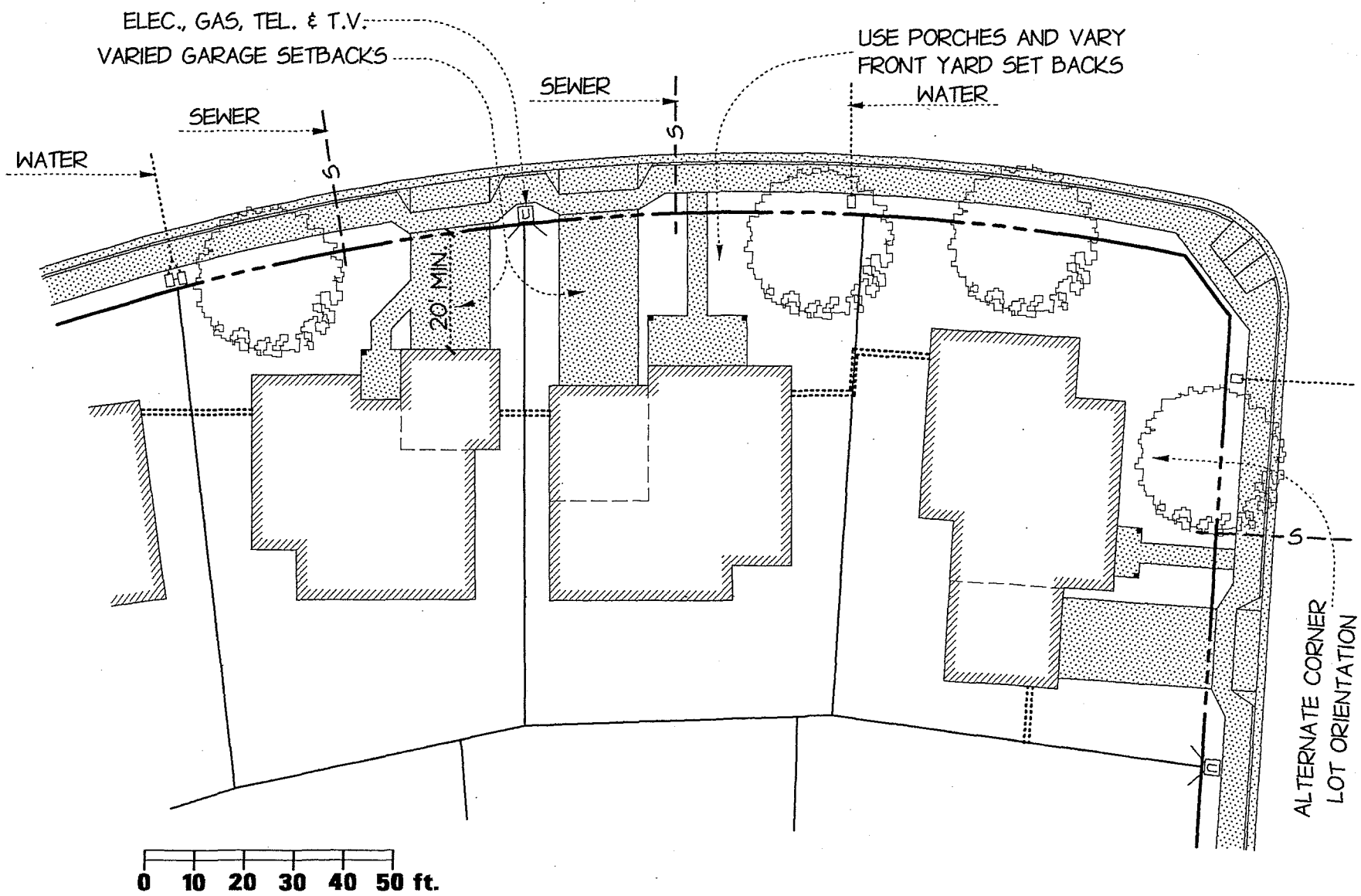
Source: H.D. Peters Co.

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Mountain Valley Precise Plan

Garage Variation in Depth to Front Property Line (4,000 Sq. Ft. Minimum Lots)

Figure 7



Source: H.D. Peters Co.

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Mountain Valley Precise Plan

DESIGN GUIDELINES
(6,500 Sq. Ft. Minimum Lots)

Figure
8

E:\DWGS\MTN\FIG-8B.DWG

- Covered front porches of 80 square feet or larger shall be allowed to project a maximum of three feet into the required front yard but in no case shall be closer than 15 feet from the front property line. Covered porches shall be utilized throughout the planning area.

- Required front yards shall be staggered to create streetscape variety throughout the planning area.

- Consideration shall be given to the occasional use of side yard open space easements on 4,000 square foot lots within the RM-4.0 zoning district to provide larger side yards and increase usable open space, as illustrated in Figure 9.

- Side yards shall be varied throughout the neighborhoods to provide distinct types of yards and patio areas.

Garage and Driveway Placement

- To break up the monotony of all garage doors being parallel to the street, variation in garage placement and orientation shall be provided. Possible orientations include garages set back from the front of the residence (as illustrated in Figures 7 and 8), side-entry garages (as illustrated in Figure 10), garages that are detached from the residence, and garages that are otherwise oriented away from the front property line.

- Residential building siting shall emphasize the residence and not the garage. For a minimum of every three dwelling units, the garage shall be recessed a minimum of 10 feet behind the front of the residence (as illustrated in Figures 7 and 8), or be otherwise oriented away from the front property line.

- Driveway entrances to residential units shall be arranged in a fashion to allow adequate space for the planting of a street tree on each lot. Driveway entrances should not interfere with street trees.

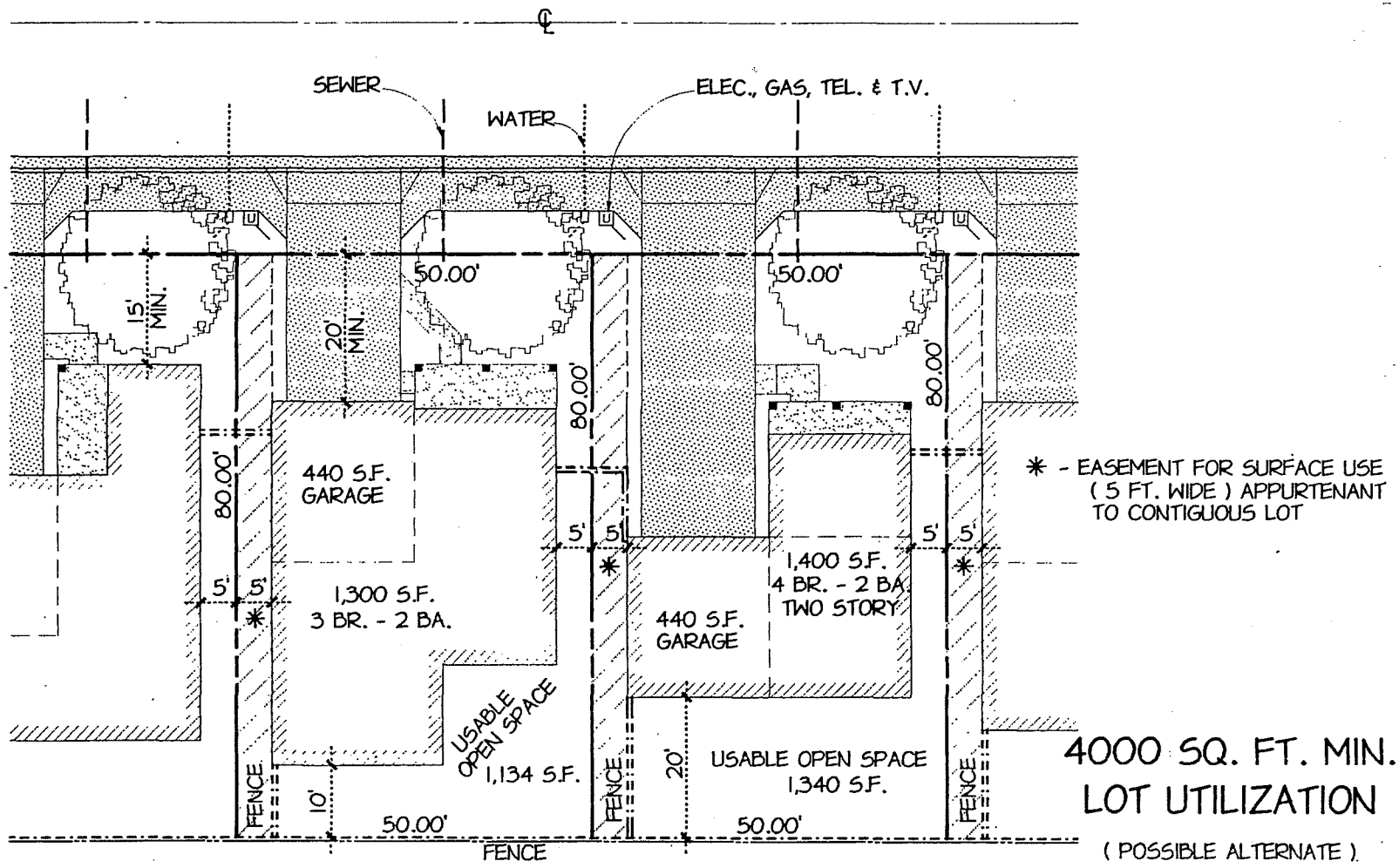
Lot Configuration

- Variety in lot orientation and width shall be provided, including the use of zipper lots, as illustrated in Figure 10, and wide-shallow lots.

- Corner lots shall be generally ten percent larger in order to maximize usable open space. These lots may be non-rectangular and oriented in a different direction than those at mid-block, as illustrated in Figure 11.

- Subdivision Map lot design shall provide for non-access along Williams Road, Freedom Parkway, East Alisal Street, Boulevard "A", and Mountain Valley Boulevard (from Williams Road to Boulevard "A"), with no driveways providing access from these streets.

- Mountain Valley Boulevard (from Boulevard "A" to the northern intersection with Boulevard "D") shall have restricted vehicular access, in that houses shall not be allowed individual driveway access or, at a minimum, shall not back into the street. Subdivision map lot design shall provide side yards facing the boulevard (as illustrated in Figure 12), alley access (as illustrated in Figure 13), and/or shared driveways or adequate driveway area to allow on-site vehicle turnaround (e.g.,



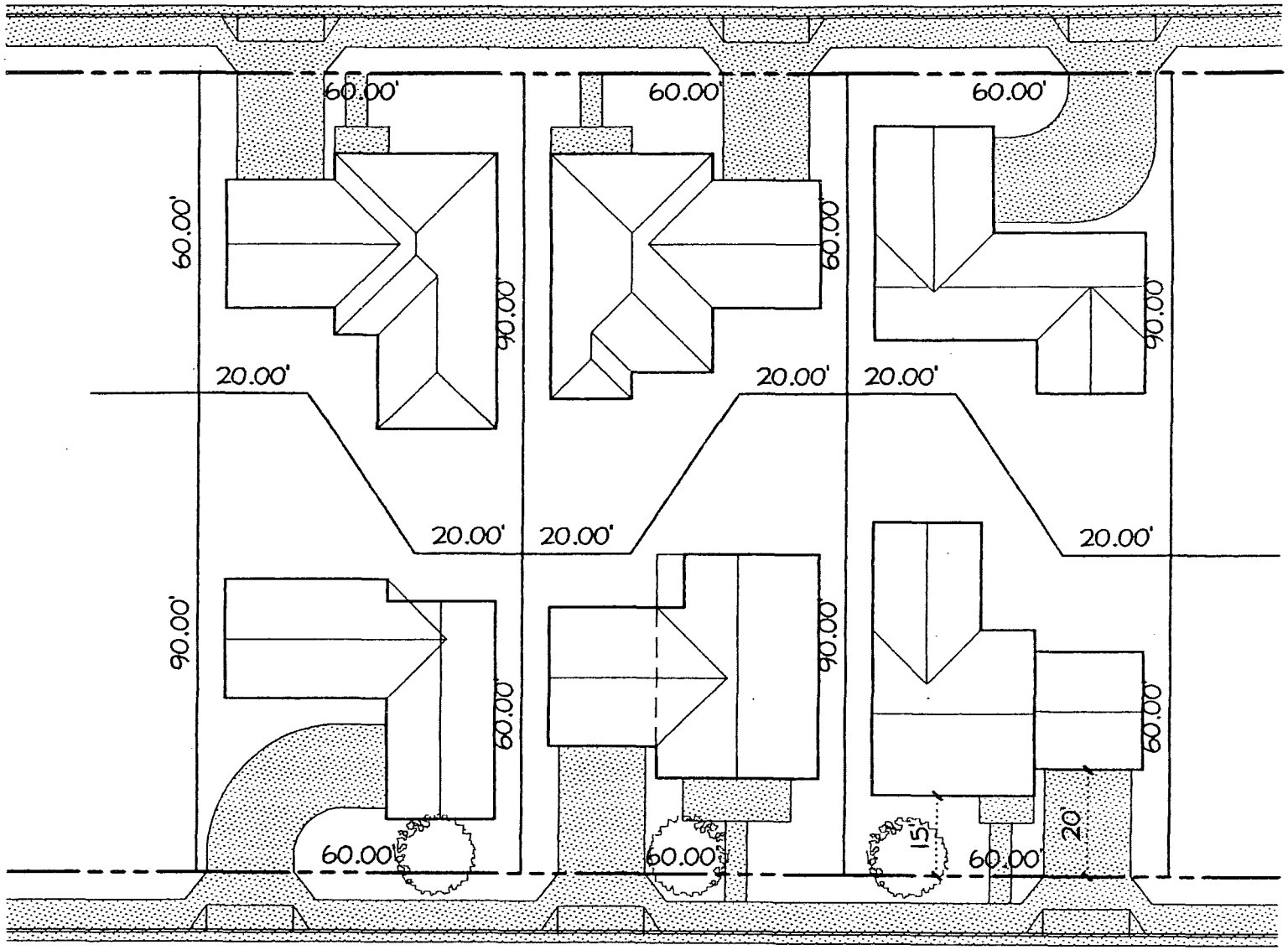
Source: H.D. Peters Co.

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Mountain Valley Precise Plan

Lot Utilization for Usable Open Space

Figure 9



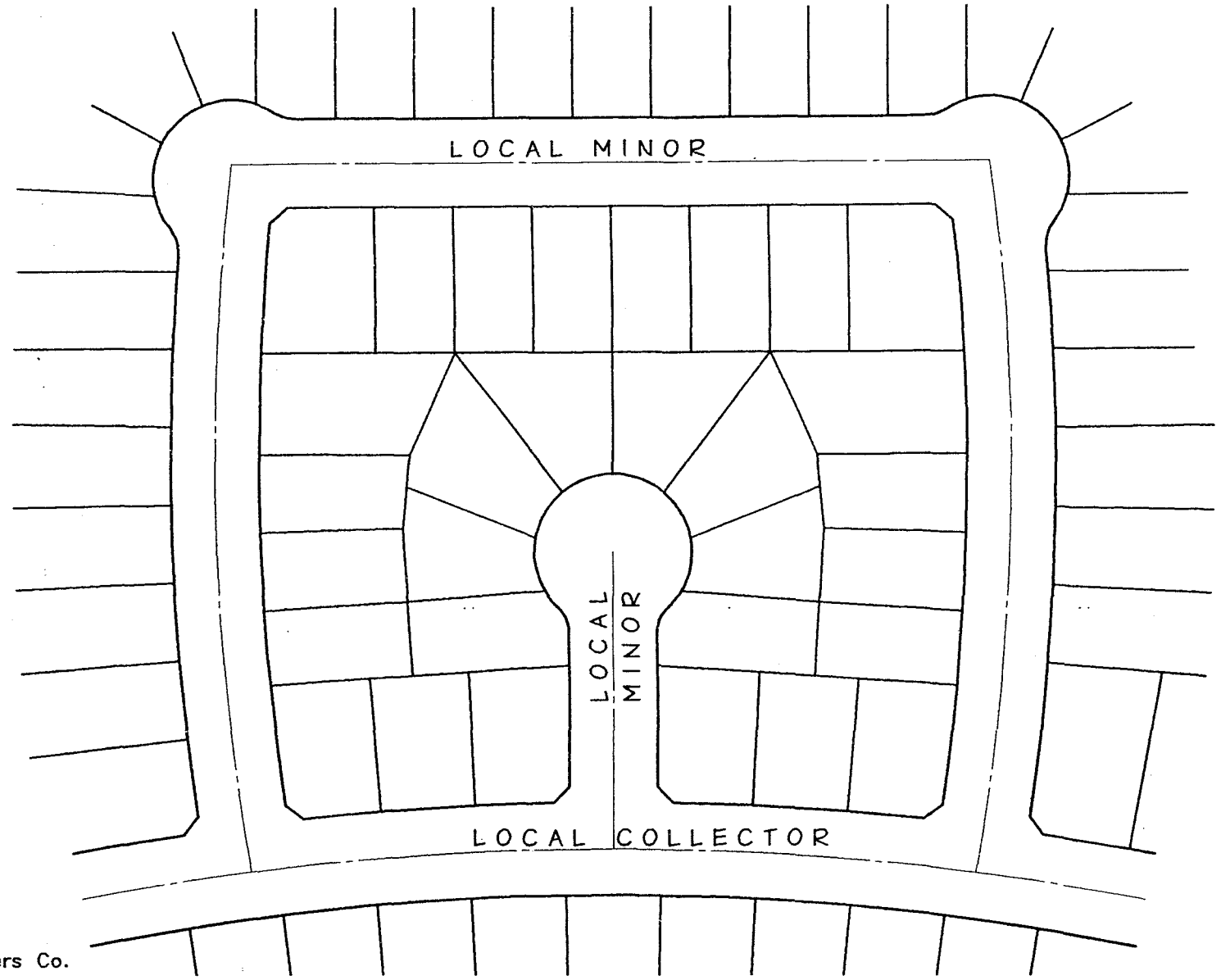
Source: H.D. Peters Co.

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Mountain Valley Precise Plan

Alternative Lot Configuration
Zipper Lots

Figure
10



Source: H.D. Peters Co.

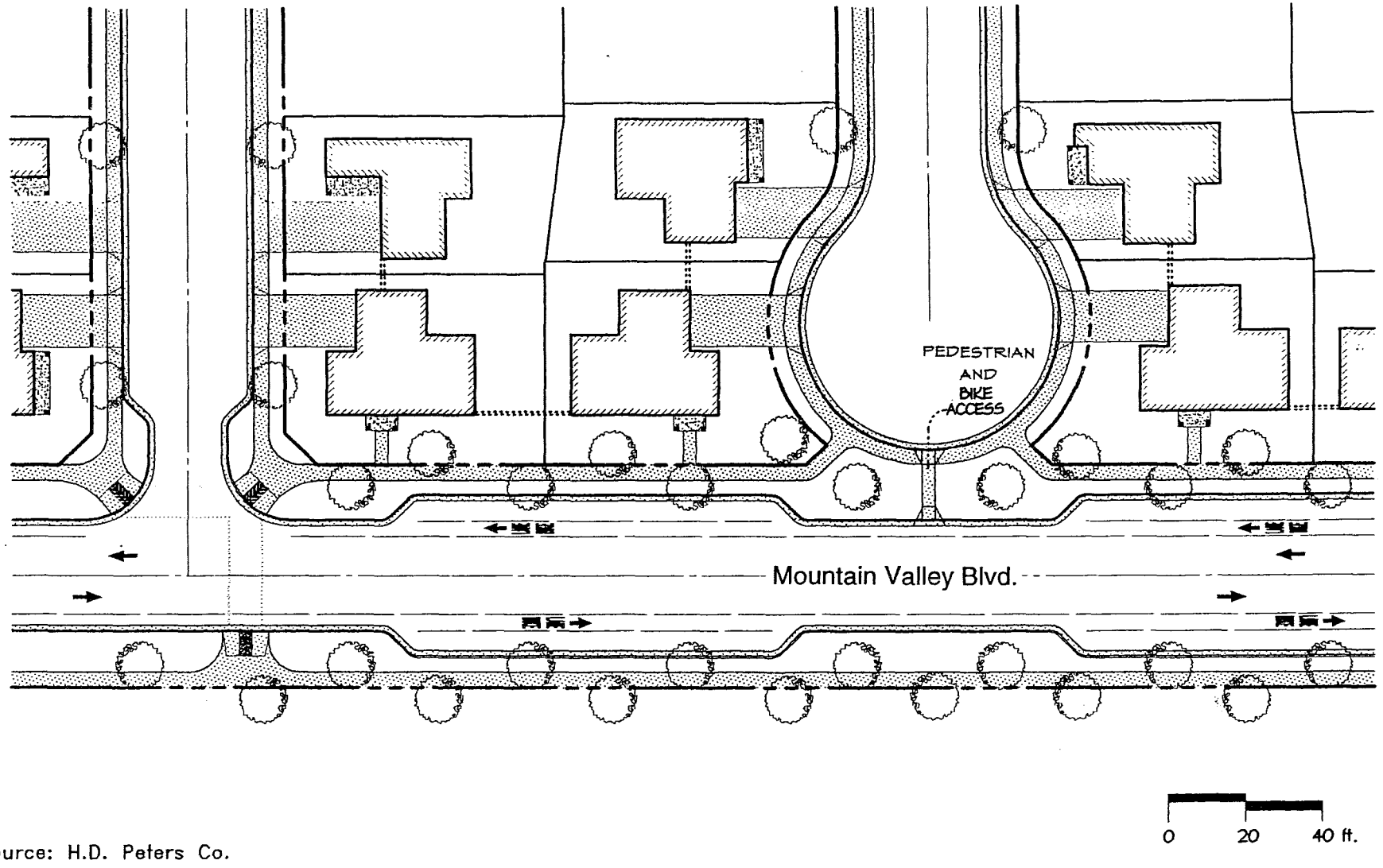
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Mountain Valley Precise Plan
Typical Neighborhoods

Figure
11

FIG-9.DWG



Source: H.D. Peters Co.

EMC Planning Group Inc.

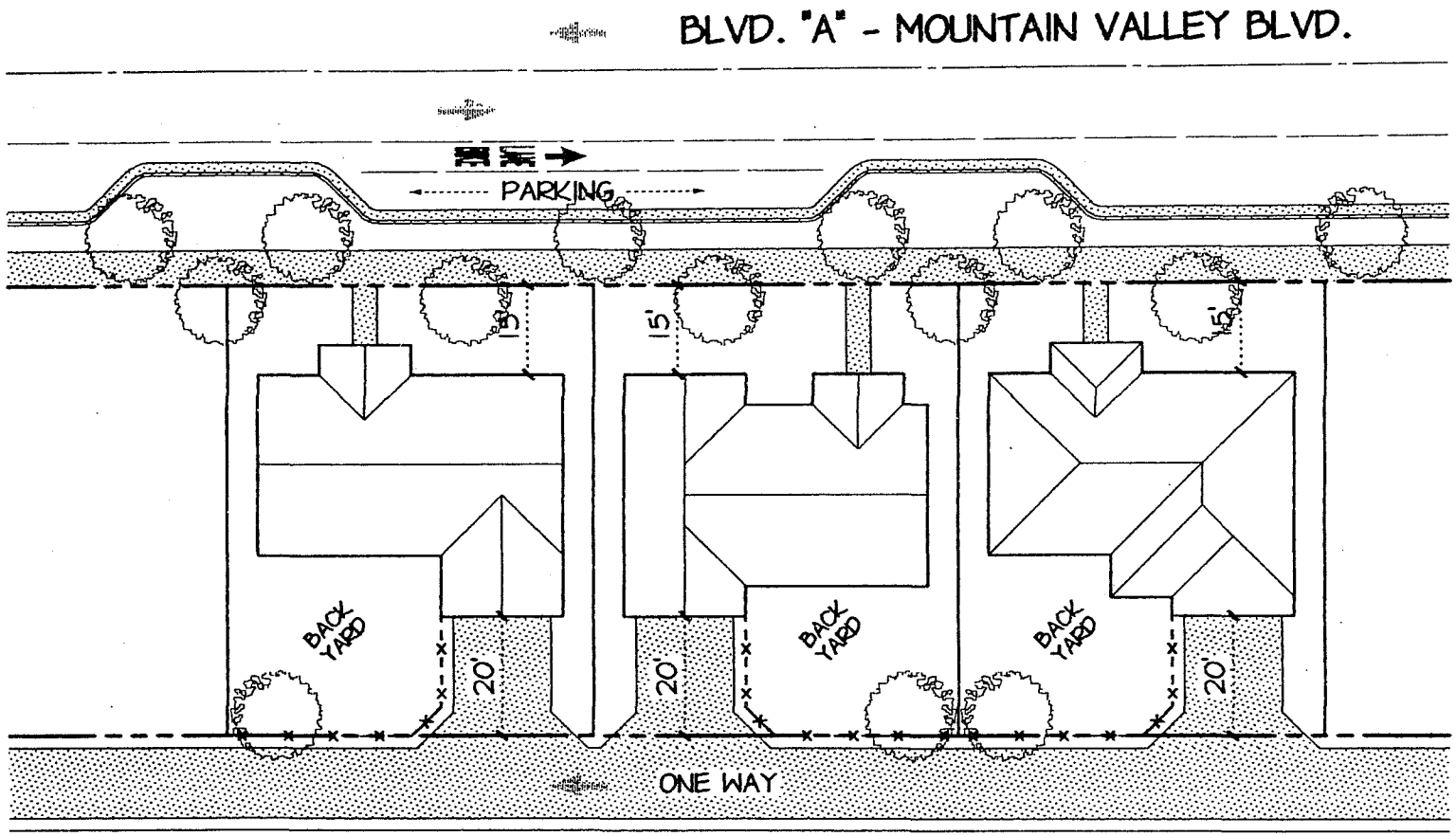
A Land Use Planning and Design Firm

Mountain Valley Precise Plan

Residential Frontage Away from Mountain Valley Blvd. and Blvd. "A"

Figure 12

FIG-7.DWG



ALLEY ACCESS

Source: H.D. Peters Co.

0 15 30ft.

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Mountain Valley Precise Plan

Alternative for Residential Frontage from Mountain Valley Blvd. & Blvd. "A"

Figure **13**

circular driveway). This will achieve restricted access while still providing an attractive streetscape and allowing lots to face or capture views of the park.

- Non-access and restricted-access streets shall provide bicycle and pedestrian access pathways off the ends of cul-de-sacs and between side yards, as shown in Figure 12.

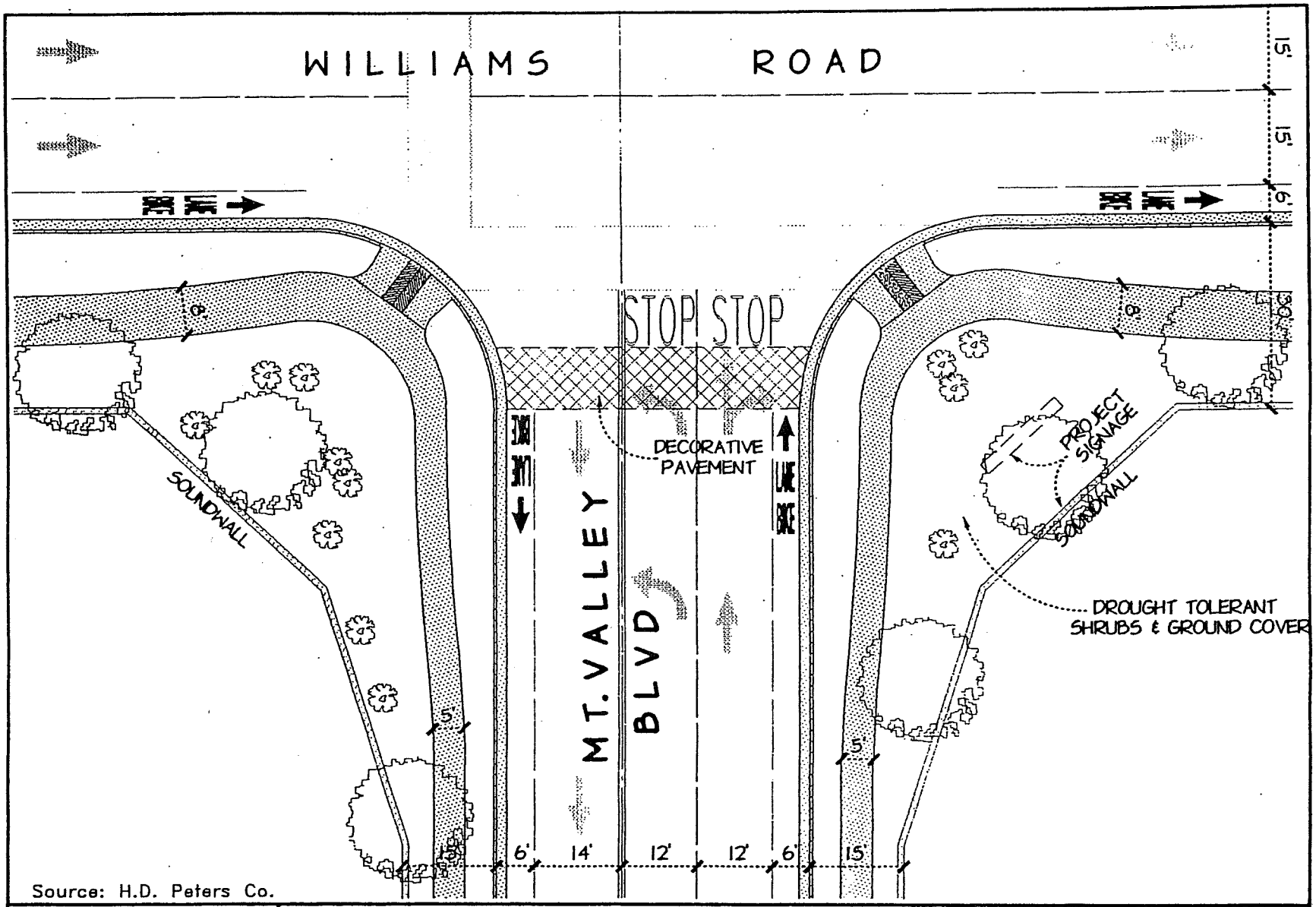
Policy 6. *Provide a variety of housing designs and features to enhance the development of livable communities within the planning area.*

The following implementation measures are provided:

- A variety of housing types, including a mixture of 1- and 2-story and three and four bedrooms shall be encouraged throughout the individual neighborhoods and throughout the planning area.
- Garage doors shall be designed to set into the walls rather than to set flush with the exterior wall. A variety of garage door designs that relate to the particular architectural style selected shall be utilized throughout neighborhoods within the planning area. Garages on 2-story units shall be encouraged to have a single-story mass at the front of the structure to provide an architectural transition to the second story.
- Both vertical and horizontal articulation in roof lines through the use of gables, hips and dormers shall be encouraged.
- Significant variety in the massing and composition of adjacent houses shall be encouraged to allow individual dwelling units to be unique and distinguishable from one another.
- Finish materials shall be consistently applied and shall complement adjacent materials.
- The basic color of the residential buildings shall be varied, although subdued, with brighter colors left to smaller accent areas. Roof colors should also be varied.
- Energy-efficient design techniques within individual residential units shall be encouraged. Alternative methods in cooling and heating of homes also should be encouraged, such as planting deciduous trees for passive capture of solar heat in winter and shading for cooling in summer.
- Design innovations within individual residential units, such as clean, compact composters and recycling stations, shall be encouraged to assist in the reduction and recycling of solid waste.

Streetscape Design

The neighborhoods in the planning area are derived from the circulation pattern which is proposed essentially of local minor streets (typically cul-de-sacs and loop streets) that connect to local collector streets (typically feeders to secondary collector streets) that, in



Source: H.D. Peters Co.

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Mountain Valley Precise Plan
Typical Entrance

Figure 15

FIG-B.DWG

Policy 8. *Dedicate and improve greenways along major streets within the planning area.*

A greenway is a linear open space in public ownership and permanently open to public use; a greenway is not classified as a park. However, in accordance with General Plan Policy 4.3.1.R, park credit may be allowed for some portions of the greenways if they are designed to contain some form of active and passive recreation facilities available for public use. Greenways along the south side of Williams Road, the west side of Freedom Parkway, and the north side of the East Alisal Extension shall be dedicated and improved with landscaping and irrigation by the developer. The following implementation measures are provided:

- Freedom Parkway (from Boulevard "A" to East Alisal Street) and East Alisal Street Extensions shall contain a 20-foot greenway. The greenway shall contain a six-foot sidewalk and a landscape strip for the planting of street trees to be installed by the developer. The landscape area shall separate the sidewalk from the street. (Refer to Figure 19 for an illustration of the greenway.)

- The Freedom Parkway Extension from Williams Road to Boulevard "A" shall contain a 20-foot greenway. The greenway shall contain a six-foot sidewalk and a landscape strip for the planting of street trees to be installed by the developer. The landscape area shall separate the sidewalk from the street. In addition, the developer will install landscaping in the 18-foot median. (Refer to Figure 20 for an illustration of the greenway.)

- Williams Road shall contain a 30-foot greenway, consisting of an eight-foot sidewalk and a landscape strip for the planting of street trees to be installed by the developer. The landscape area shall separate the sidewalk from the street. (Refer to Figure 21 for an illustration of the greenway.)

- On Mountain Valley Boulevard, Countryside Drive, and Boulevards "A", "B", "C", and "D", a 10-foot sidewalk/landscape area shall be provided to allow a minimum five-foot sidewalk and a minimum five-foot landscape strip for the planting of street trees to be installed by the developer. A base planting of drought tolerant ground cover shall be provided below the street trees. The landscape area shall separate the sidewalk from the street. (Refer to Figures 22 and 23 for an illustration of the landscape area.)

- Access pathways from the single-family residential neighborhoods within the planning area to these greenways shall be provided at the primary entries into the planning area (both ends of Mountain Valley Boulevard, the intersection of Boulevard "A" with Freedom Parkway, the intersection of Boulevard "B" with Freedom Parkway, and the intersection of Boulevard "C" with East Alisal Street). Additional pedestrian accessways to the greenways through the sound walls on Williams Road, Freedom Parkway and East Alisal Street may be provided, and will be determined at tentative map stage.

- Installation of landscaping and irrigation systems along street rights-of way shall be provided by the developer consistent with the timing of street improvements (refer to Figure 32 for street phasing). For East Alisal Street, Freedom Parkway, and Williams Road, a landscape and lighting district or other appropriate financing method shall maintain the greenway. For Mountain Valley Boulevard, Countryside Drive, and Boulevards "A", "B", "C", and "D", a landscape and lighting district or other appropriate financing method shall maintain the sidewalk/landscape area, and homeowners will be responsible for maintenance of street trees located within the public utilities easement. On local streets not having a separated sidewalk, homeowners will be responsible for maintenance of sidewalks, landscaping and street trees.

Policy 9. Provide street tree plantings in public utilities easements, and provide landscaping in residential front yards and median islands along major streets.

The following implementation measures are provided:

- Neighborhood identity shall be reinforced through the planting of a typical character of street tree to be installed by the developer. At least one street tree will be planted per single-family residential lot. The street tree shall be located in the public utilities easement on each residential lot. Therefore, depending on the orientation of the house in relation to the street, the street tree may occur in the front or side yard. No more than three species of street tree shall be planted within the individual neighborhoods to provide a cohesive character, while reducing the potential for mono-culture diseases. Maintenance of the street trees shall utilize City of Salinas maintenance specifications.
- All residential development shall have drought-tolerant landscaping installed by the developer in all front yards in accordance with City landscaping and irrigation requirements per the Zoning Code. This landscaping shall be maintained by individual homeowners.
- The developer will install landscaping in the median islands along the Williams Road, Freedom Parkway and East Alisal Street extensions. Development phasing will allow the developer to fund half the median island from initial investment and then from the sale of homes. Maintenance of the median islands will be provided by a landscape and lighting district or other appropriate financing method.
- All street tree planting and landscaping shall be in conformance with City of Salinas Guidelines and in accordance with landscape plans approved by the City of Salinas.

Policy 10. *Provide pedestrian-scale lighting throughout the planning area.*

The following implementation measure is provided:

- Pedestrian-scale lighting conforming to City of Salinas Design Standards and Standard Plans shall be installed by the developer on all streets. Alternatives to City standards, as approved by the Public Works Director, may also be considered. Light

fixtures shall be vandal proof and of consistent design character throughout. Lighting type and standard shall conform with City standards and policies established at the time of construction.

2.2.2 Public Schools

The Land Use Plan (Figure 4) identifies the location designated for a new elementary school site in the planning area. The nine gross acres will be donated by the property owner during Phase 1 of the development project. The elementary school will be constructed by the Alisal Union School District. The new elementary school will utilize approximately two acres of the adjacent 21.5-gross-acre community park for recreational or parking facilities.

The property owner will also sell the District two acres of land adjacent to the existing Bardin Elementary School for additional recreation space. The developer will construct a storm water detention basin on a separate 1.7-acre lot adjoining the Bardin Elementary School Expansion Site in a way that it can also be used for additional recreational space.

Use of the land areas designated for school use for anything other than school or public open space shall require an amendment to this Precise Plan.

Public Schools Policies

Policy 11. *Provide adequate space for new and expanded school sites, and make these sites available and affordable for use by the Alisal Union School District.*

The following implementation measures are provided:

- The property owner shall donate to the Alisal Union School District fee title to the identified nine gross acres of land within the planning area for an elementary school site during Phase 1 of the development project. In the event that this land is not used for a school within ten years after donation/dedication, the site(s) may be developed with recreation or residential uses (and an amendment to this Precise Plan will be required).

- Following the adoption of the Precise Plan by the City and the completion of annexation to the City, the land owner will also sell to the Alisal Union School District two acres of additional recreation area adjacent to Bardin School. One acre will be sold at its then fair market value based upon State Office of Public School Construction requirements, and the second acre will be sold at one-half of the same fair market value.

- The Alisal Union School District shall share the use of two acres of the 21.5 gross acre (20 acres net) community park with the City of Salinas Parks Department for recreational/playground purposes. Sharing of the two acres of community park shall

be governed by an agreement by and between the Alisal Union School District and the City of Salinas, the latter of whom will hold title to the community park. The land owner will also design and construct the detention pond area adjacent to the Bardin School in a way that would allow the area to be used by Bardin School for additional recreation space.

Policy 12. *Provide the Alisal Union School District with appropriate statutory school impact fees.*

The following implementation measure is provided:

- The developer will pay, for the benefit the Alisal Union School District, the statutory school impact fee that is in place at the time individual building permits are issued. (The fee is currently $1.93 per square foot of residential building.) Supplemental school impact fees of $639,000 shall be paid to the Salinas Union High School District. The latter fees are in addition to the statutory school impact fees.

2.3 Circulation Element

Circulation improvements include both internal and external improvements and are designed to be consistent with the policies, standards, and improvements identified in the General Plan Circulation Element. Both internal and external improvements are designed to accommodate the anticipated number of trips generated by development of the planning area. Figure 4, Land Use Plan, illustrates the planning area circulation pattern and the major streets (East Alisal Street, Freedom Parkway and Williams Road).

External improvements include right-of-way improvements to Williams Road and the extensions of Freedom Parkway and East Alisal Street. Internal improvements include new secondary collector streets (Boulevards "A", "B", "C", "D", and Mountain Valley Boulevard) extending into the planning area from Williams Road, Freedom Parkway, and the East Alisal Street Extension.

Circulation Policies

Policy 13. *Provide a safe and functional circulation system throughout the planning area that will minimize through traffic, and limit long, linear or high speed residential streets.*

The following implementation measure is provided:

- The layout of the circulation system shall enhance a sense of orientation, and make it easy to get around by avoiding overly complex curves and an excessive number of

cul-de-sacs. However, curvilinear streets and knuckles and cul-de-sacs on straight streets can be introduced as a way to limit the length of straight stretches, discourage short-cuts, and reduce through traffic on residential streets.

Policy 14. *Prohibit the frontage of single-family houses along Williams Road, Freedom Parkway, East Alisal Street, Boulevard "A", and Mountain Valley Boulevard (from Williams Road to Boulevard "A").*

The following implementation measure is provided:

- Subdivision Map lot design shall provide for single-family home frontage away from Williams Road, Freedom Parkway, East Alisal Street, Boulevard "A", and Mountain Valley Boulevard (from Williams Road to Boulevard "A"), with no driveways providing access from these streets.

Policy 15. *Restrict vehicular access to single-family houses along Mountain Valley Boulevard from Boulevard "A" to the north intersection of Mountain Valley Boulevard and Boulevard "D".*

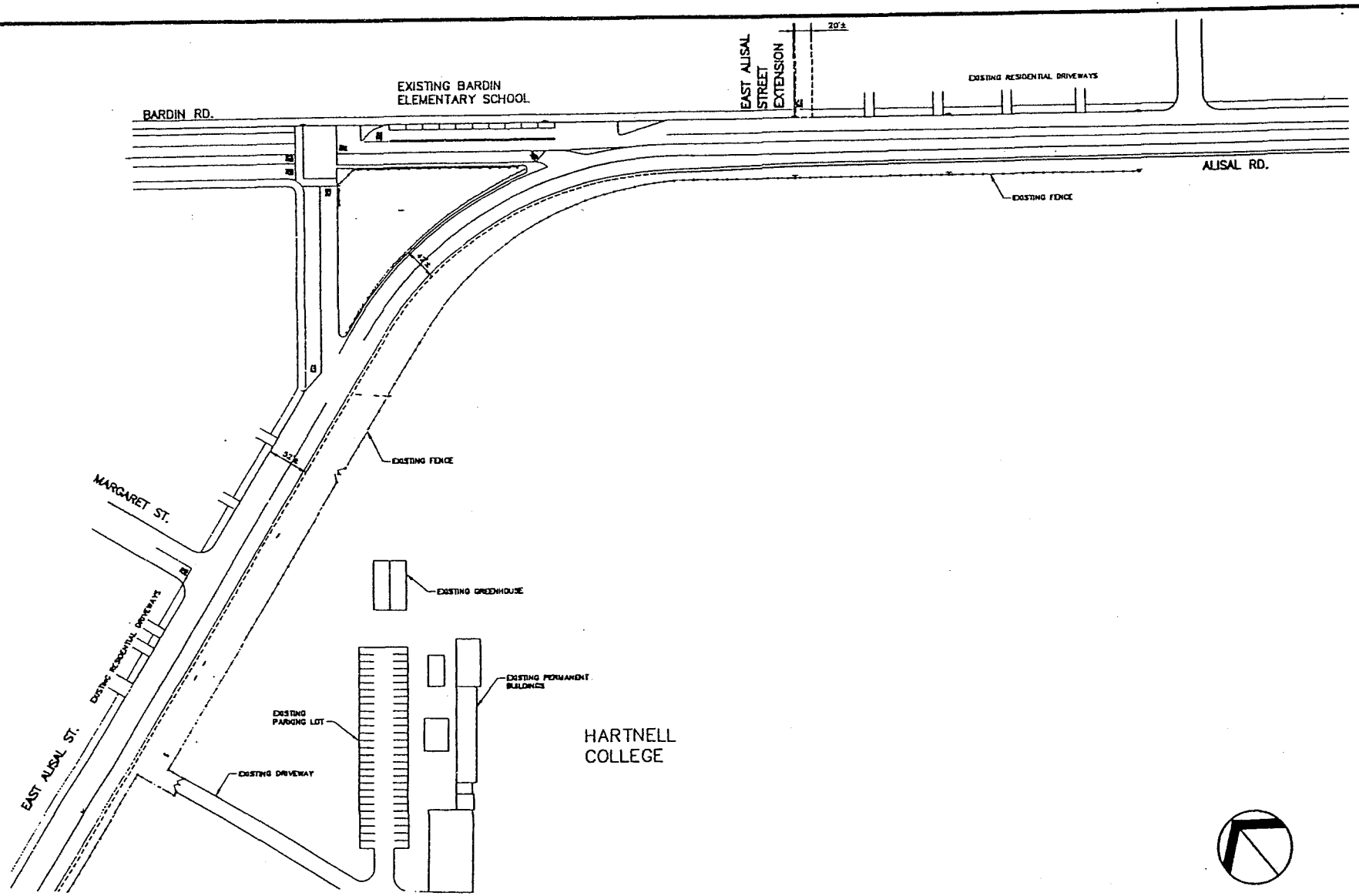
The following implementation measure is provided:

- Mountain Valley Boulevard (from Boulevard "A" to the northern intersection with Boulevard "D") shall have restricted access, in that houses shall not be allowed individual driveway access or, at a minimum, shall not back into the street. Subdivision Map lot design shall provide side yards facing the boulevard (as illustrated in Figure 12), alley access (as illustrated in Figure 13), and/or shared driveways or adequate driveway area to allow on-site vehicle turnaround. This will be achieved while still providing an attractive streetscape and allowing lots to face or capture views of the park. In addition, although this portion of Mountain Valley Boulevard will not provide vehicle access, there will be access for bicycles and pedestrians (as shown in Figure 12).

Policy 16. *Provide appropriate street expansions and improvements to allow efficient vehicle, bicycle and pedestrian access to and from the planning area.*

The following implementation measures are provided:

- Land shall be dedicated for the extension of East Alisal Street on the southeastern border of the planning area, from Bardin Road to Freedom Parkway. The extension will include a reconfiguration of the Alisal Road/Bardin Road intersection. The existing intersection is illustrated in Figure 16, the recommended interim configuration of the intersection is illustrated in Figure 17 and the recommended ultimate configuration of the intersection is illustrated in Figure 18. The East Alisal Street Extension shall include a 20-foot greenway with a meandering six-foot sidewalk, street trees, drought-tolerant vegetation, and a six-foot sound wall. One-half the width of the street extension shall be constructed with development of the planning area. Parking shall be prohibited on the East Alisal Street Extension. A stormwater interceptor swale and landscaping shall be provided in the median.



Source: Higgins Associates

No Scale

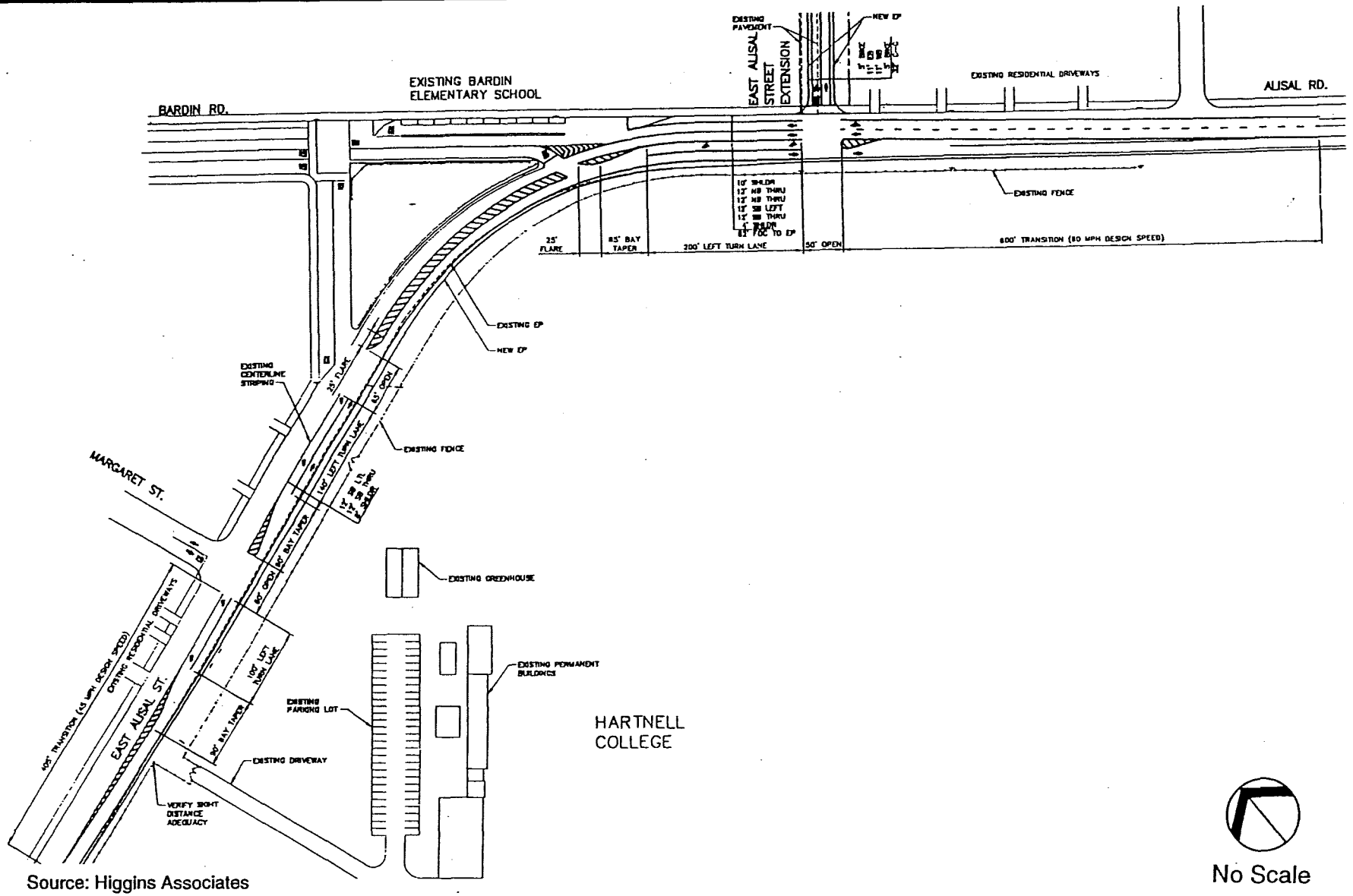
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Mountain Valley Precise Plan

Existing Roadway Configuration
Alisal Rd. / Bardin Road

Figure 16



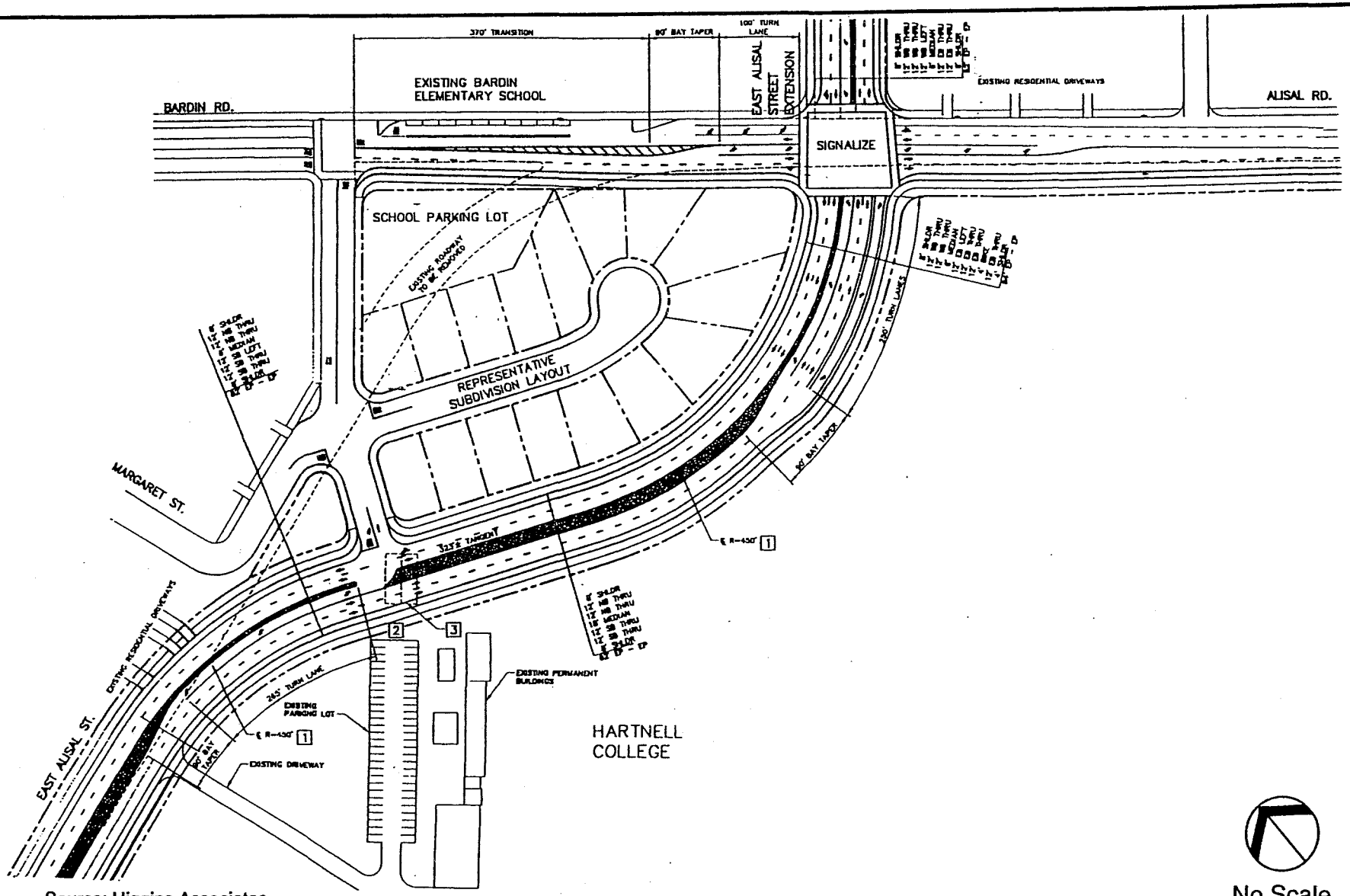
Source: Higgins Associates

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Mountain Valley Precise Plan

Interim Roadway Configuration Alisal Rd. / Bardin Road

Figure 17



Source: Higgins Associates

No Scale

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Mountain Valley Precise Plan

Ultimate Roadway Configuration Alisal Rd. / Bardin Road

Figure 18

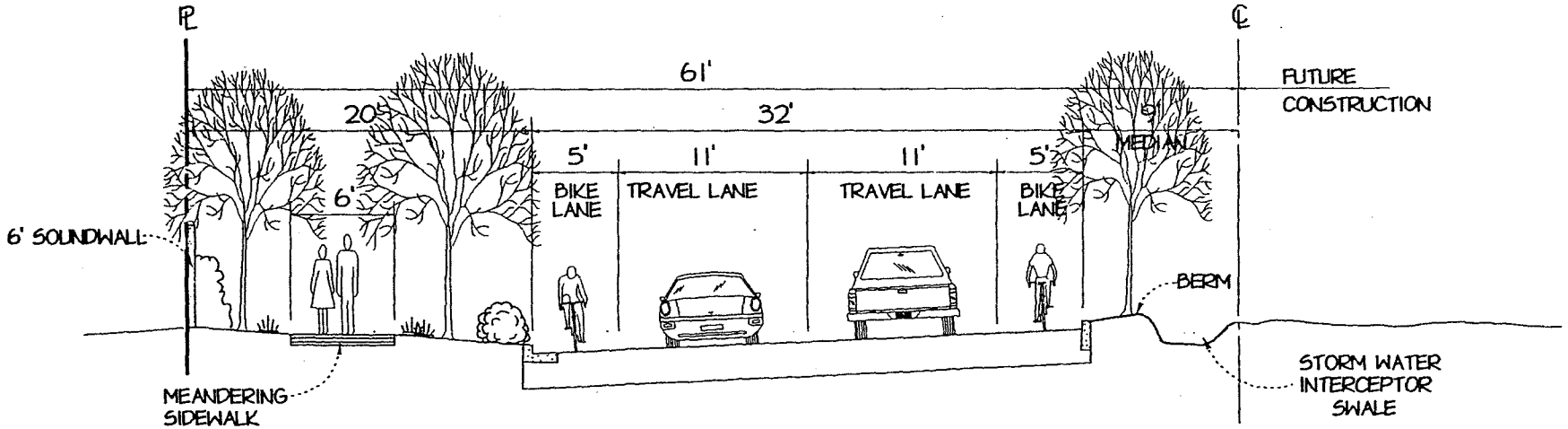
On the street, a five-foot Class II bike lane shall be provided alongside the curb. Dedication and improvements to East Alisal Street Extension from Bardin Road to Mountain Valley Boulevard shall be made during Phase 3, and from Mountain Valley Boulevard to Freedom Parkway during Phase 6 (refer to Figure 32 for street phasing).

- Land shall be dedicated for the extension of Freedom Parkway from Williams Road to the eastern corner of the project site. The Freedom Parkway Extension shall be one-half street width from Boulevard "A" to the eastern corner of the project site with appropriate tapers, as illustrated in Figure 19, and full street width from Williams Road to Boulevard "A", as illustrated in Figure 20. Parking shall be prohibited on the Freedom Parkway extension, except along the community park frontage where an additional parking lane shall be added. The remainder of the Freedom Parkway extension shall have a 20-foot greenway, which shall contain a six-foot wide meandering sidewalk, street trees, drought-tolerant vegetation, and a six-foot sound wall. A stormwater interceptor swale and landscaping shall be provided in the median. On the street, a six-foot Class II bike lane shall be provided alongside the curb from Williams Road to Boulevard "A", and a five-foot Class II bike lane shall be provided alongside the curb from Boulevard "A" to the eastern corner of the project site. Dedication and improvements to Freedom Parkway shall be made during Phase 2, 4, and 6 (refer to Figure 32 for street phasing).

- Additional right-of-way shall be dedicated on the south side of Williams Road, within the planning area. Williams Road right-of-way improvements shall include a 30-foot greenway containing a meandering eight-foot sidewalk, street trees, drought-tolerant vegetation, and an eight-foot sound wall; an entrance to the planning area from Williams Road across from Alisal High School (to be coordinated with Alisal High School); and a median island with landscaping. The 30-foot greenway will be wide enough to construct a bus turn out should Monterey-Salinas Transit determine that volume warrants its construction. On the street, a six-foot Class II bike lane shall be provided alongside the curb. Improvements to Williams Road are illustrated in Figure 21. Dedication and improvements to Williams Road shall be made during Phase 1 and 2 (refer to Figure 32 for street phasing).

- Mountain Valley Boulevard and Boulevard "A" shall be the only two secondary streets with bicycle lanes. A five-foot Class II bike lane shall be provided between the curb parking area and the travel lane, as illustrated in Figure 22. A six-foot bike lane adjacent to the landscape area will be provided on Boulevard "A" and on Mountain Valley Boulevard before the curb parking area begins, as illustrated as "Condition B" on Figure 22.

- Emergency vehicle and pedestrian access will connect the existing Countryside Drive, Argentine Drive and Del Monte Avenue with the planning area; however, there will be no through traffic on these streets. Within the planning area, the Countryside Drive extension will match existing sections and widths, unless current street sections and widths in the City Subdivision Ordinance are more restrictive. Countryside Drive, along with Boulevards "B", "C", and "D", shall be secondary collectors without bicycle lanes. These streets shall be signed only as "bicycle routes", which means that bicyclists will share the travel lane with motor vehicles. Improvements to these streets are illustrated in Figure 23.



ILLUSTRATIVE SECTION
FREEDOM PARKWAY AND
EAST ALISAL ST. EXTENSION

0 5 10 ft.

Source: H.D. Peters Co.

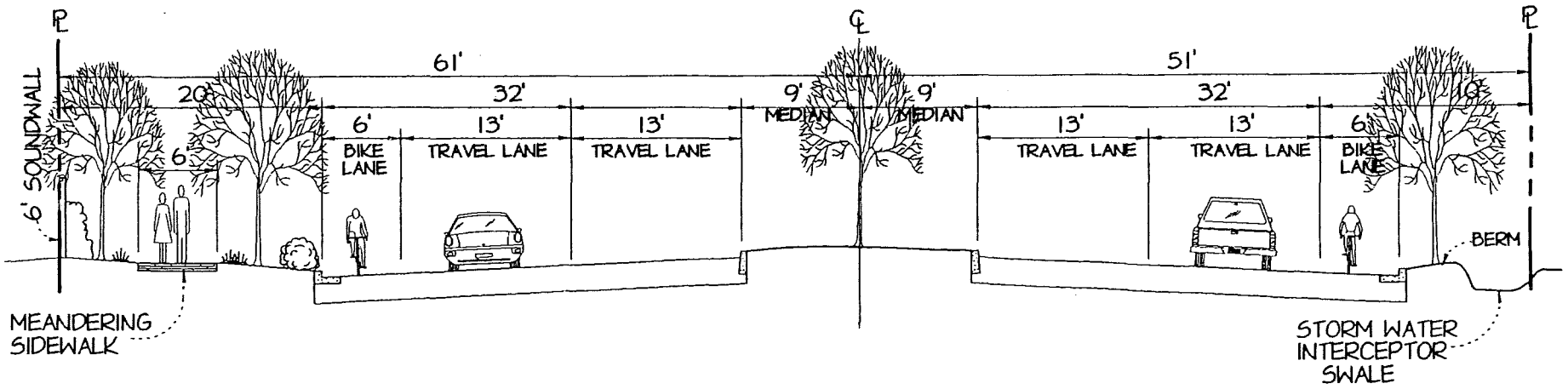
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Mountain Valley Precise Plan

Freedom Parkway (Boulevard "A" to East Alisal) and East Alisal Street Extensions

Figure **19**

2980EXTN.DWG



ILLUSTRATIVE SECTION
FULL WIDTH FREEDOM PARKWAY
(WILLIAMS RD. TO BOULEVARD "A")

0 5 10 ft.

Source: H.D. Peters Co.

EMC Planning Group Inc.

A Land Use Planning and Design Firm

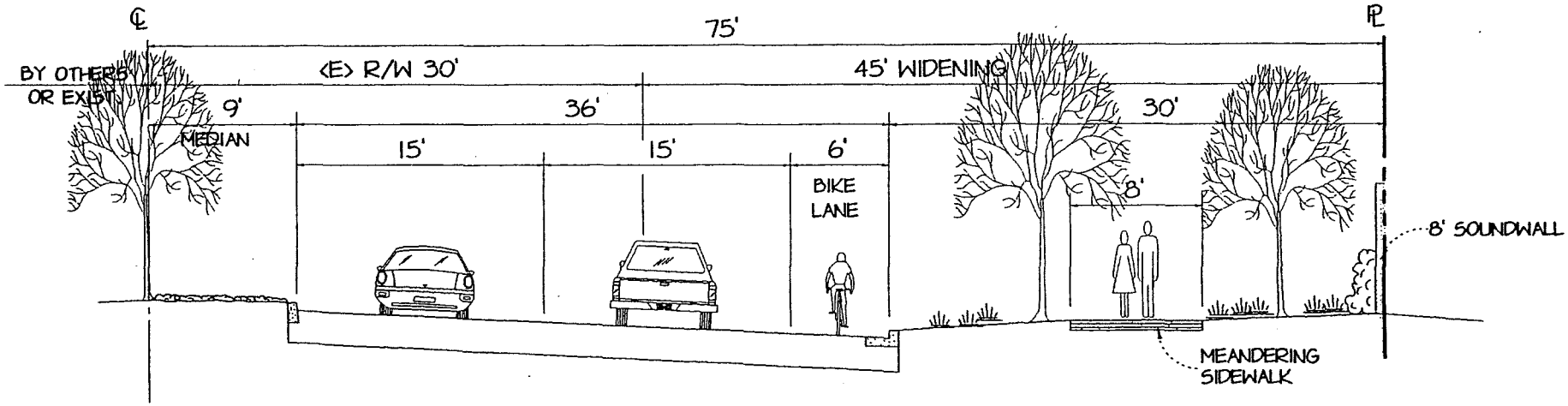
Mountain Valley Precise Plan

Freedom Parkway Extension

(Williams Road to Boulevard "A")

Figure **20**

FIG-13.DWG



ILLUSTRATIVE SECTION
WILLIAMS ROAD

0 5 10 ft.

Source: H.D. Peters Co.

EMC Planning Group Inc.

A Land Use Planning and Design Firm

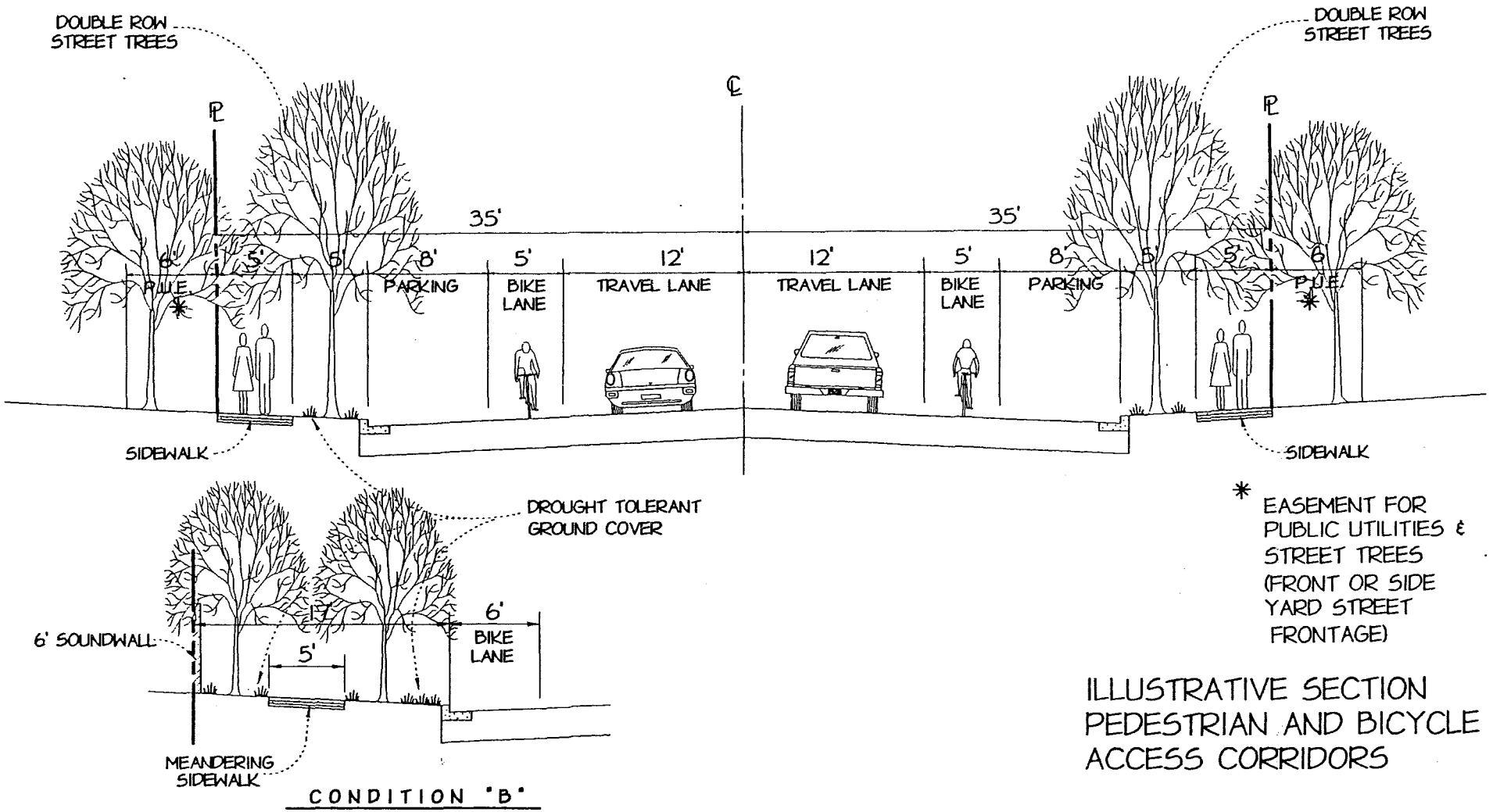
Mountain Valley Precise Plan

Williams Road Improvements

Figure

21

FIG9.DWG



ILLUSTRATIVE SECTION
PEDESTRIAN AND BICYCLE
ACCESS CORRIDORS

0 5 10 ft.

ENTRANCE BLVD. "A" AND
MOUNTAIN VALLEY BLVD.

Source: H.D. Peters Co.

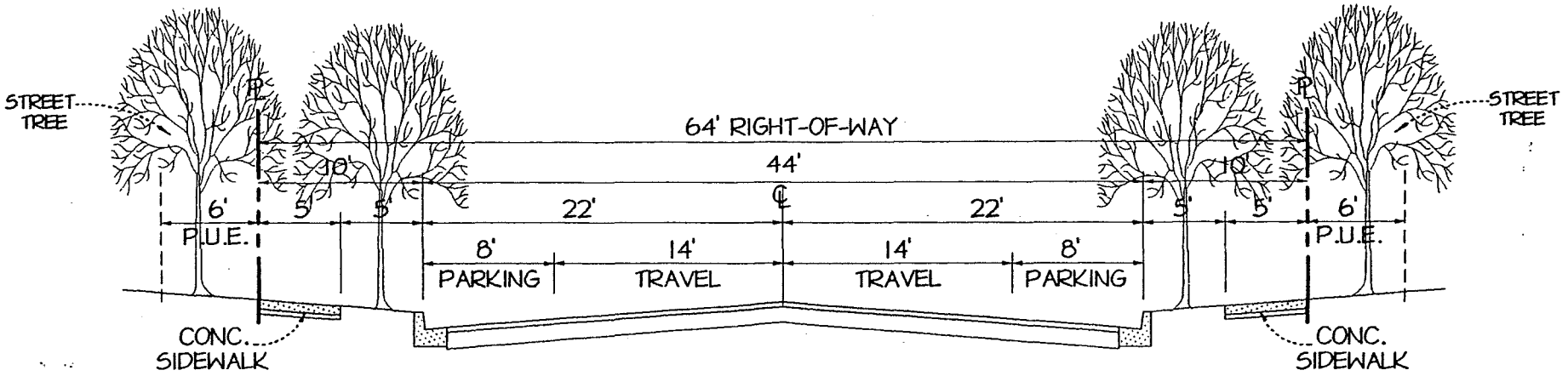
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Mountain Valley Precise Plan

Secondary Collectors Street With Bicycle Lanes

Figure
22

FIG-9.DWG



COUNTRYSIDE DRIVE, BLVD'S. "B", "C," AND "D"

0 5 10 ft.

Source: H.D. Peters Co.

EMC Planning Group Inc.

A Land Use Planning and Design Firm

Mountain Valley Precise Plan

Secondary Collectors Street Without Bicycle Lanes

Figure **23**

FIG-9.DWG

- For local streets within the planning area, a minimum six-foot monolithic sidewalk shall be provided adjacent to the curb for pedestrian access. This design is illustrated in Figure 24.

Policy 17. *Incorporate the components of the Facilities Trip Reduction Plan in the development.*

The Facilities Trip Reduction Plan is included as Appendix D.

Policy 18. *Pedestrian and bicycle access to and between internal neighborhoods shall be provided.*

The following implementation measure is provided:

- The location of Class II bicycle lanes within the planning area shall be included in subdivision improvement plans as generally illustrated in Figure 25. In addition, pedestrian and bicycle access throughout the planning area will be facilitated by providing pathways off the ends of cul-de-sacs and between side yards. These pathways will provide pedestrians and bicycles more direct access to public areas, such as the park and school, as well as other neighborhoods within the planning area than would be achieved by driving. These pedestrian and bicycle accessways will essentially be short-cuts to public areas and other neighborhoods within the planning area and should reduce the need to drive more indirect routes to reach these areas.

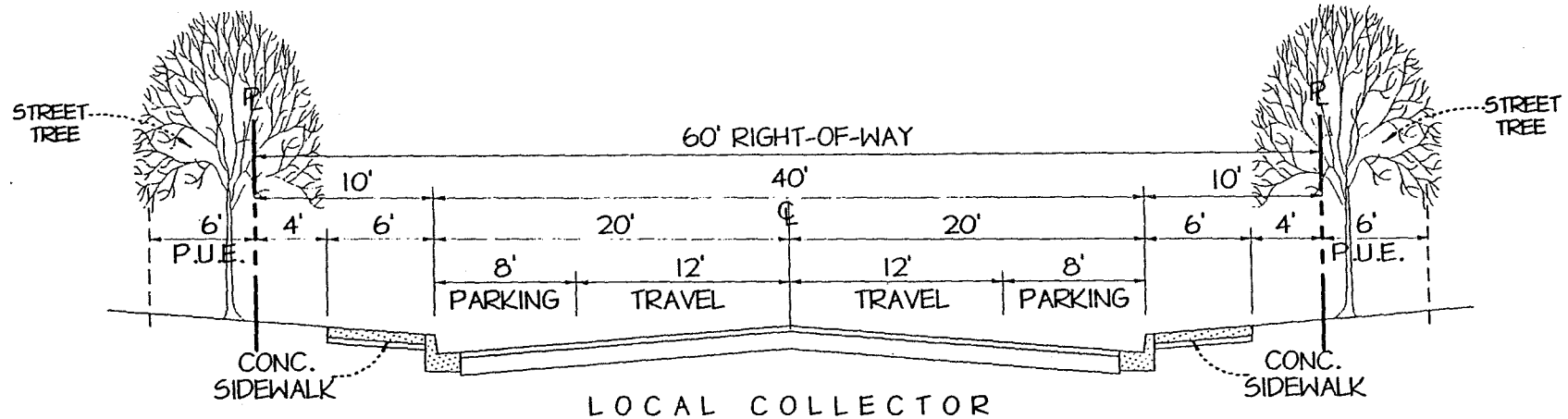
Policy 19. *"Traffic-calming" features on secondary collector and local streets throughout the planning area shall be provided.*

The following implementation measure is provided:

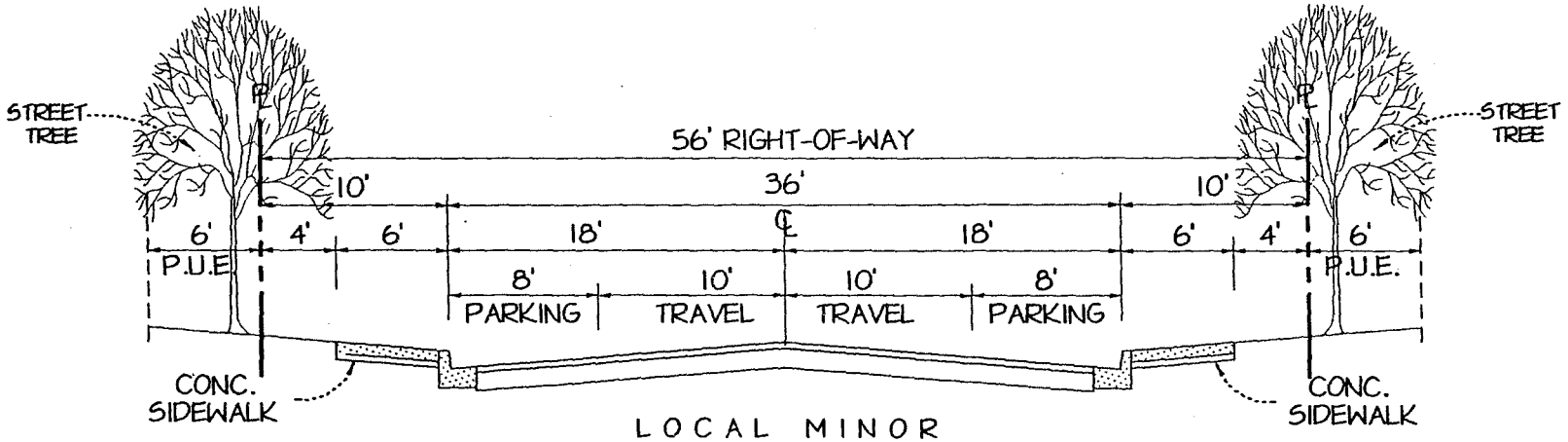
- Secondary collector and local streets shall utilize "traffic-calming" features such as narrowing the streets at selected intersections and increasing the landscaping in these areas. Narrowing the streets at selected intersections would eliminate parking on both sides of the street from 20 to 30 feet of the intersection. It would not affect the travel or bike lanes. Figure 26 illustrates this type of design at a typical intersection.

2.4 Open Space Element

The planning area contains an open space system of park, greenways and a detention basin. The open space system facility acreages are presented in Table 3. The acreages presented in Table 3 do not include the open space facilities proposed at the new elementary school site and at the expanded existing Bardin Elementary School.



LOCAL COLLECTOR STREET



LOCAL MINOR STREET

ILLUSTRATIVE SECTION

0 5 10 ft.

Source: H.D. Peters Co.

EMC Planning Group Inc.

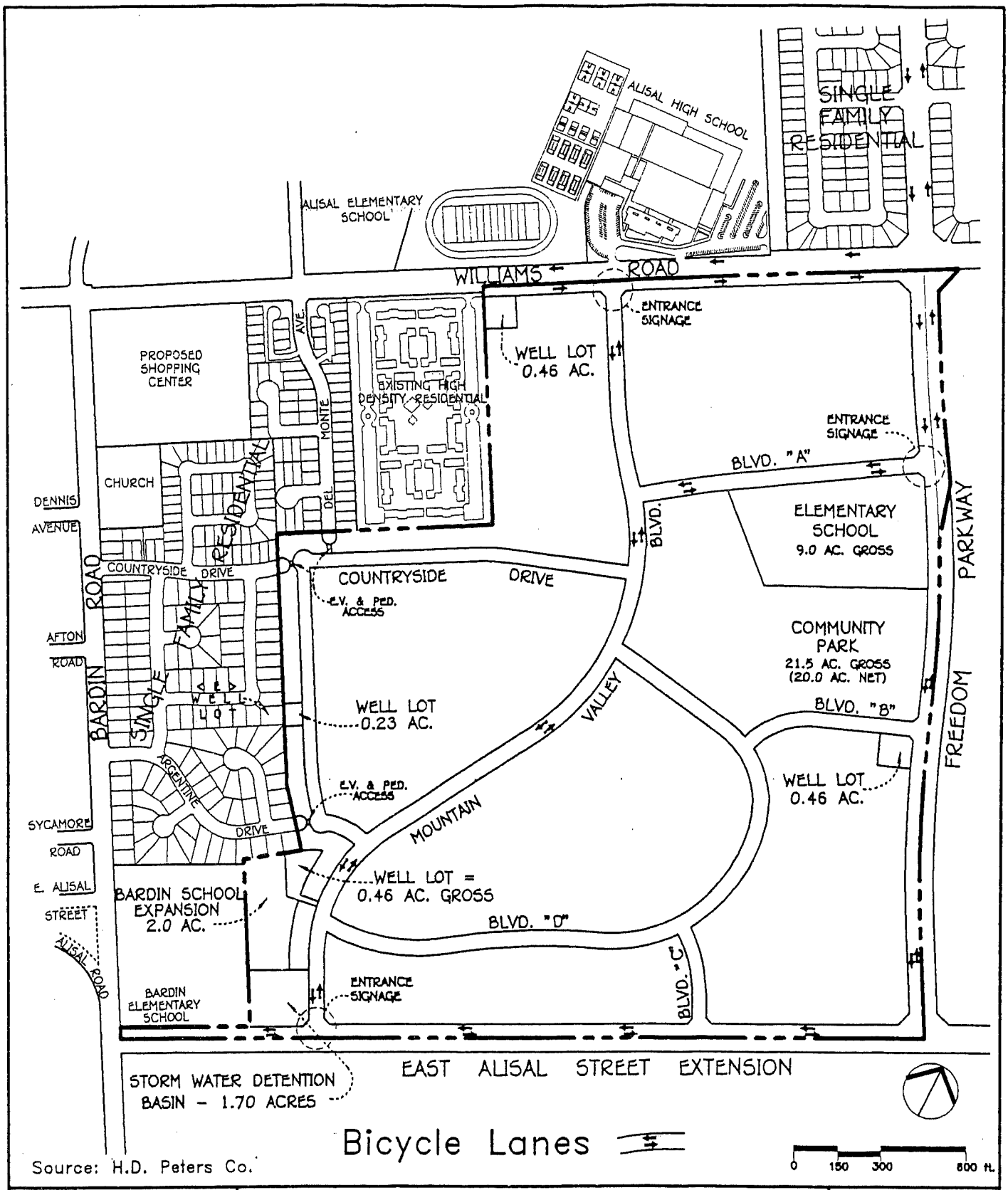
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Mountain Valley Precise Plan

Local Streets

Figure **24**

FIG-9.DWG



Source: H.D. Peters Co.

EMC Planning Group Inc.

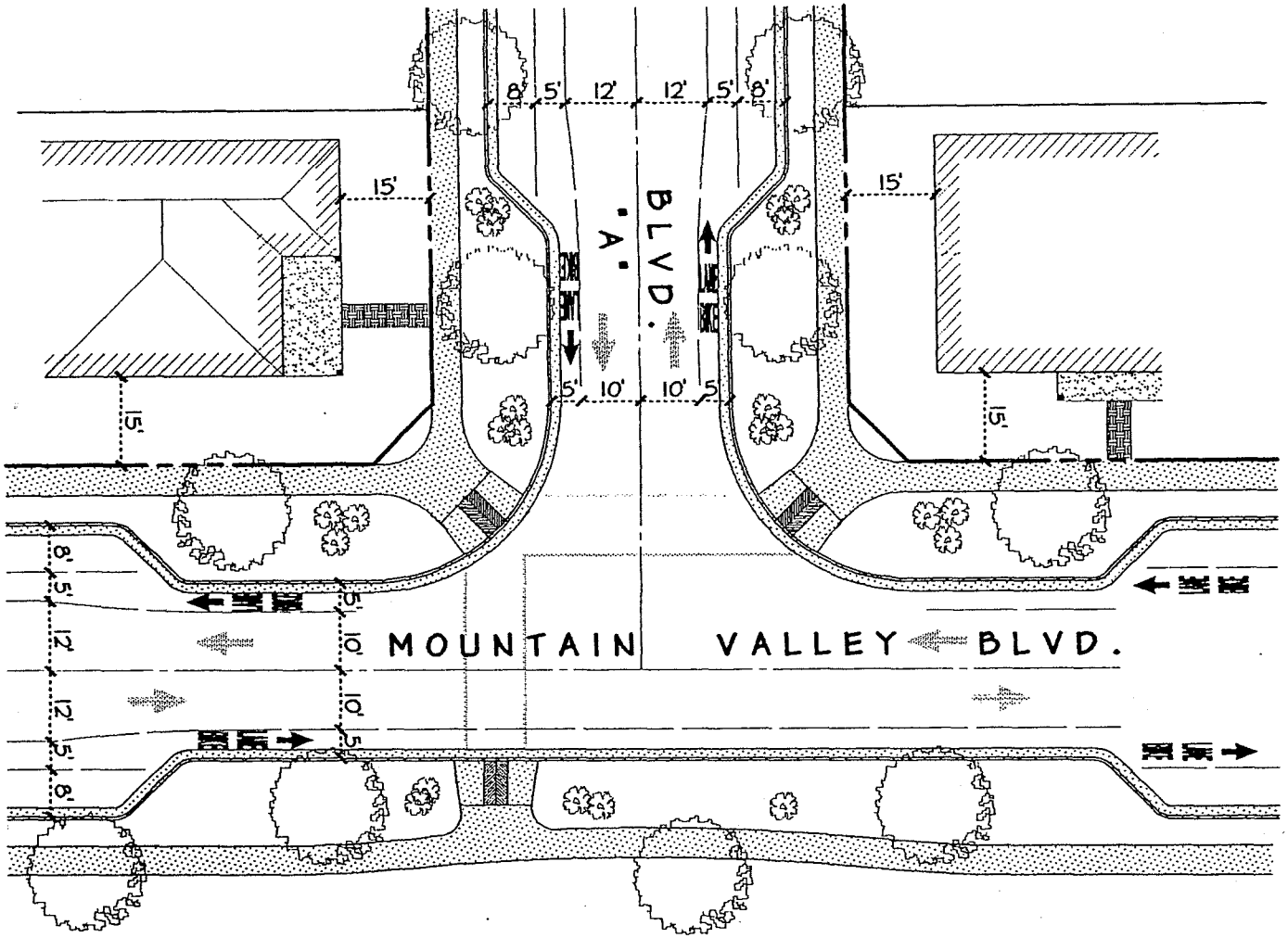
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Mountain Valley Precise Plan

Bicycle Lanes Locations

Figure **25**

FIG25.DWG



Source: H.D. Peters Co.

EMC Planning Group Inc.

A Land Use Planning and Design Firm

Mountain Valley Precise Plan
Traffic Calming Features

Figure
26

FIG–NU17.DWG

TABLE 3

Open Space Facilities

Facility	Acres (Gross)
Community Park	21.5[1]
Greenways	4.0[2]
Detention Basin	1.7
Total	**27.2**

Note 1 The community park is a net 20 acres.
Note 2 Includes Williams Road, Freedom Parkway, and East Alisal Extension.

Source: H.D. Peters

Park Policy

General Plan Policy 4.3.2.A. requires that new residential development provide land or fees to achieve a minimum of three acres of developed parklands per 1,000 population for community or neighborhood parks. The parkland required for the Mountain Valley Project, based on 3.21 persons per household in the City of Salinas (1990 U. S. Census data), is approximately 8.2 acres. The proposed project will provide 21.5 gross acres (20 net acres) for a community park to be donated to the City of Salinas. The landscape buffer and detention basin are not included in these figures. The General Plan provides direction for community parks to be a minimum of 20 acres.

Policy 20. *Donate land for a community park, and provide for installation and maintenance of park improvements, as appropriate.*

The following implementation measures are provided:

- The General Plan Open Space Element directs the City to acquire and develop a 20-acre community park and a 5-acre neighborhood park in the vicinity of the planning area. The property owner shall donate to the City of Salinas a 20-net-acre site for use as a community park by the City. The community park will be designed, developed, and maintained by the City (except as noted below) and may include such facilities as tennis courts, swimming pools, soccer fields, multi-purpose courts, and a community center. Two acres of the community park will be shared with the adjacent elementary school for recreational purposes. Due to the accessibility of the community park to the neighborhood residents, neighborhood park needs are met by the community park.
- The owner and/or project sponsor will provide funding to develop lawn and irrigation improvements within the park. Development phasing will allow the developer to fund park improvements from initial investment and then from the sale of homes. Half of the park will be improved during Phase 2 and half will be improved during Phase 4

(refer to development phasing plan, Figure 31). A landscape and lighting district or other appropriate financing method will assume responsibility for funding maintenance costs of 8.2 acres of the park site. The balance of maintenance funding will be provided by the City.

- In exchange for the land donation, completion of a preliminary master plan by the project sponsor, and lawn and irrigation improvements within the park, the City will waive the park impact fees that would normally be imposed on the Mountain Valley project.

Detention Basin Policy

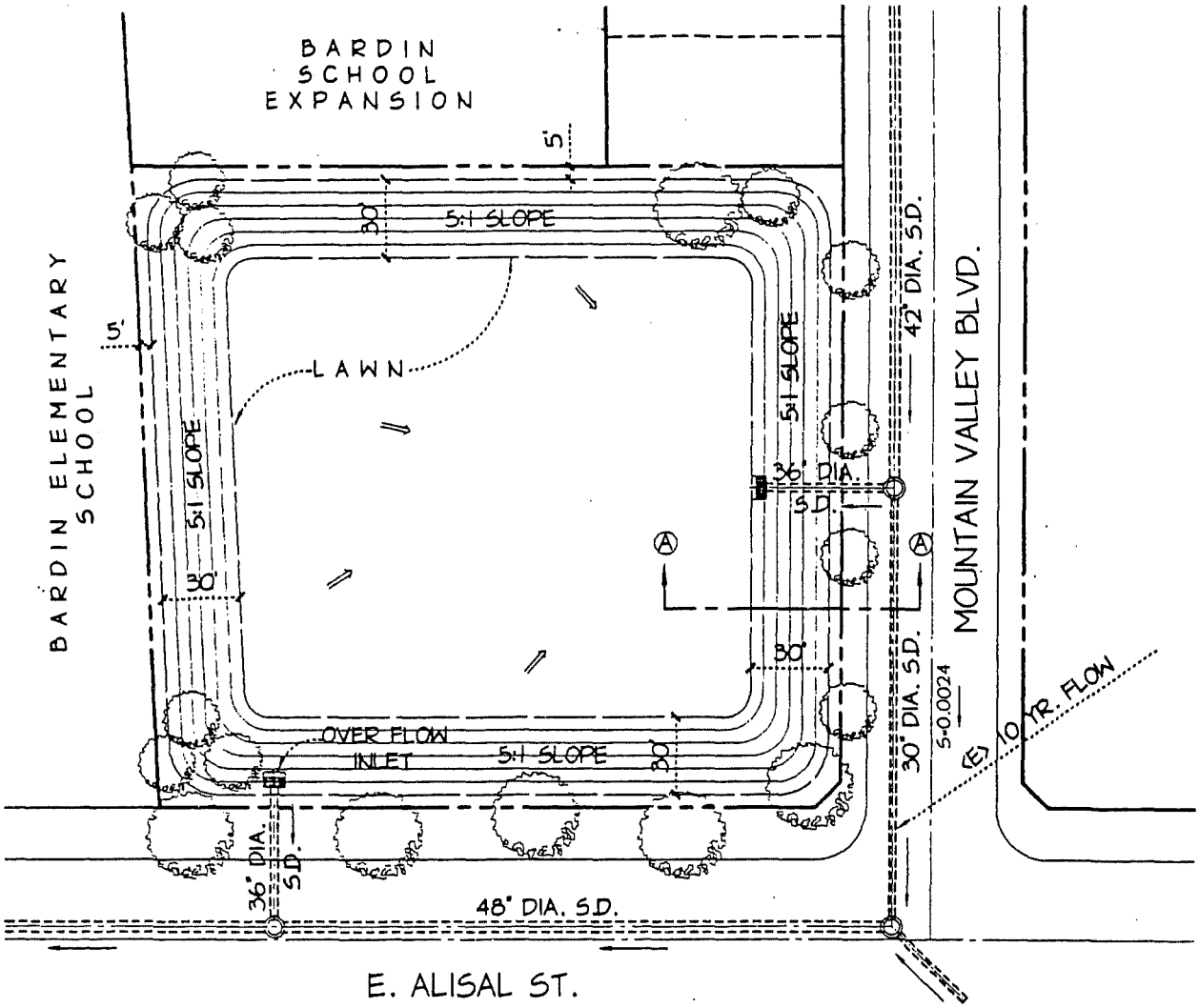
Policy 21. *Donate land for a storm water detention basin and provide improvements to allow for recreational use of the site.*

The following implementation measures are provided:

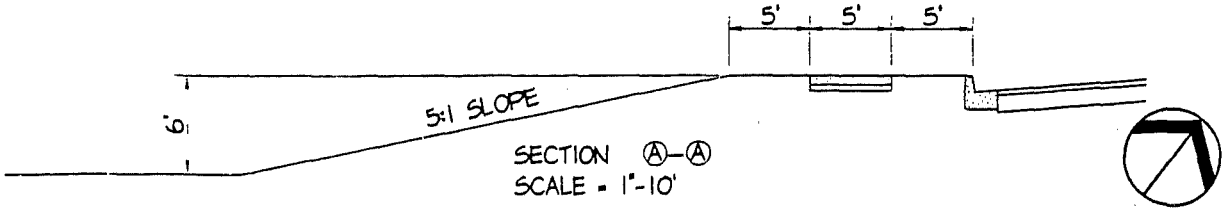
- A 1.7-acre area located in the southwestern corner of the planning area north of the East Alisal Street extension shall be donated to the City of Salinas as open space and improved by the developer for a storm water detention basin during Phase 3, as illustrated in Figure 27. The detention basin shall be constructed by the developer in Phase 3. (Until that time, storm water will be directed to an interim detention basin located west of the northerly intersection of Mountain Valley Boulevard and Boulevard "D". Refer to Figure 30.) The improvements will include a lawn and irrigation system to allow for recreational use of the site when it is not being used for detention. Maintenance of the storm water detention basin shall be by the homeowners through a landscape and lighting maintenance district or other appropriate financing method.
- The functions of the detention basin are described in Section 2.6, Public and Semipublic Element. This basin will receive most of the storm water run-off generated within the planning area. The General Plan states that floodways and storm water retention areas should be designated as open space to ensure public health and safety for residents of the City. The detention basin is not classified as a park.

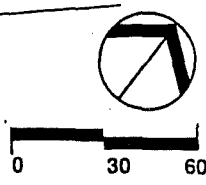
Other Open Space and Landscape Areas Policy

Policy 22. *Unless otherwise noted, landscaping and irrigation in open space and landscape areas will be installed by the developer and maintained by a landscape and lighting district or other appropriate financing method.*



USABLE POND VOLUME = 3.5 A.F.
MAXIMUM WATER DEPTH = 4.0 FT.





Source: H.D. Peters Co.

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Mountain Valley Precise Plan
Storm Water Detention Pond

Figure 27

2.5 Conservation Element

The General Plan Conservation Element includes policies which direct efficient management of natural resources. This element of the Precise Plan includes conservation measures to encourage future residents of the planning area to use water wisely.

Water Conservation Policies

Policy 23. *Require all development projects within the planning area to comply with City of Salinas Ordinance 2123 pertaining to water conservation measures.*

The following implementation measures are provided:

- Non-potable water shall be used for compaction or dust control purposes during construction where feasible. All hoses used in connection with any construction activities shall be equipped with a shutoff nozzle.
- Each residential unit shall be equipped with the following household and landscaping water saving features:
  - Household water-saving fixtures shall include low-flow shower heads (maximum flow of 2.5 gallons per minute); reduced-flow toilets (minimum flow of 1.6 gallons); and hot water recirculating systems.
  - Turf sprinkler systems with low capacity heads and automatic control devices shall be installed in front yards.
  - Drip irrigation kits shall be provided for the front, side, and rear yards.
- Turf shall be limited to 20 percent of the total landscaping area for each single-family residential lot.
- At the time of sale, each homeowner shall be given a packet describing the water conservation features provided by the builder and detailed instructions for the use of these facilities. Included in the packet shall be instructions for water conservation such as using shutoff nozzles on hoses, repair of plumbing and irrigation systems, washing of vehicles, cleaning of structures, water spillage, and emptying and filling spas and fountains. Packets will also include City water conservation requirements.
- The developer shall provide to the initial buyer an up-to-date list of household and garden water saving equipment and devices, a list of drought resistant native plant materials, and a list of local retailers who regularly supply these recommended items.

- These restrictions shall be included in project CC&Rs. In all cases, building components and landscaping shall incorporate those features required by the Salinas City Code and by water conservation ordinances in effect at the time the building permits are issued. Any other relevant requirements as specified in Salinas Ordinance No. 2134 (or as superseded) or Monterey County Water Resources Agency Ordinance No. 03744 (or as superseded) shall also be included.

2.6 Public and Semipublic Element

An infrastructure analysis for the planning area was prepared by Creegan + D'Angelo (1992). The infrastructure report addresses the water system, sanitary sewer system, storm drainage, and other utility services to be constructed within the planning area. This infrastructure analysis will be updated by H. D. Peters Company in April 1997. The sanitary sewer and storm drain design will include calculations and analyses of existing maintenance problems within and/or adjacent to the planning area and measures to mitigate impacts to deficient mains, as identified in the City of Salinas Sewage and Drainage Master Plan. These calculations and analyses will be included with tentative map applications.

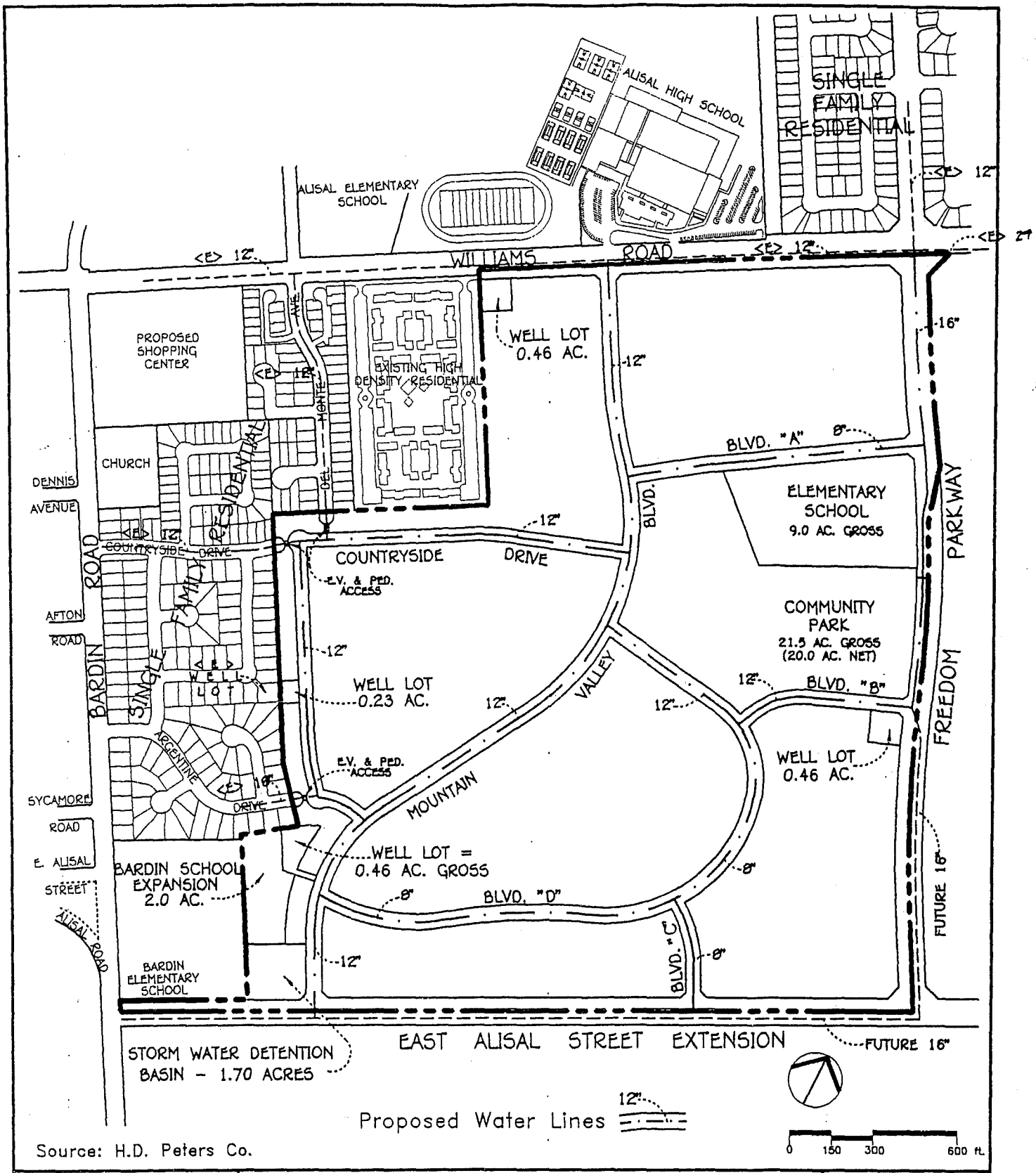
2.6.1 Water System

Water service for the planning area will be provided by Alco Water Service Company; Alco is responsible for providing service to the southeastern portion of the City of Salinas. Four new well sites are necessary to provide service to the planning area. The well sites, totaling 1.61 acres in size (three 20,000 sq. ft. sites and one 10,000 sq. ft. site), will include land to accommodate storage and water treatment facilities should they be determined necessary. Locations for the well sites are illustrated in Figure 28. However, these locations are generalized and will ultimately be determined in consultation with Alco prior to tentative map stage. In the event that one or all of these well sites are not used for water facilities within ten years after donation/dedication, the site(s) may be developed for recreation and/or residential uses (and an amendment to this Precise Plan will be required). Therefore, at tentative map stage, the well lots will be designed to allow for subdivision and residential use. The major water system improvements within the planning area are illustrated in Figure 28.

Water System Policy

Policy 24. *Provide improvements to existing water system to serve the planning area.*

The following implementation measure is provided:



Source: H.D. Peters Co.

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Mountain Valley Precise Plan

Major Water System Improvements

Figure 28

FIG18.DWG

- Water service for the planning area shall be provided by the Alco Water Service Company. The following improvements shall be made to the existing water system:

  - Existing water mains on the perimeter of the planning area shall be extended into the planning area.

  - Water mains shall be installed as identified in Figure 28, or as required by the City of Salinas at the time of development.

  - Three 20,000 sq. ft. well sites and one 10,000 sq. ft. well site shall be reserved, for purchase by Alco, for the development of wells, storage, and water treatment facilities. These well sites are located adjacent to the Bardin Elementary School Expansion Site, at the corner of Boulevard "B" and Freedom Parkway, adjacent to the existing well on the western boundary of the planning area, and on Williams Road in the northwest corner of the planning area. The well site at Boulevard "B" is considered a "floating location", with the ultimate location to be determined in consultation with Alco.

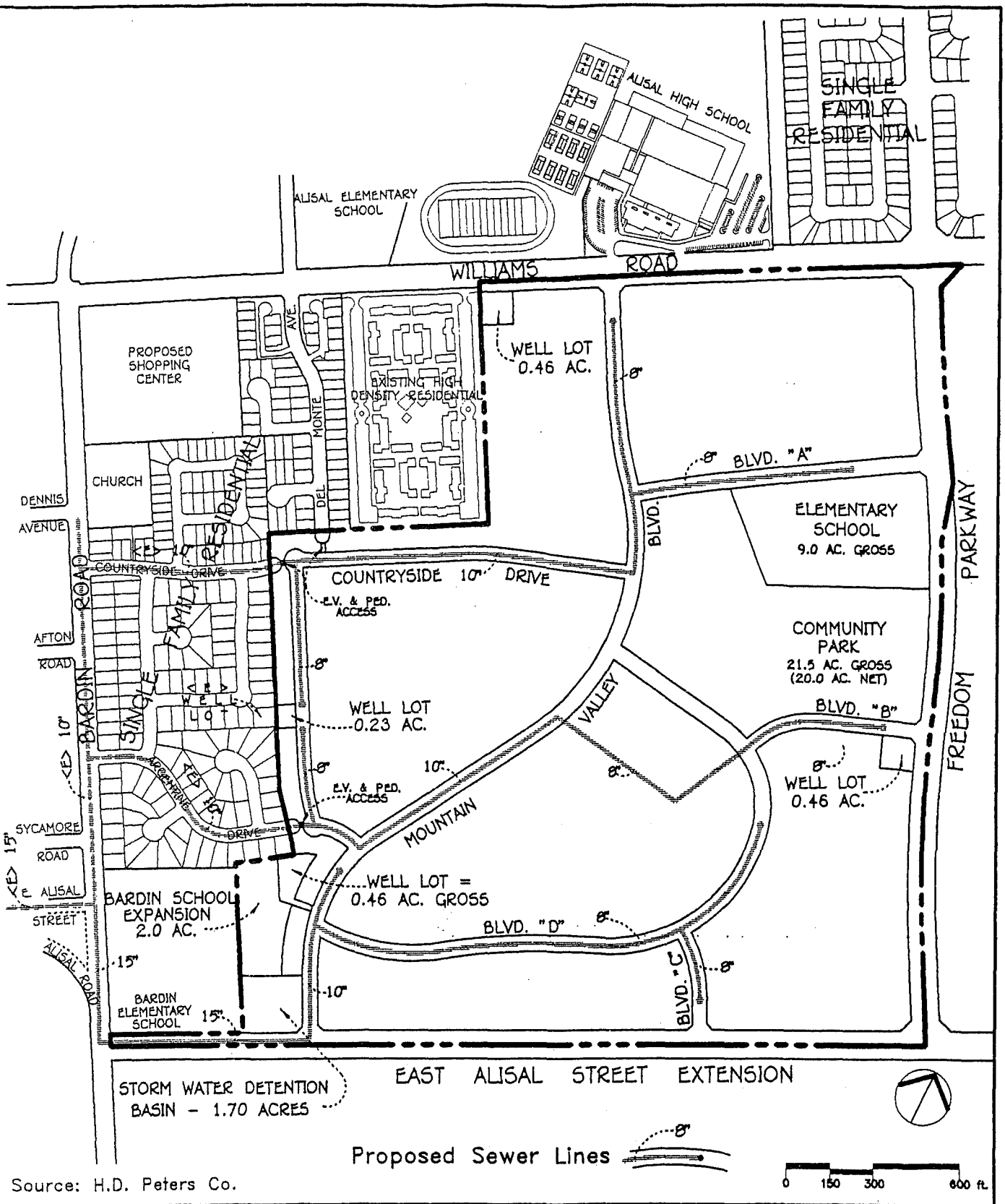
  - A conditional Use Permit shall be required for development of the well sites. Improvements required may include, but are not limited to, landscaping, screening, noise mitigation, and access.

  - Existing agricultural wells shall be abandoned in accordance with State and County standards, or shall be converted into monitoring wells, at the discretion of the County Water Resources Agency.

2.6.2 Sanitary Sewer System

Sanitary sewer service for the planning area will be provided through the City of Salinas. Salinas wastewater discharges to the Salinas Pump Station and is transported and treated at the regional wastewater treatment plant in Marina. The City of Salinas owns and operates the collection facilities within its urban boundaries, and the Monterey Regional Water Pollution Control Agency provides sewage treatment service at the treatment plant. With a treatment capacity of 29.6 million gallons per day (mgd), the plant currently operates at an average flow of 18 mgd (Hausrath Economics Group 1993, revised 1997). Upon annexation of the planning area to the City of Salinas, the planning area will attach to the Monterey Regional Water Pollution Control Agency.

Figure 29 illustrates the major sanitary sewer system improvements within the planning area.



Source: H.D. Peters Co.

EMC Planning Group Inc.

A Land Use Planning and Design Firm

Mountain Valley Precise Plan

Major Sanitary Sewer Improvements

Figure 29

FIG29.DWG

Sanitary Sewer System Policy

Policy 25. *Provide sanitary sewer service to the planning area consistent with City of Salinas standards.*

The following implementation measures are provided:

- Sanitary sewer service shall be provided to the planning area by the City of Salinas. Sanitary sewer mains shall be installed throughout the planning area as identified in Figure 29, or as required by the City of Salinas at the time of development. The existing sanitary sewer system terminating adjacent to the planning area shall be extended into the planning area. The on-site collection system shall discharge off site through a 15-inch sewer main to be located within the right-of-way for East Alisal Street. Calculations for sewer discharge will be provided at tentative map stage. The calculations will verify that pipe sizes and slopes will meet City standards.
- The developer shall be responsible for a proportionate share of mitigating impacts on off-site sewer mains caused by the addition of this project, as identified in the Environmental Impact Report prepared for this project.

2.6.3 Storm Drainage

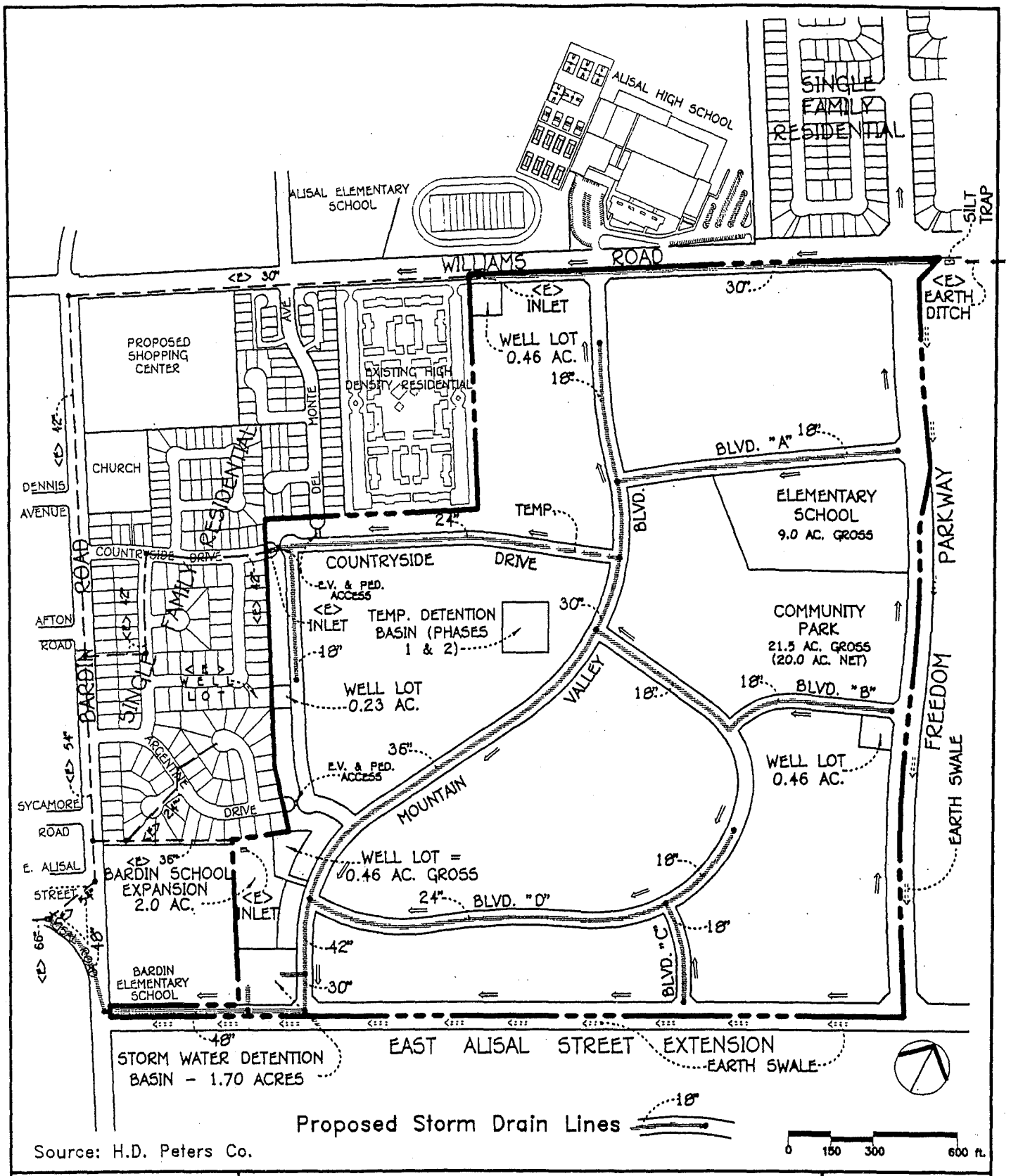
Development of the planning area will result in increased water run-off potentially causing flooding in the vicinity and/or flooding in downstream areas. Major storm drainage improvements within the planning area are illustrated in Figure 30.

Storm Drainage Policy

Policy 26. *Provide for the effective containment and control of storm water and agricultural run off in the planning area.*

The following implementation measures are provided:

- A 1.7-acre storm water detention basin shall be located in the southern corner of the planning area. A pumping system may be required to discharge collected storm water run-off after peak flows have ended. The detention basin shall be constructed by the developer in Phase 3. Until that time, storm water will be directed to an interim detention basin located west of the northerly intersection of Mountain Valley Boulevard and Boulevard "D", as shown in Figure 30.
- Storm drainage mains and catch basins shall be installed throughout the planning area as identified in Figure 30, or as required by the City of Salinas at the time of development. Calculations for storm drainage will be provided at tentative map stage. The calculations will verify that pipe sizes and slopes will meet City standards.



Source: H.D. Peters Co.

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Mountain Valley Precise Plan

Major Storm Drainage Improvements

Figure 30

FIG30.DWG

- The developer shall be responsible for a proportionate share of mitigating impacts on off-site storm drainage mains caused by the addition of this project, as identified in the Environmental Impact Report prepared for this project.
- The developer shall also construct an earth berm east of the Freedom Parkway extension and south of the East Alisal Street extension to control agricultural run-off from entering the planning area from the east and south. Design and construction details shall be subject to City approval. This type of earth berm currently exists along the western edge of the project site, controlling agricultural run-off from the project site to existing development to the west.
- In addition, the developer shall cooperate with the City of Salinas and Monterey County to provide a silt trap at the northeast corner of the intersection of Freedom Parkway and Williams Road as identified in Figure 30. This silt trap shall be used to mitigate existing conditions to the east. The need for a silt trap is not the result of a project-related problem.
- Development shall proceed in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time of construction.

2.6.4 Other Public and Semipublic Uses

Development of the planning area will result in an increased demand on other public and semipublic services, such as existing libraries and fire protection services. Fees will be paid by the developer for expansion of existing libraries and fire protection services.

Other Public and Semipublic Policies

Policy 27. *Assess each residential unit with a fire protection services fee to be paid by the developer at the time of building permit issuance.*

The following implementation measure is provided:

- The 2,100-unit Williams Ranch project included the donation of a one-acre site for a new fire station. This one acre site was valued at $294,000. If the cost for this one-acre site had been assessed to each unit, the cost would have been $140.00 per unit (294,000 / 2,100 = 140.00). Therefore, the fire protection services fee for each residential unit in the Mountain Valley planning area will be $140.00. This fee shall be indexed on an annual basis (base year January, 1998).

Policy 28. *Assess each residential unit with a library fee to be paid by the developer at the time of building permit issuance.*

The following implementation measure is provided:

- Currently, the library fee is $373 per unit. However, this fee is indexed annually and the actual fee imposed on individual units may differ.

Policy 29. *Assess the need and possible locations for fiber optic utilities early in the development of working construction drawings.*

3.0 Implementation

This section includes lead and responsible agency actions, the entitlement process, and financing.

3.1 Lead and Responsible Agency Actions

Adoption of the Precise Plan

The Precise Plan shall be adopted by City Council resolution as an implementation measure of the General Plan. The Precise Plan will be adopted based on disclosure of environmental effects to the City in an EIR. The adopted mitigation monitoring program from the EIR is referenced herein as part of implementation, and included as Appendix E of this Precise Plan.

Pre-Zoning

Upon adoption of the Precise Plan, the City of Salinas will pre-zone the planning area "Agricultural" as an interim district. Appropriate rezoning will occur concurrent with the tentative map process.

Sphere of Influence Amendment and Reorganization Requests

Upon adoption of the Precise Plan, as well as pre-zoning the planning area, the City will request the following reorganizations from the Monterey County Local Agency Formation Commission (LAFCo):

- Amendment to the City of Salinas Sphere of Influence;
- Annexation to the City of Salinas;
- Detachment from the Monterey County Resource Conservation District;
- Detachment from the Salinas Rural Fire Protection District; and
- Attachment to the Monterey Regional Water Pollution Control Agency.

A plan for services has been prepared, along with an EIR for the Precise Plan, to facilitate actions by the City, as well as LAFCo. As part of the LAFCo actions, a property tax transfer agreement will be entered into between the City and the County.

3.2 Entitlement Process

This entitlement process applies to all development within the planning area and describes authorizations from the City only. Identifying or pursuing permits required from other agencies are not the responsibility of the City.

Development Agreement

Following Division 28 of the Salinas Zoning Code, the City and the property owner may choose to enter into a development agreement to provide assurances that, upon approval of the project, the property owner may proceed with the project in accordance with existing policies, rules and regulations, subject to the conditions of approval, and thus vesting certain development rights in the property. The development agreement application shall include all items required by the zoning code in addition to conditions, terms, restrictions, and requirements regarding policies and direction of the Precise Plan.

Tentative and Final Maps

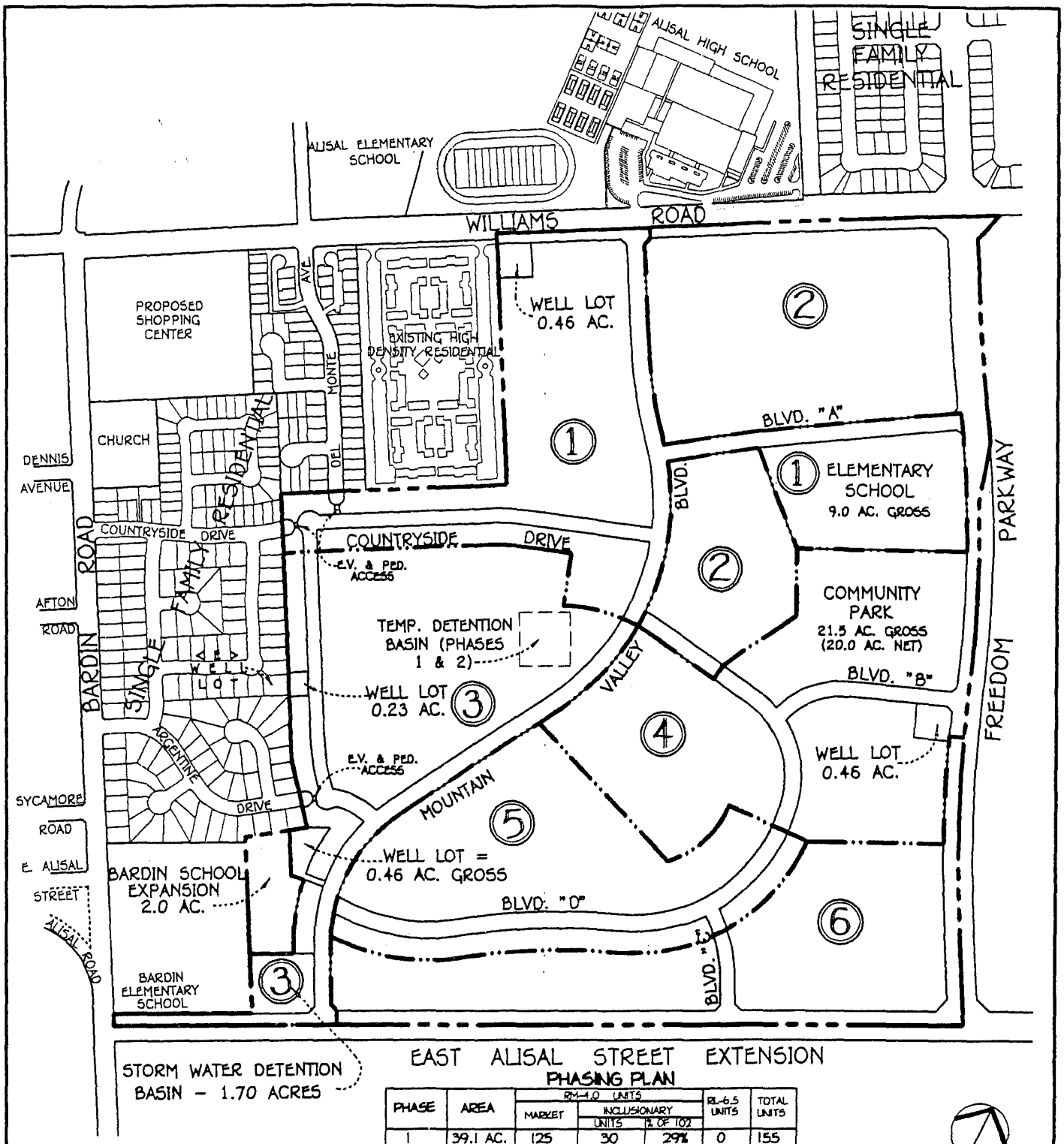
Before any property is subdivided, a tentative map of the proposed subdivision must be approved by the City in accordance with the City's Subdivision Ordinance. As a result of lot configurations, the number of residential units may decrease as tentative and final maps are prepared.

Prior to the expiration (including any extensions) of a Tentative Map, a Final Map(s) shall be submitted to the City. Developers shall provide adequate security for construction of agreed upon public improvements prior to approval and recordation of the Final Map.

Phasing

Residential development and street development are anticipated to take place in six phases. The development phasing plan is illustrated in Figure 31, and the street phasing plan for major streets and secondary collector streets is illustrated in Figure 32. The residential and street phasing plans are shown on different figures for clarity; the phasing for both residential and street development is consistent.

As shown on Figure 31 and in Table 4, each phase includes an allocation of dwelling units, with a combined total of 853 units. This allocation represents the average number of dwelling units permitted per phase since the acreage within each neighborhood, as indicated in Figure 4, may change when subdivision maps are prepared. Changes resulting in an increase or decrease in the number of dwelling units per neighborhood shall be allowed and approved provided that the maximum number of units per parcel is consistent with the density range established in the City of Salinas General Plan and Zoning Ordinance for the residential type assigned to the neighborhood; the overall maximum number of dwelling units shall not exceed 853 units; and the final housing mix is consistent with the housing plan proposed in the Precise Plan, including 102 inclusionary units. Therefore, the allocation of dwelling units for each phase indicated on Figure 31 and Table 4 does not represent a fixed maximum number of units allowed per phase.



PHASING PLAN

PHASE	AREA	RM-4.0 UNITS			RL-6.5 UNITS	TOTAL UNITS
		MARKET	INCLUSIONARY UNITS	INCLUSIONARY % OF TOT		
1	39.1 AC.	125	30	29%	0	155
2	33.5 AC.	124	30	29%	0	154
3	36.0 AC.	150	25	25%		175
4	39.4 AC.	0	0		110	110
5	24.6 AC.	115	17	17%	22	154
6	27.1 AC.	45	0	0%	60	105
TOTALS	199.7 AC.	559	102	100%	192	853

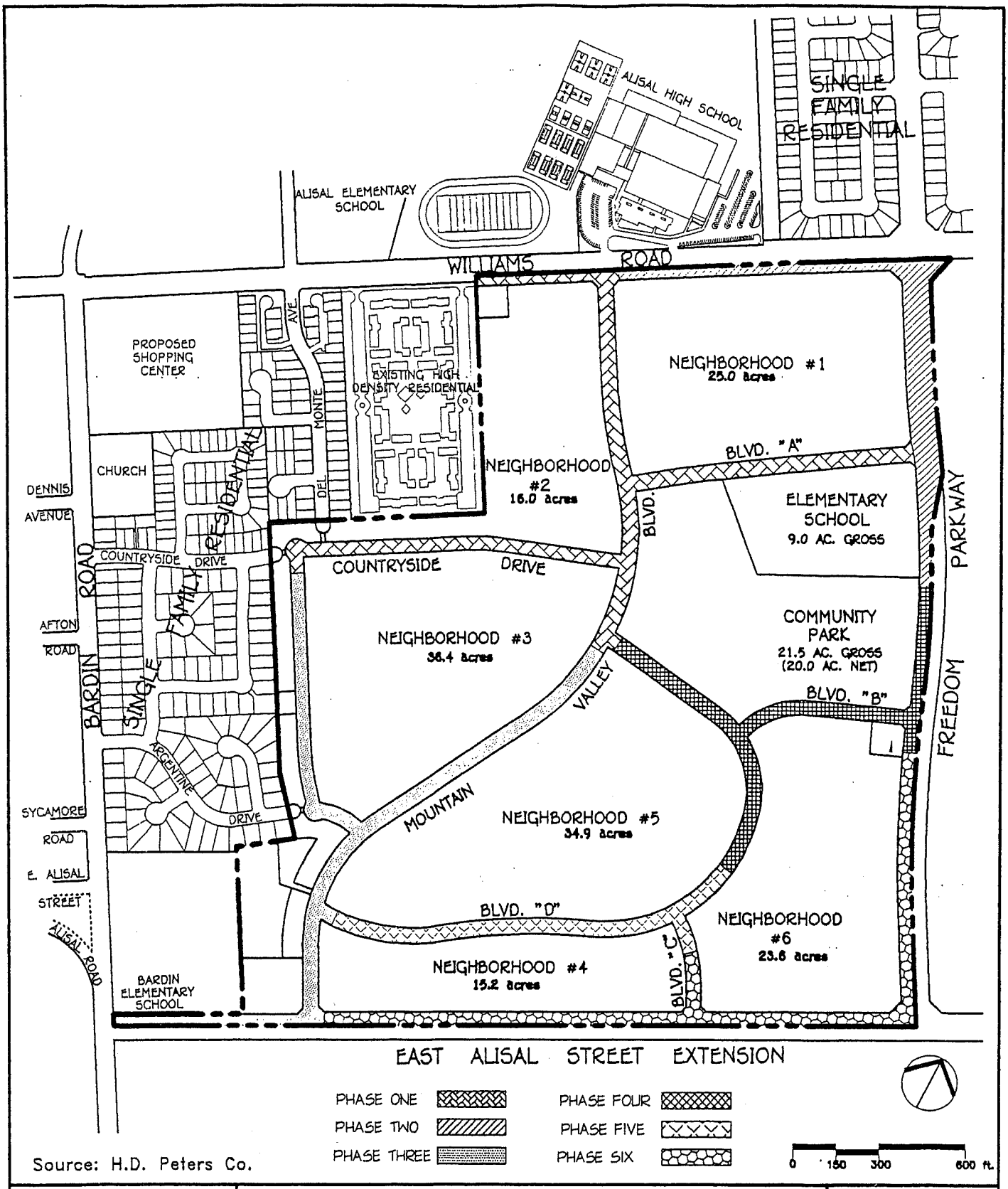
Source: H.D. Peters Co.

EMC Planning Group Inc.
A Land Use Planning and Design Firm

Mountain Valley Precise Plan
Development Phasing Plan

Figure 31

FIG21.DWG



Source: H.D. Peters Co.

EMC Planning Group Inc.

A Land Use Planning and Design Firm

Mountain Valley Precise Plan

Street Phasing Plan

Major Street & Secondary Collectors

Figure 32

FIG22.DWG

TABLE 4

Residential Development Phasing

Phase	Area	RM – 4.0 Units			RL-6.5 Units	Total Units
		Market	Inclusionary			
			Units	% of 102		
1	39.1 ac.	125	30	29%	0	155
2 *	33.5 ac.	124	30	29%	0	154
3	36.0 ac.	150	25	25%	0	175
4	39.4 ac.	0	0	0%	100	110
5	24.6 ac.	115	17	17%	22	154
6	27.1 ac.	45	0	6%	60	105
TOTALS	**199.7 ac.**	**559**	**102**	**100%**	**192**	**853**

* Completion of the master plan and lawn and irrigation improvements to the community park site will occur prior to completion of phase two.

Source: H.D. Peters Co.

The residential development of 751 market rate units and the 102 inclusionary units will also be split into six phases. According to the phasing plan, almost 60% of the inclusionary units will be completed at the end of phase two, and 80% of the inclusionary units will be completed by the end of phase three. The numbers presented in the plan are approximate and may shift from phase to phase when actual subdivision maps are prepared. A parcel map may be recorded to create parcels consistent with the phasing plan which may be separately sold, leased, or financed.

The street phasing plan is illustrated in Figure 32. Phase one includes construction of Boulevard "A", Countryside Drive, Williams Road improvements (one-half width) from Mountain Valley Boulevard to the western boundary of the planning area, and the northern portion of Mountain Valley Boulevard (from Williams Road to the northern intersection of Boulevard "D").

Phase two includes full width improvements to the extension of Freedom Parkway southeast to just beyond Boulevard "A" and Williams Road improvements (one-half width) from Freedom Parkway to Mountain Valley Boulevard. Phase three includes one-half width improvements to the East Alisal Street Extension from Bardin Road to Mountain Valley Boulevard, and the completion of Mountain Valley Boulevard from East Alisal Street to the northern intersection of Boulevard "D". Phase four includes a portion of Freedom Parkway, Boulevard "B", and a portion of Boulevard "D". Phase five includes the remainder of Boulevard "D". Phase six includes completion of one-half width improvements (two lanes) to the East Alisal Street Extension from Mountain Valley Boulevard to Freedom Parkway, completion of the one-half width improvements (two lanes) to Freedom Parkway from Boulevard "B" to the East Alisal Street Extension, and construction of Boulevard "C".

The public improvements required for each phase of the project, as generally described here and illustrated more precisely in Figure 32, will be included on improvement plans for the phased final maps and included in a subdivision agreement which specifies security for the said public improvements.

Building Permits

Proposed projects may apply for building permits following approval of the Final Map. Conceptual site plans, floor plans, front yard landscaping, exterior building elevations, and model home complex plans shall be submitted to the Community Development Department for site plan review prior to the preparation of construction drawings.

3.3 Project Features That Avoid or Lessen Potential Environmental Impacts

The Precise Plan includes components and designs that lessen or avoid potential environmental impacts. The following design features have been included and analyzed in the Environmental Impact Report prepared for this Precise Plan.

Land Use, Plans and Policies, and Zoning

- The project sponsor and/or subsequent developers will ensure that all prospective home site purchasers are provided with a copy of an agricultural use disclosure notice prior to closing of the home purchase.

Traffic and Circulation

- The intersection of Bardin Road at East Alisal Street will be reconfigured between East Alisal Street and Alisal Road in order to accommodate the East Alisal Street extension along the south boundary of the project site.

- The project sponsor has completed a Facilities Trip Reduction Plan application. By taking the allowable reduction percentages, the Mountain Valley project may achieve a total of a 7.5 percent reduction in vehicle trips.

- Sidewalks and pedestrian walkways will be incorporated into the development. Pedestrian crossing buttons will be incorporated into all new traffic signal installations. The incorporation of pedestrian paths between residential areas and school and park facilities will contribute to pedestrian safety.

- Traffic-calming features, such as narrowed streets at intersections and increased landscaping in these areas, will be provided on secondary collector and local streets throughout the planning area.

- The widening of the Williams Road right-of-way includes a 30-foot greenway that would be wide enough to construct a bus turnout should Monterey-Salinas Transit determine that volume warrants its construction.

Public Services and Utilities

- The project sponsor will donate fee title of nine acres of land for a new elementary school and offer two acres of land adjacent to the existing Bardin School for sale to the Alisal School District.

- The project sponsor will pay the Alisal School District the required school impact fees of $1.93 per square foot of development, which is the state maximum fee.

- The project sponsor will pay $639,000 to the Salinas Union High School District as a supplement to the state maximum fee.

- The Precise Plan requires each residential developer on the Mountain Valley project site to pay a fire protection services fee of $140 per unit (indexed on an annual basis from the base year, January 1998) towards the cost of construction, maintenance and operations of Station No. 5.

- The Precise Plan requires payment of a library fee, which is currently $373 per residential unit and is indexed annually, at the time of building permit issuance.

- The project includes a 21.5-acre community park, and the project developer will fund, through a landscape maintenance district, annual maintenance of 8.2 acres of the community park, which is the park area required by the City of Salinas General Plan.

- The project sponsor will provide four well lots on the project site for the construction of four new wells that meet Alco Water Service specifications and will construct a water distribution system.

- The project sponsor will construct a temporary detention basin as part of Phase 1 grading and site preparation, which will detain storm water from Phase 1 and 2. The project sponsor will construct a permanent detention basin as part of Phase 3. The temporary detention basin will be maintained by the project sponsor, and the permanent detention basin will be maintained by the project developer through a maintenance assessment district.

- The project sponsor will develop a siltation/detention basin management plan to maintain adequate storage volume over the life of the project.

Hydrology, Drainage, and Water Quality

- Prior to the start of project construction, the project sponsor will develop a water conservation plan that meets the requirements of the Monterey County Water Resources Agency and the City of Salinas, which will include the following:

    ◊ the limitation of turf to 20 percent of the landscaped area of each residential lot;

- ◊ the use of low-water use plumbing fixtures and other water-saving devices in project units as specified in City of Salinas Ordinance No. 2123 (or as superceded) or as required by the Monterey County Water Resources Agency Ordinance;

- ◊ the use of hot water recirculating systems;

- ◊ the use of low-capacity turf sprinkler heads;

- ◊ the use of drip irrigation and the provision of drip irrigation equipment kits to residents;

- ◊ the provision of information regarding water conservation, including home and landscaping conservation tips, to residents; and

- ◊ the requirement that no potable water is employed in construction dust control and that hoses used in construction are equipped with shutoff valves.

- The project sponsor will abandon unused agricultural well(s) in accordance with state and county standards, or convert the unused well(s) into monitoring wells, at the discretion of the Monterey County Water Resources Agency.

Noise

- The project sponsor will construct 6- to 8-foot sound walls along arterial routes surrounding the project's boundary to reduce future traffic noise for ground-level receptors at the project site.

3.4 Additional Conditions of Approval to Avoid or Lessen Potential Environmental Impacts

In addition to the components and designs that are included in the Precise Plan to avoid or lessen potential environmental impacts, as identified in Section 3.3, above, the Environmental Impact Report prepared for this Precise Plan included recommended measures to further reduce or avoid environmental impacts. The following measures identified in the Environmental Impact Report will be required as conditions of approval of the Precise Plan:

Traffic and Circulation

- To avoid disruption of local traffic during construction, access shall be prohibited via Del Monte Avenue, Argentine Drive, and Countryside Drive. Prior to the start of grading or construction, acceptable access (as determined by the City Public Works Department) shall be provided via Williams Road and/or East Alisal Street extension. In addition, the project sponsor shall prepare, before the start of construction, a construction mitigation plan (subject to approval by the City Public

Works Department) that, at a minimum, considers the number of truck trips; time of day and location of any street closures; time of day of arrival and departure of trucks; limitations on the size and type of trucks; provision of a truck staging area, with limitations on the number of trucks that can be waiting; provision of a truck circulation pattern; mobile office placement and associated parking; manual traffic control when necessary; proper advance warning and posted signing concerning street closures and construction activity; provisions for pedestrian safety; and relocation of Monterey Salinas Transit bus stops, if necessary.

- Stop signs shall be installed on all four approaches to the Bardin Road/East Alisal Street Extension intersection, along with clearly marked crosswalks and the use of crossing guards during before- and after-school hours.

Hydrology, Drainage, and Water Quality

- To further reduce water consumption, increased xeriscaping in landscaped areas shall be provided in addition to that proposed in the Precise Plan.

3.5 Financing

Infrastructure to serve the planning area includes parks, water, sanitary sewer, storm drains, and street improvements, including greenways and standard street landscaping. This section includes various financing methods and a preliminary financing plan.

Gas, cable TV, and electric utilities will be provided through main extension agreements with the developer and the utility companies.

Financing Methods

The techniques relevant to a financing plan are those that permit financial responsibility for the improvements to be assigned to the development. In general, three financing approaches can be applied. These are:

- Developer Dedication or Financing
- Impact Fees
- Special District Financing

All three of these approaches are a means by which the private sector bears the costs of investment in public improvements. They differ in appropriateness for financing project infrastructure and public facilities, in level of public agency involvement, in the methods of securing the actual construction funds, and in implications for project timing. A financing program for Mountain Valley may include a combination of the three approaches (Recht Hausrath & Associates 1993, revised 1997).

Financing Plan

At this stage of planning, financing strategies are conceptual; however, a preliminary capital improvements program is presented in Table 5. The capital improvements program implements the policies presented in Section 2.0 of the Precise Plan.

TABLE 5

Capital Improvements Program

Improvement	Responsible Party	Possible Funding Sources	When Provided	Maintenance Responsibility
Internal Circulation System (full right-of-way improvements)	Developer	Assessment District; Developer Financing	In conjunction with each subdivision phase	City of Salinas
Major and minor entry features, including landscaping	Developer	Assessment District; Developer Financing	In conjunction with each subdivision phase	Landscape & Lighting District or other appropriate financing method
Williams Road widening (including pavement, half of the median island and 30' greenway)	Developer dedication of 75' right-of-way, construction of street improvements, construction of 30' greenway and one-half of center median island, as illustrated in Figure 21	TFO (if improvement is included in TFO); Assessment district; Developer financing	In conjunction with first and second subdivision phases	Landscape & Lighting District or other appropriate financing method for greenway
Freedom Parkway Extension (including pavement, half of median island and 20' greenway from Williams Road to East Alisal Street) (Full width street construction from Williams Road to Boulevard "A"; half width street construction from Boulevard "A" to East Alisal Street)	Developer dedication of 61' right-of-way, construction of street improvements, construction of 20' greenway and one-half of center median island, as illustrated in Figures 19 and 20	Assessment District; Developer financing	In conjunction with second, fourth and sixth subdivision phases	Landscape & Lighting District or other appropriate financing method for landscape strip and center median strip

Table 5 Continued...

Improvement	Responsible Party	Possible Funding Sources	When Provided	Maintenance Responsibility
East Alisal Street Extension (including pavement, half median island and 20' greenway from Bardin Road to Freedom Parkway)	Developer dedication of 61' right-of-way, construction of half street improvements, construction of 20' greenway on north side and one-half of center median island, as illustrated in Figure 19	Assessment District; Developer financing	In conjunction with third and sixth subdivision phases	Landscape & Lighting District or other appropriate financing method for greenway and center median strip.
Community Park (including lawn and irrigation)	Developer land donation of 21.5 gross acres (20 net acres); completion of a preliminary master plan and lawn and irrigation improvements; City is responsible for other improvements	Developer land donation, completion of a preliminary master plan, lawn and irrigation improvements; City is responsible for funding other improvements	Land donation at final map stage and completion of preliminary master plan and lawn and irrigation improvementsduring Phase 2 of the subdivision. Park shall be completed prior to completion of the Phase 4 of the subdivision	City of Salinas responsible for maintenance of park. (Landscape and Lighting District or other appropriate financing method to reimburse City annually for maintenance costs of 8.7 acres (or 40%) of park.)
Elementary School	Developer land donation of 9 acres for Alisal Union School District; Alisal Union School District is responsible for improvements	Developer land donation and statutory school impact fees (for improvements) to the Alisal Union School District; excess school impact fees of $639,000 to the Salinas Union High School District	Land donation at final map stage during Phase 1 of the subdivision; impact fees to be paid in conjunction with each subdivision phase	Alisal Union School District
Additional Recreation Area	Alisal Union School District purchase of 2 acres of playground land adjacent to Bardin Elementary School (one acre sold at its then fair market value; one acre sold at one-half of the same fair market value); Developer land donation to City and improvements of 1.7-acre storm water detention basin in a way that it can be used as additional recreation space	Assessment District; Developer Financing	Land sold following adoption of the Precise Plan by the City and completion of annexation to the City; Storm Water Detention Basin improved in conjunction with third subdivision phase	Alisal Union School District responsible for two acres adjacent to Bardin Elementary School; Landscape and Lighting District or other appropriate financing method responsible for Storm Water Detention Basin

Table 5 Continued...

Improvement	Responsible Party	Possible Funding Sources	When Provided	Maintenance Responsibility
Storm Water Detention Basin (including lawn and irrigation)	Developer	Assessment District; Developer Financing	In conjunction with third subdivision phase. (Until that time, storm water will be directed to an interim detention basin located at the intersection of Williams Road and Freedom Parkway)	Landscape & Lighting District or other appropriate financing method
Well Sites and Wells *	Alco Water Co. Purchase and Construction	Alco Water Co.	In conjunction with Main Extension Agreement with Alco Water Company: Well 1: prior to occupancy of Phase 1; Wells 2 & 3: prior to occupancy of Phase 4; Well 4: prior to occupancy of Phase 5	Alco Water Co.
Water Lines	Developer ‡	Assessment District; Developer Financing	In conjunction with Main Extension Agreement with Alco Water Company	Alco Water Co.
Sanitary sewer lines, on-site	Developer Construction; City to provide oversizing	Assessment District; Developer Financing; and Sewer Fee credit for oversizing	In conjunction with each subdivision phase	City of Salinas
Sanitary sewer lines, off-site	Developer responsible for proportionate share of deficiencies, based on City nexus analysis	Assessment District; Developer Financing	In conjunction with each subdivision phase	City of Salinas
Storm sewer lines and catch basins, on-site	Developer Construction; City to reimburse oversizing	Assessment District; Developer Financing; and Storm Sewer Fee credit for oversizing	In conjunction with each subdivision phase	City of Salinas
Storm sewer lines and catch basins, off-site	Developer responsible for proportionate share of deficiencies, based on City nexus analysis	Assessment District; Developer Financing	In conjunction with each subdivision phase	City of Salinas

TFO: Traffic Fee Ordinance

* Improvement of well sites shall be consistent with surrounding neighborhood. In the event that these well sites are not used for a well of cease to be used for that purpose beyond five years from completion of the Mountain Valley Project, they may be used for recreation or residential use, as discussed in Section 2.6.1.

‡ Over-sizing of water lines are the responsibility of Alco Water Company

Source: EMC Planning Group Inc. and City of Salinas

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4.0 Glossary

Affordable Housing. Dwelling units for which the housing payment is not more than 30 percent of household gross income for a specified income group.

Conditional Growth Area. Land designated for potential urban development outside the Existing Urban Area, but for which development has not been approved. Approval will be conditional on ability to meet the environmental standards of the plan.

Density Bonus. An increase in allowable density above base density granted in exchange for provision of affordable or senior housing.

Density, Gross. The number of dwelling units per acre of developable residential land designated on the General Plan map, including public and private streets, but excluding greenways and easements for drainage or power transmission lines.

Density, Net. The number of dwelling units per acre of developable residential land designated on the General Plan map, exclusive of public and private streets, greenways, drainage, power-transmission-line easements, or other public and semi-public uses.

East Salinas Area. That portion of the East Salinas Sector containing the planning area and is defined by a two-mile radius of the corner of Williams and Bardin Roads as studied in a 1995 population data report by National Decision Systems.

East Salinas Sector. That portion of the City to the northeast of Highway 101 and to the southeast of Constitution Boulevard and Natividad Creek as defined by the City of Salinas General Plan.

Greenway. A linear open space in public ownership or permanently open to public use. Greenways illustrated on the General Plan map are to be landscaped and may include creeks, drainageways, bicycle paths and sidewalks, and recreation facilities. Greenways are not classified as parks.

Households, Lower-Income. Households with an annual income 80 percent and below the area median family income.

Households, Very-Low-Income. Households with an annual income below 50 percent of the area median family income.

Inclusionary Housing Units. The City of Salinas defines inclusionary housing units as a dwelling unit required to be affordable to lower or very low income households. These units are restricted by covenants, conditions and restrictions, other written documents, or written policy to provide continuous occupancy by lower or very low income households.

Local Agency Formation Commission (LAFCo). A commission that acts on all proposals for incorporation of cities, annexation to cities or special districts, consolidation of districts, formation of special districts, and merger of districts with cities. The Local Agency Formation Commission is composed of two members of the county

Board of Supervisors, two members of city councils of cities in the county, and one member who represents the general public.

Mono-Culture Disease. A plant disease which afflicts, and can destroy, one species of plant (e.g. Dutch Elm Disease or Spruce Bud-Worm Disease.)

Overlay District. A set of zoning requirements that are described in the text of the Zoning Regulations and which are imposed in addition to those requirements of the base district.

Precise Plan. A detailed plan that includes the text and maps or diagrams generally specifying the following for a portion of the area covered by the General Plan:

1. Land use;
2. Distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid-waste disposal, energy, and other public facilities and services:
3. Standards and criteria by which development will proceed;
4. A program of implementation measures including regulations, programs, public-works projects, financing measures, and other implementing measures required to fully implement the precise plan;
5. The relationship of the precise plan to the adopted General Plan."

Sphere of Influence. The probable ultimate physical boundaries and service area of a city and/or special district. Spheres of Influence are adopted by the Local Agency Formation Commission (LAFCo).

Street, Local. A street that provides direct access to properties and designed to discourage through traffic. Referred to in this plan as either "local minor streets" or "local collector streets".

- **local minor streets:** typically cul-de-sacs and loop streets that connect to local collector streets
- **local collector streets:** typically feeders to secondary collector streets

Street, Major. A street carrying the traffic of local and secondary collector streets to and from other major streets and expressways or freeways, with controlled intersections and direct access to some, but not all properties. Major streets in the planning area include East Alisal Street, Freedom Parkway and Williams Road.

Street, Secondary Collector. A street for traffic moving between major and local streets, generally providing direct access to properties. Secondary collectors within the planning area include Mountain Valley Boulevard, Countryside Drive, and Boulevards "A", "B", "C", and "D".

Xeriscape. A type of landscaping designed to significantly reduce water consumption of the use of minimum turf area, water-conserving plant materials, grouping of plants with similar water requirements, and use of an irrigation system designed to meet plant needs with a minimum use of water.

5.0 Literature Cited/Report Preparation

5.1 Literature Cited

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5.2 Report Preparation

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Appendix A

Applicable City of Salinas General Plan Policies

Appendix A

Appendix A lists City of Salinas General Plan policies that apply to the Mountain Valley Precise Plan and a discussion of how the policies are implemented by the Mountain Valley Precise Plan. The policies are taken from the General Plan elements addressing city design, land use, open space, circulation, housing, conservation and noise.

Applicable City of Salinas General Plan Policies

2. City Design Element

2.1.A. Maintain Salinas as a freestanding city with sharply defined edges.

The planning area is located adjacent to and east of the city limits of Salinas. The northern and western boundaries of the planning area are bordered by existing developments or areas that are currently being developed. The eastern and southern boundaries of the planning area are bordered by agricultural fields. The project will allow the retention of the "green frame" provided by surrounding agricultural fields.

2.1.B. Maintain awareness of the open-space setting from within the city by using roadway segments to form the boundary between urban development and open space. Landscape those urban-edge segments identified in Figure 2.

The extensions of Freedom Parkway and East Alisal Street will take traffic around, rather than through neighborhoods, and provide a buffer from agricultural operations to the south and east. Figure 2 identifies Williams Road as an arterial for landscape enhancement; therefore, the Precise Plan ensures this landscape treatment.

2.2.B. Establish high standards for pedestrian- and vehicle-circulation networks in Conditional Growth Areas.

Both external improvements, including improvements to Williams Road and extensions of Freedom Parkway and East Alisal Street, as well as internal improvements are designed to accommodate the anticipated traffic increase generated by development of the planning area. The circulation system of the planning area will be safe and functional, minimize through traffic, and limit long, linear or high speed residential streets.

In addition, Class II bicycle lanes on Mountain Valley Boulevard, Boulevard "A", Williams Road, Freedom Parkway, and East Alisal Street, and sidewalks on all streets shall be included in subdivision improvement plans to encourage non-vehicular modes of transportation within the planning area. Also, pedestrian and bicycle

access throughout the planning area will be facilitated by providing pathways off the ends of cul-de-sacs and between side yards.

2.2.I. Use trees and other street-design components to give each street a distinctive personality.

Neighborhoods will be established on the local streets within the planning area. Neighborhood identity shall be reinforced through the planting of no more than three species of street trees within a neighborhood in order to provide a cohesive neighborhood character. Specific landscape designs and plans will be prepared by a landscape professional for inclusion with tentative map applications.

Entry features, such as special paving, signage, and native tree species, shall be located at the primary entries to the planning area, as described under Streetscape Design in Section 2.2.1 of this Plan.

2.3.B. Control the amount of variety in housing types and designs to avoid both monotony and visual chaos.

Deviations from the RM and RL zoning standards are incorporated in the Precise Plan in order to gain a higher quality of urban design and to encourage variety and avoid monotony in developments by allowing greater freedom and flexibility with the use of alternative development standards. These may include alternative lot configurations, varied front yards, modified garage locations and orientations, articulated roof lines and facades, and varied finish materials.

2.3.C. Create and preserve identifiable neighborhoods and sub-neighborhoods.

See discussion for Policy 2.2.I.

2.3.D. Require residential projects to contribute to the quality of the city as seen from arterial, collector, and local streets.

The community park located on Freedom Parkway and bicycle and pedestrian access and greenways/landscape setback areas along Williams Road, Freedom Parkway and East Alisal Street will contribute to the appearance of the planning area from major streets outside of the planning area. Within the planning area, landscape treatments, such as street trees and various architectural design techniques, will contribute to the appearance of the development from streets within the planning area.

2.3.F. Encourage simultaneous development at different locations in Conditional Growth Areas with several builders active in each location.

Development is anticipated to take place in six phases. (The phasing plan is presented in Table 4 and illustrated in Figure 31 of this document.) A parcel map may be recorded to create parcels

consistent with the phasing plan which may be separately sold, leased or financed.

2.3.G. Require architectural variety; different floor plans and massing; articulated roofs and facades; and varied siting, setbacks, and finish materials.

See discussion for Policy 2.3.B.

2.3.H. Minimize the use and visual effect of sound-attenuation walls; avoid large parking areas and blank building walls facing streets or adjoining properties.

Sound walls constructed on Williams Road, Freedom Parkway and East Alisal Street will be softened with landscaping. No large parking areas or blank building walls are planned.

2.3.I. Provide neighborhood-entry points and focal points that create a sense of neighborhood structure.

See discussion for Policy 2.2.I.

2.3.J. Use distinctive street patterns to differentiate neighborhoods.

Mountain Valley is proposed as a residential development comprised of a series of neighborhoods. The neighborhoods are established around local minor streets (typically cul-de-sacs and loop streets) that connect to local streets (typically feeders to secondary collector streets) that, in turn, connect to secondary collector streets (Mountain Valley Boulevard, and Boulevards "A", "B", "C", and "D").

2.3.K. Make the hierarchy of streets -- arterial, collector, subcollector, and local street or cul-de-sac -- logical and, therefore, understandable to drivers. Design the street system to minimize the traffic past each house.

The circulation system of the planning area shall be safe and functional, minimize through traffic, and limit long, linear or high speed residential streets. To meet these goals, Williams Road, Freedom Parkway, East Alisal Street, Boulevard "A", and Mountain Valley Boulevard (from Williams Road to Boulevard "A") shall be non-access, and Mountain Valley Boulevard (from Boulevard "A" to the northern intersection with Boulevard "D") shall have restricted access, as described under Streetscape Design in Section 2.2.1 of this Plan. In addition, the layout of the circulation system shall enhance a sense of orientation, avoid overly complex curves and numerous cul-de-sacs, and allow for a local street to establish the framework for individual neighborhoods.

2.3.L. Provide a few pedestrian/bike shortcuts that offer a reason not to drive everywhere.

Class II bicycle lanes and pedestrian access will be made available through bicycle/pedestrian corridors throughout the planning area. Pedestrian and bicycle access throughout the planning area will be facilitated by providing pathways off the ends of cul-de-sacs and between side yards. These pathways will provide pedestrians and bicycles more direct access to public areas, such as the park and school, as well as other neighborhoods within the planning area than would be achieved by driving. These pedestrian and bicycle accessways will essentially be short-cuts to public areas and other neighborhoods within the planning area and should reduce the need to drive more indirect routes to reach these areas.

3. Land Use Element

3.1.A. Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion away from the most productive land.

See discussion for Policies 2.1.A and 2.1.B. The planning area is identified as a Conditional Growth Area in the City's General Plan, and the majority of the planning area is located in the City's Sphere of Influence. The planning area is contiguous with existing development or areas currently under construction to the north and west. In addition, according to the City of Salinas General Plan, the best agricultural land is to the south and west of the City. Therefore, development in the eastern portion of the City will avoid the best agricultural land.

3.1.C. Maintenance of environmental quality, quality of life, and adequate levels and quality of urban services and facilities are goals that take precedence over growth.

The policies and guidelines outlined in this Precise Plan and in the Capital Improvements Program (Table 5) assure that environmental quality and adequate levels of urban services and facilities will be provided in the planning area. The planning area includes neighborhoods with unique residential design, bike lanes and detached sidewalks on all major streets and secondary collectors, entry features, landscaping, a community park, a school site and additional land for existing schools. All of these features will help achieve a high quality of life within the planning area.

3.1.H. Annex Conditional Growth Areas consistent with the General Plan map only after notifying project proponents that satisfaction of General Plan environmental standards will be a condition of development approval. Demonstrated ability to meet environmental standards will be cause to favor specific annexation proposals.

This Precise Plan represents a detailed development plan for the Mountain Valley planning area and is intended to be used for the purposes of subsequent environmental review. Environmental

standards of traffic, air, noise, and the like have been identified and discussed in the Environmental Impact Report (EIR). Ways to meet these standards have also been discussed in the EIR.

3.1.I. Encourage new development to be contiguous to existing urban development.

The planning area is contiguous with planned residential and commercial development, parks, schools, and open space uses to the north and west, as described under Surrounding Land Uses in Section 1.2 of this Plan.

3.1.J. Require all properties in Conditional Growth Areas and adjoining undeveloped land in Existing Urban Area to be included in precise plans (detailed development plans) prior to development or zoning approvals. General Plan proposals for these areas are conceptual. Consequently, redesign that does not increase traffic generation, change the number or type of housing units, the intensity of nonresidential uses, or the impacts on adjoining areas may be found consistent with the General Plan.

The preparation of this Precise Plan is consistent with the above policy.

3.3.A. Direct residential expansion to the North and East as indicated on the General Plan map.

The planning area proposes additional residential development adjacent to and east of the city limits of Salinas.

3.3.B. Maintain a mix of housing types, designs, and prices throughout the city.

Development of the planning area exclusively with single-family affordable-ownership homes, including 102 inclusionary units, will promote a mix of housing types in the east Salinas area where there is currently a high proportion of multi-family residences and apartments. A mix of housing designs will be achieved through alternative lot configurations, reduced front yard setbacks, modified garage locations and orientations, articulated roof lines and facades, and varied finish materials.

3.3.C. Maintain the single-family residential character of Salinas by limiting the share of multifamily units to be built in Conditional Growth Areas.

Development of the planning area exclusively with single-family affordable-ownership homes will increase the percentage of single-family for sale units in the east Salinas area and decrease the percentage of multi-family residential units and apartments in the east Salinas area.

3.3.K. In each precise plan area, the goal is to include a total number of units equal to a mix of 55 percent low-density (single-family detached), 10 percent medium-density, and 35 percent high-density (apartments). The mix of housing types may vary slightly from this standard so long as the total number of units and project impacts remains the same.

The General Plan states that this policy is intended to ensure that the majority of new development will be detached single-family homes. This is particularly important in the east Salinas area, where the majority of housing units are renter-occupied and almost half of all households are attached units. This project does not include high-density apartments, which would add to the already high number of these types of residences in the east Salinas area. However, the development of the planning area exclusively with single-family homes, at both low- and medium-density, achieves the intent of ensuring that the majority of new development is single-family homes.

3.9.1.A. Coordinate urban planning with all Salinas school districts.

The policies outlined in this Precise Plan reflect an agreement with the Salinas Union High School District and the Alisal Union School District. The agreement includes land donation; statutory school impact fee payment by the developer; and additional fee payment.

3.9.1.B. Assist school districts in obtaining land needed for new school sites.

A nine-acre elementary school site will be donated by the property owner for the construction of an elementary school by the Alisal Union School District. The property owner will also sell the District two acres of land adjacent to the existing Bardin Elementary School for additional recreational space.

3.9.1.C. Consider impacts of proposed projects on school enrollment and facilities when acting on development applications.

Impacts on school enrollment and facilities have been considered and will be mitigated. by land donation for a new elementary school, additional land for Bardin Elementary School, payment of statutory school impact fees, and payment of excess school impact fees.

3.9.1.D. Reduce minority isolation by mixing housing types and prices in new development areas and minimizing further enrollment increases in East Salinas schools by reducing residential densities.

The Precise Plan provides 853 single-family affordable housing units, including 102 lower-income housing units. Development of the planning area exclusively with affordable single-family for sale homes will increase the percentage of single-family for sale units in the east Salinas area and, therefore, lower the overall population density in the east Salinas area. Elementary school enrollment in existing schools

will not increase due to the provision for a new elementary school in the planning area that is capable of accommodating 900 students.

3.9.1.E. Cooperate with all school districts in planning for parks and recreation facilities to maximize community recreation opportunities (See Open Space Element policies 4.3.1.G. and 4.3.1.O).

See discussion for Policy 3.9.C.

4. Open Space Element

4.2.B Minimize conflicts between agricultural and urban uses.

The extensions of Freedom Parkway and East Alisal Street will provide a buffer from agricultural operations to the south and east. An earth berm will be constructed east of the Freedom Parkway extension and south of the East Alisal Street Extension to control agricultural run-off from entering Freedom Parkway and the planning area from the east and south. Also, the medians constructed on these two roads will contain a storm water interceptor swale to control agricultural run-off from entering the residential community and urban run-off from contaminating the agricultural operations.

In addition, all prospective home and site purchasers will be provided with a copy of an agricultural use disclosure notice ("Agricultural Acknowledgment") that will protect farmers from nuisance complaints.

4.2.C Where feasible, bound the urban area with an arterial road.

The planning area will be bounded by major streets: East Alisal Street, Freedom Parkway and Williams Road. These roads will collect traffic from the local streets and secondary collector streets running through the planning area.

4.2.D. Provide a permanent agricultural buffer as part of residential developments intended by the General Plan to form a permanent urban edge. The purpose is to mitigate the adverse impacts of residential use on adjoining agricultural operations.

See discussion for Policy 4.2.B.

4.3.1.I. Locate neighborhood parks within 3/8 mile of all homes. The minimum size for new neighborhood parks is five acres unless adjoining a cooperatively planned elementary school, in which case three acres may be acceptable.

The Salinas General Plan calls for a Community Park in this area of the City. The Community Park provided in the planning area would be the main focus of park development, and, therefore, no neighborhood parks would be provided. Although no actual neighborhood parks are

provided, the two acres set aside for Bardin Elementary School Expansion and the storm water detention basin will serve as additional recreation areas.

4.3.1.J Establish 20 acres as a minimum size for community parks; locate community parks within 1.5 miles of all households.

An area of 20 net acres has been designated for a community park to be located within 1.5 miles of all households in the northeastern portion of the planning area along the extension of Freedom Parkway. The property owners propose to donate the full 20+ acres to the City and to assist in the development of the park by completing a preliminary master plan and installing lawn and irrigation improvements in the park in exchange for the City waiving the City park fees required for development of the property.

4.3.1.O. Explore use of school facilities, including sharing of costs of school site expansions, as an alternative to acquiring separate park sites.

The Alisal Union School District will be allowed joint use, for additional recreation/playground purposes, of two acres of the City-owned community park. The developer will also sell the Alisal Union School District two acres of additional playground space adjacent to the existing Bardin Elementary School. In addition, the developer will construct a storm water detention basin on a separate, but adjacent, 1.7-acre site east of the Bardin Elementary School in a way that it can also be used for additional recreational space.

4.3.2.A. Require new residential development to provide land and or fees to achieve a minimum of three acres per 1,000 population for developed public parklands for community or neighborhood parks.

The parkland required for the planning area, based on 3.21 persons per household in the City of Salinas as a whole (1990 U. S. Census information) is approximately 8.2 acres or the equivalent in fees. The sponsors/ property owners have agreed to provide 21.5 gross acres (20 net acres) for a community park.

4.4.A. Maintain open areas needed to retain storm water and prevent flooding on urban or agricultural land.

A 1.7-acre storm water detention basin shall be located in the southwestern corner of the planning area. This basin will receive most of the storm water run-off generated within the planning area. (The detention basin shall be constructed by the developer in Phase 3. Until that time, storm water will be directed to an interim detention basin located at the intersection of Williams Road and Freedom Boulevard.) Storm drainage mains and catch basins shall be installed throughout the planning area. An earth berm shall be constructed east of the Freedom Parkway extension and south of the East Alisal Street Extension to control agricultural run-off from entering Freedom

Parkway and the planning area from the east and south. In addition, the medians constructed on these two roads will contain a storm water interceptor swale.

4.4.B. Locate and design retention areas to contribute to the visual quality of the city's open space system.

The storm water detention basin described in the discussion for Policy 4.4.A will be designed to contribute to the visual quality of the city's open space system.

4.4.F. Require dedication, improvement and maintenance of storm water flow and retention areas as a condition of development approval.

See discussion for Policy 4.4.A and discussion of maintenance in the Capital Improvements Program (Table 5).

5. Circulation Element

5.1.A. Strive to maintain traffic LOS C or better as the standard for all intersections and roadways in Conditional Growth Areas as mapped in Figure 1.

Level of Service (LOS) issues have been addressed in the Environmental Impact Report.

Transportation improvements or fees for transportation improvements that are required to be provided by the development of the planning area to mitigate off-site transportation impacts are part of a transportation monitoring program that includes trigger mechanisms for timing of the improvements or fees. Until each phase of the project is completed, an annual report to the City will be produced that documents the project's trip generation and demonstrates compliance with conditions of approval related to traffic and transportation.

5.1.D. Estimate the cost of needed street improvements and determine the share to be financed by State/County/City funds and the share to be financed by private development projects. Establish a formal process for evaluating traffic impacts of development proposals and a method for determining each project's share of circulation system improvement costs. Treat landscaping as an integral part of these costs.

The Precise Plan Capital Improvements Program (Table 5) and the Transportation Improvement Program (Appendix B) describe the funds required for installation and maintenance of transportation improvements. Cost estimates for the transportation improvements have been determined in the Plan for Services. These improvements include greenways, sound walls, sidewalks, medians, and temporary storm water retention swales.

5.1.G. To the extent feasible, implement improvements prior to deterioration in levels of service below the LOS C standard of Policy 5.1.A and the one-hour LOS D standard described in Policy 5.1.B.

See discussion for Policy 5.1.A.

5.1.I. Approve development projects following determination that traffic improvements serving the development and necessary to maintain LOS standards will be constructed in time to accommodate trips generated by the project.

See discussion for Policy 5.1.A. In addition, this Precise Plan includes a Vehicle Trip Reduction Plan . Traffic standards, and ways to meet these standards, have been identified and discussed in the Environmental Impact Report.

5.1.J. Require all projects for which approval is granted by phase or for which construction and occupancy will extend over a period longer than two years to submit an annual report to the City documenting the project's trip generation and demonstrating compliance with conditions of approval related to traffic and transportation.

Until each phase of the project is completed, an annual trip generation and compliance report will be produced for the City. This monitoring program is included in the Transportation Improvement Program as Appendix B of this plan.

5.2.I. In Conditional Growth Areas, require driveway and intersections on arterial streets to serve 20 or more housing units.

The planning area will have a total of five intersections with major (arterial) streets, including two intersections with East Alisal Street, two intersections with Freedom Parkway and one intersection with Williams Road. Each of these intersections will serve more than 20 units.

5.2.J. Combine driveways serving small parcels and maintain adequate distances between driveways and intersections to permit safe merging.

As discussed in Section 2.2.1 of this Plan, subdivision map lot design shall provide shared driveways. Distances between driveways and intersections will be designed to permit safe merging.

5.3.A. Maintain neighborhood livability by designing future local residential streets for volumes of 500 to 800 vehicles or less per day and residential collector streets for volumes less than 3,000 vehicles per day.

The Environmental Impact Report verifies that the number of trips anticipated on the secondary collector streets will be less than 3,000 vehicles per day. In addition, the Precise Plan encourages curvilinear streets and knuckles and cul-de-sacs on straight streets to be

introduced as a way to limit the length of straight stretches, discourage short-cuts, and reduce through traffic on residential streets.

5.3.D. Consider limiting driveway access to collector streets where traffic volumes will approach or exceed the standard.

Williams Road, Freedom Parkway, East Alisal Street, Boulevard "A", and Mountain Valley Boulevard from Williams Road to Boulevard "A" shall be non-access, and Mountain Valley Boulevard from Boulevard "A" to the northern intersection with Boulevard D shall have restricted access, as described under Streetscape Design in Section 2.2.1 of this Plan. It is anticipated that traffic volumes on these secondary collector streets will approach or exceed the standard.

5.4.A. Support Monterey-Salinas Transit's short-range goals and guidelines for service expansion.

The proposed project includes sufficient right-of-way dedication on Williams Road for a bus turn out (should a bus turn out be deemed necessary by Monterey-Salinas Transit).

5.5.C. Improve the biking and walking environment by providing safe and attractive walkways, bike lanes and bike paths.

The installation of Class II bicycle lanes along Mountain Valley Boulevard, Boulevard "A", Williams Road, Freedom Parkway, and East Alisal Street, and five- to eight-foot sidewalks on all streets are included. Sidewalks on Williams Road, Freedom Boulevard and East Alisal Street will be included in a greenway consisting of street trees and other landscaping.

5.5.D. Require sidewalks on both sides of all streets except where an adjoining greenway includes a pedestrian path.

Sidewalks will be included on both sides of all streets in the planning area. Sidewalks will be included in greenways along Williams Road, Freedom Boulevard and East Alisal Street.

5.5.G. Provide sidewalks or pedestrian paths with a minimum width of four feet (exclusive of curb) where pedestrian traffic is light, and ten feet where pedestrian activity is more concentrated. Curb cuts should provide accessibility for people in wheelchairs.

Sidewalks will range from five feet to eight feet. The sidewalks will include curb cuts for wheelchair accessibility.

5.7.F. As a condition of subdivision approval of projects within the Airport Local Area of Influence (Figure 7), require dedication of an avigation easement.

The southern portion of the planning area is located within the Airport Local Area of Influence. All residential development within this area of influence will require dedication of an avigation easement to protect the airport from future complaints and lawsuits about overflights.

5.7 G. As a condition of residential subdivision approval in or adjoining the Airport Local Area of Influence, require dedication of a buffer and non-access strip as indicated on the General Plan map adjoining land designated for agricultural use.

The extensions of Freedom Parkway and East Alisal Street will provide a buffer from agricultural operations to the south and east.

6. Housing Element

6.1.A. Participate in programs assisting in the production and conservation of housing affordable by very-low-, low- and moderate-income households.

The Precise Plan provides 853 single-family affordable housing units, including 102 inclusionary housing units which will be deed-restricted to lower-income households. The 102 inclusionary housing units will be available in perpetuity only for lower-income households.

6.1.B. Ensure that units produced for very-low-, low- and moderate-income households are made available to those groups and maintained as affordable units.

See discussion for Policy 6.1.A.

6.1.C. Provide for a geographic dispersal of units affordable by very-low-, low- and moderate-income households throughout the City of Salinas.

To avoid a concentration of inclusionary homes in one area of the development, required inclusionary housing units will be interspersed with market rate homes throughout the RM-4 zone. Small groupings (10 to 30 lots) of exclusively 4,000 square foot lots (containing both inclusionary and market rate homes) and small groupings of 4,500 square foot lots may be considered. However, within a given grouping of 4,000 square foot lots, no more than approximately half of the units will be designated as required inclusionary units, and these will be dispersed throughout the grouping. In addition, any proposed groupings of 4,000 square foot and 4,500 square foot lots will be evenly spread throughout the RM-4 zone.

6.1.N. All new residential developments of 10 or more units shall be required to provide a minimum of 12 percent of their units as housing affordable to households of low- or very-low-income. Projects of 10 to 19 units shall be required to provide one affordable housing unit.

The proposed project includes development of 853 affordable single-family homes. Of these homes, 102 units, or 12 percent, will be inclusionary housing units.

6.2.A. Encourage the development of affordable-housing units with three or more bedrooms.

All of the 102 inclusionary housing units will contain three or four bedrooms. There will be 31 three-bedroom units and 71 four-bedroom units.

6.3.B. Ensure that new residential development is compatible with surrounding neighborhoods.

The planning area is contiguous with single- and multi-family residential housing to the north and west. The affordable single-family units within the planning area will be compatible with surrounding residential development.

6.3.C. Encourage a variety of housing types to be built on residential sites to increase choice for Salinas households.

There is a low percentage of single-family units and a high percentage of multi-family residential units and apartments in the East Salinas area. The planning area will be developed exclusively with one- and two-story, three- and four-bedroom homes. The project will assist in creating affordable, single-family ownership housing and will increase the choice in housing types in the East Salinas area.

6.3.E. Prepare and adopt Precise Plans for all Conditional Growth Areas prior to approval of any development.

The preparation of this Precise Plan is consistent with the above policy.

6.5.C. Provide public services and improvements that enhance and create neighborhood stability.

The new elementary school site, community park site, and addition to Bardin School are intended to enhance the sense of community and lead to longer-term residents within the planning area.

6.6.C. Ensure that adequate provisions are made in new development for families with children, including provisions for amenities such as tot lots and play yards.

Recreational areas for children will be available at the new elementary school, additional playground space adjacent to Bardin Elementary School, the storm water detention area, and the community park, as well as in the usable open space provided on each residential lot.

6.7.A. Encourage development and construction standards that encourage energy conservation in residential uses.

The residential design guidelines outlined in this Precise Plan state that design techniques within individual residential units should be utilized to encourage energy efficiency. Alternative methods in cooling and heating of homes should also be utilized, such as planting deciduous trees for passive capture of solar heat in winter and shading for cooling in summer.

6.7.C. In new development areas, continue to encourage land-use arrangements and densities that facilitate energy-efficient public-transit systems.

The proposed project will provide public information of ride sharing and public transportation, printed transit schedules, bus pull-outs (as necessary on Williams Road), and transportation information centers.

7. Conservation Element

7.1.F. Investigate the potential for groundwater recharge through creek beds and catch basins in Conditional Growth Areas.

The storm water detention basin located in the southwestern corner of the planning area will receive most of the storm water run-off generated within the planning area. In addition, storm drainage and catch basins shall be installed throughout the planning area.

7.1.D. Encourage reduction in vehicle-trips through Transportation Systems Management (TSM) and the use of non-polluting forms of transportation, including bicycles, and walking.

The vehicle trip reduction plan that is incorporated into this Precise Plan outlines a 7.5 percent reduction in the expected number of vehicle trips by providing public information of ride sharing and public transportation, printed transit schedules, bicycle amenities, bus pull-outs, transportation information centers, and pedestrian facilities.

8. Safety Element

8.2.A. Provide storm-water retention capacity consistent with Reclamation Ditch capacity to avoid damage to urban development in a 100-year flood.

8.2.C. Design projects in new development areas so as to avoid increasing flood hazard elsewhere.

See discussion for Policy 4.4.A.

8.3.E. Use subdivision and zoning regulations to require street widths and clearance areas sufficient to accommodate fire protection equipment and emergency vehicles.

Alternative development standards will not affect street widths or clearance areas required to accommodate fire protection equipment and emergency vehicles.

9. Noise Element

9.B. Ensure that new development can be made compatible with the noise environment.

9.C. Through design review, require features to reduce the impact of noise on inhabitants of residential development.

Sound walls will be constructed on Williams Road, Freedom Parkway and East Alisal Street, as illustrated in Figures 19, 20 and 21. Street landscaping with trees and shrubs will help to obscure these sound walls from public view and will also decrease street noise along these roads, as well as noise levels along local streets and secondary collector streets within the planning area.

9.D. Locate urban development within the Salinas Municipal Airport "area of influence" to be compatible with the airport noise environment.

See discussion for Policy 5.7.F.

9.G. Require noise-attenuation measures including measures to shield sensitive uses from noise sources for new developments exposed to noise levels above normally acceptable levels. Where practical, encourage noise-attenuating programs that avoid visible sound walls.

It is not anticipated that residents will experience noise levels above the acceptable limits defined by the City of Salinas and State of California. Street landscaping and front yard setbacks should reduce the sound level along most local streets in the planning area. It is not practical to avoid sound walls along Williams Road, Freedom Parkway and East Alisal Street. These walls will be obscured from public view by tree and shrub plantings.

9.H. Require construction of sound attenuation walls for new development where noise mitigation to acceptable levels by other means is not feasible. Require that the effects of the construction of sound walls on noise levels at other areas be considered and taken into account in the design and location of sound walls. Require landscaping adjacent to such walls to soften their visual impact.

See discussion for Policy 9.B.

9.K. Ensure that new development or changes in use mitigate noise to acceptable levels at the property line.

See discussion for Policy 9.B.

Appendix B

Transportation Improvement Program

Appendix B

In compliance with Salinas General Plan Policy 5.1.J., until each phase of the project is completed, an annual report to the City will be produced that documents the project's trip generation and demonstrates compliance with conditions of approval related to traffic and transportation.

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Appendix C

Affordable Housing Program

Appendix C

This appendix constitutes the Affordable Housing Component for the Mountain Valley Planning Area. It includes a discussion of income categories in the City of Salinas and summarizes the Affordable Housing Programs for the City of Salinas and the Mountain Valley Planning Area.

Mountain Valley Affordable Housing Component

Affordable Housing in the City of Salinas

As with other communities in the State of California, the City of Salinas has had difficulties in assuring the provision of affordable housing for its residents. Many low-income households pay more than 40 percent of their income for housing or are living in overcrowded conditions. About 40 percent of Salinas households are considered low- and very-low income households; 23 percent of the City's households are moderate income households. Only 37 percent of Salinas households have above moderate incomes (Salinas General Plan, Housing Element 1991). The comparative income levels for these household groups are summarized in Table C-1.

Affordable housing is defined as dwelling units for which the housing payment is not more than 30 percent of household gross income for a specified income group (Salinas General Plan 1991). Of particular concern is the provision of housing that is affordable to very low- and low-income households. As presented in Table C-2, the City determines the affordability of housing based upon the number of people in the household.

TABLE C-1

Household Income Categories

Category	Income Definition	Percent of Salinas Households in Category
Very Low Income	Up to 50% of County Median Income	22%
Low Income	51% to 80% of County Median Income	18%
Moderate Income	81% to 120% of County Median Income	23%
Above Moderate Income	Above 120% of County Median Income	37%

Source: Salinas General Plan, 1991 Housing Element

TABLE C-2

Family Incomes for Low and Very-Low Income Households
Salinas Metropolitan Statistical Area

Family Size (Persons)	Low Income Family (51 to 80% of Median)	Very-Low Income Household (50% of Median and Below)
1	$25,350	$15,850
2	$29,000	$18,100
3	$32,600	$20,400
4	$36,250	$22,650
5	$39,150	$24,450
6	$42,050	$26,250
7	$44,950	$28,100
8	$47,850	$29,900

Source: U.S. Department of Housing and Urban Development
Notice PDR-95-05 issued December 14, 1995
Transmittal of Fiscal Year 1996 Public Housing/Income Limits

City of Salinas Housing Element Affordable Housing Program

Guiding Policies for Affordable Housing

The guiding policies of the City of Salinas' Affordable Housing Program are focused on encouraging the development of units that are affordable to very low-, low-, and moderate-income households:

a. Participate in programs assisting in the production of housing affordable by very low-, low-, and moderate-income households;

b. Ensure that units produced for very low-, low-, and moderate-income households are made available to those groups and maintained as affordable units; and

c. Provide for a geographic dispersal of units affordable by very low-, low- and moderate-income households throughout the City of Salinas.

One program that Salinas is implementing to achieve its affordable housing objectives is the required preparation of an affordable housing plan for new housing

developments with ten or more units. The Mountain Valley Affordable Housing Program is described in the next section.

Affordable Housing Program

This program establishes guidance and incentives to developers of new housing to provide adequate housing to meet the needs of low- and very-low income households. Specifically, the affordable housing program includes the following component:

- A mandate of providing 12 percent of all new housing affordable to households of low- or very low- income, as per Ordinance No. 2178(NCS); and

This Affordable Housing Plan for Mountain Valley will be prepared in compliance with the City's Guiding Policies For Affordable Housing and Implementing Policy 6.1.N and Ordinance 2178.

Quantified Objectives for Housing Program

The City's guiding policies and regulations require a minimum of 12 percent of new units in development projects with more than 10 units to be housing affordable to households of low- or very-low-income. Mountain Valley will construct 12 percent (102 units) of the dwelling units as housing units affordable to low-income households. These 102 units are referred to as "inclusionary units" as defined in Section 17-8.K. of the City Inclusionary Housing Ordinance.

Mountain Valley Affordable Housing Program

Affordable Housing Program Activities

Mountain Valley will have a minimum of 102 inclusionary housing units affordable to lower income households. This represents 12 percent of the total 853 units proposed. Inclusionary units shall be provided in compliance with the City of Salinas Inclusionary Housing Program Guidelines as adopted by City Council Resolution 14618, and as amended from time to time.

An Affordable Housing Plan will be prepared to specify the number, type, location, and all other elements required by Ordinance 2178. The Affordable Housing Plan will be considered by the City concurrent with consideration of the tentative map. The Affordable Housing Plan will address the phasing plan and deed restrictions for the affordable housing units within that tentative map. The Affordable Housing Plan will require certificates of occupancy to be issued for required inclusionary units before issuance of city building permits for any more than 30 percent of the project's market rate units. Inclusionary units will be provided in an amount corresponding to the phasing so that no more than 30 percent of the building permits for each phase's market rate units will be issued prior to completion of inclusionary units required for that phase.

Table C-3 identifies the size and number of inclusionary housing units to be developed within the planning area. The affordable housing units will be developed with a lot size of 4,000 square feet and will be interspersed amongst the neighborhoods (except neighborhood 6). In any grouping of 4,000 square foot lots, no more than approximately half of the units will be designated as required inclusionary units, and these will be dispersed throughout the grouping. The pace in which these units will be constructed relative to the market rate units and the method of compliance with affordability requirements (i.e., assurance of affordability, resale, etc.) will be based on the City's Inclusionary Housing Ordinance (and subsequent amendments thereto) and by agreement between the City and project sponsor.

TABLE C-3

Inclusionary Housing Unit Mix

Unit Size	Number of Units
Three Bedrooms	31
Four Bedrooms	71
Total Units	**102**

Source: Shaw Development

Housing Subsidy Program

Financing program sources will be required to provide the necessary housing subsidies to finance the 102 housing units affordable to lower income households. There are a number of ways to reduce the cost of home development in order to provide affordable units.

Both private and public subsidy programs will need to be considered in order to make affordable units financially feasible. Examples of private subsidies are: below-market financing provided by lenders (such as programs to meet Community Reinvestment Act obligations); support from foundations; and "internal project subsidies" such as lowered profit margins on affordable units and reduced land or infrastructure costs. These programs will provide subsidies to assist homeowners (i.e., first-time home buyer programs, etc.).

It will be necessary for developers of Mountain Valley to determine the utility and eligibility for each program discussed below, as well as for new programs as they become available.

State Housing Subsidy Sources

Many of the state sources are administered by either a non-profit organization, or a local public agency. In turn, some of the funding for the state programs are partially financed by federal funding. However, the proportion of federal funding of affordable housing programs have been declining in the past few years. As a result, state programs have taken on more responsibility in providing affordable housing subsidies.

Home Ownership Home Improvement Program

This program is administered by the California Housing Finance Agency (CHFA). CHFA issues tax-exempt bonds to provide low interest financing for home purchase or rehabilitation by households in areas with a shortage of reasonably priced mortgage money. Private for-profit and non-profit sponsors of new construction are eligible to receive loan commitments through this program.

California Home Ownership Assistance Program (CHAP)

CHAP Funds are used to pay for up to 49 percent of a home in return for equity participation commitments for funds that can be made available to non-profit and for-profit developers of new construction. Local government agencies may apply for funds through this state program, and direct assistance to households with incomes of 80 percent of the area median income or less.

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Appendix D

Facilities Trip Reduction Program

Appendix D

This appendix includes the project sponsor's Vehicle Trip Reduction Plan Application as submitted to the City of Salinas, as well as a description of bicycle rack locations to be provided at the project (Attachment A).

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FACILITIES TRIP REDUCTION PLAN APPLICATION

City of Salinas • Department of Community Development • 200 Lincoln Avenue • Salinas, CA 93901 • (408) 758-7206

To be completed by applicant:

Name & Location	Project/Business Name: Mountain Valley Precise Plan Address: Williams Road and Freedom Parkway Assessor Parcel Number(s): 153-011-035 and 153-011-621
Applicant	Name: Sconeberg Ranch Partnership Address: P.O. Box 5969 City: Salinas State: CA Zip Code: 93915 Phone: ( ) FAX: ( )
☐ Property Owner *or* ☒ Authorized Agent	Name: Bill Shaw c/o Shaw Development Address: 325 East Alisal St, Suite A City: Salinas State: CA Zip Code: 93901 Phone: (408) 754-1911 FAX: (408) 422-5533

II. To be completed by applicant:

alinas Municipal Code Section 37-165.1, Vehicle trip reduction, requires a 7 percent reduction in the expected number of vehicle trips. How this is achieved depends on which vehicle trip reduction measures are selected by the applicant. From the following tables, select those vehicle trip reduction measures which you intend to utilize. Select any combination of easures that will result in a total reduction of 7 percent or more. Each measure selected is subject to approval by the ommunity Development Director.

Vehicle Trip Reduction Measure *(Residential)*	Applicant Conditions	Reduction (%)	Total (%)
Public information	Provide ridesharing, public transportation and nearby (within one mile) licensed child care facilities information to tenants/buyers as a part of move-in materials. An information packet must be provided as part of the project's development approval process.	1.0%	1.0%
Printed transit schedules	Print transit schedule information on all promotional materials for the project. Printed transit schedules shall be provided as part of the project's development approval process.	.5%	0.5%

Vehicle Trip Reduction Measure *(Commercial, Industrial and Tourist Oriented Development)*	Applicant Conditions	Reduction (%)	Total (%)
Child care facilities	Provide on-site child care facilities for children of customers and/or employees.	1.0%	
Transit scheduling information	Provide transit scheduling information quarterly to employees.	1.0%	
Bicycle amenities	1. Proposed development/use adjacent to bicycle lanes. 2. Proposed development/use adjacent to bicycle lanes, showers provided and site is located within 4 miles of one-half of the City's residential areas.	1. 2.0%	
		2. 4.0%	
Bus pull-outs	Provide bus pull-outs, pedestrian access and transit stops.	2.0%	
Bus subsidy	Provide transit subsidy program for employees that reduces the cost of a monthly bus pass by 50% from standard group rate.	4.0%	
Transportation information centers	Provide locked and secured transportation information centers or kiosks with bus schedules and transit information if agreement is reached with transit agency for maintenance of information.	1.0%	
Pedestrian facilities	Provide pedestrian facilities linking transit stops to employment site entrances provided such pedestrian facilities do not exceed one-quarter mile.	1.0%	
Other pedestrian facilities	Pedestrian and bicycle system improvements beyond above related measures. *(Note: Attach description).*	Varies	
Other site amenities	Provide site amenities that reduce the need for vehicle trips based on documentation of trip reduction. *(Note: Attach description).*	1.0 - 2.0%	
Park-and-ride	Provide park-and-ride facilities if part of an employee sponsored rideshare program.	1.0%	
Transportation system management program	Provide a local transportation system management program to reduce on-site trips based on documentation of expected trip reduction.	5.0%	
Mixed uses	Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of neighborhood serving retail commercial that has at least five acres of high density residential housing within one-quarter mile of the perimeter of the commercial site. *(Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).*	5.0%	

Vehicle Trip Reduction Measure *(Residential)*	Applicant Conditions	Reduction (%)	Total (%)
Bicycle amenities	Bike lanes must be provided adjacent to the project and must tie into a citywide system and provide bicycle access to schools, employment centers and shopping within 2 miles.	2.0%	2.0%
Other bicycle amenities	Facilities or measures which go beyond those listed above and which facilitate increased non-vehicular trips. *(Note: Attach description)*	1.0%	1.0%
Bus pull-outs	Provide bus pull-outs, convenient pedestrian access to bus stops and other related amenities to encourage transit usage for those portions of the development within one-quarter mile of a bus stop.	2.0%	2.0%
Transportation information centers	Provide locked and secured transportation information centers or kiosks with bus schedules and transit information as a part of the common area of the development if agreement is reached with transit agency for maintenance of information.	.5%	0.5%
Pedestrian facilities	Provide pedestrian facilities linking transit stops to common areas.	.5%	0.5%
Park-and-ride	Provide park-and-ride facilities if part of an on-site trip reduction program.	1.0%	
Child care facilities	Provide on-site child care facilities based on the capacity of the center and marketing data on expected use.	1.0%	
Telecommuting	Provide facilities to encourage telecommuting such as a telecommuting center.	1%	
Mixed uses	Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of at least five acres of high density housing within one-quarter mile of neighborhood commercial development and have convenient pedestrian access. *(Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).*	5.0% of combined trips	
Transit-oriented design	Residential development with at least 35 percent of the project in high density housing and clustered within one-quarter mile of bus stops on a major arterial with convenient pedestrian access to transit and neighborhood shopping.	5.0% of high density housing	
Other	Other measures supported by documented data of trip reductions in other developments. *(Note: Attach description).*	Varies	
RESIDENTIAL TOTAL *(Must total 7 percent or more)*			7.5%

Vehicle Trip Reduction Measure *(Commercial, Industrial and Tourist Oriented Development)*	Applicant Conditions	Reduction (%)	Total (%)
Educational and marketing	Provide educational and marketing strategies to customers and employees to reduce vehicle trips.	1.0%	
Preferential parking for carpools	Provide preferential parking for employees who carpool. Sites must be closest to building entrances, used only be carpoolers and represent at least 3 percent of the total parking spaces.	3.0%	
Telecommuting	Provide facilities to encourage telecommuting if telecommute center could accommodate one percent of employees at an off-site neighborhood location.	1.0%	
On-site services	Provide on-site ATMs, restaurants, dry cleaners, grocery and other typically needed services to reduce travel.	1.0% per service. If linked to transit, 1.0% for development	
Other	Other measures supported by documented data of trip reductions in other developments.	Varies	
COMMERCIAL, INDUSTRIAL AND TOURIST ORIENTED DEVELOPMENT TOTAL *(Must total 7 percent or more)*			

III. To be completed by applicant:

I/we declare under penalty of perjury that the information contained in this Application, including any documents submitted herewith, are true and correct to the best of my/our knowledge. I/we further declare that I/we agree to the Standard Permit Conditions contained in Information Bulletin No. 9, incorporated herein and made a part hereof by reference, as published by the Department of Community Development.

Signature of Applicant	Date	Signature of Property Owner *or* Authorized Agent	Date
		Bill Shaw	

IV. To be completed by the Department of Community Development:

Approved by: _____ Fee paid: $_____ Date: _____

Comments:

Attachment A

Other Bicycle Amenities

(Facilities or measures which facilitate increased non-vehicular trips)

Bicycle racks will be provided at the following project site locations:

- The bus stop on Williams Road
- The community park site
- New elementary school site

Appendix E

Mitigation Monitoring Program

MITIGATION MONITORING PROGRAM – MOUNTAIN VALLEY PROJECT

Approved by City Council February 2, 1999

(Note that this is only a summary of mitigation measures identified in the environmental impact report. Please refer to that document for a more complete description of mitigation measures.)

Mitigation Measures		Implementation Responsibility	Implementation Schedule	Monitoring Responsibility	Verified By / Date
Number	Measure				
SIGNIFICANT UNAVOIDABLE IMPACTS					
4.2 Transportation					
4.2.1a	The project sponsor shall be required to fund a proportionate share of intersection improvements, based on the project's contribution to the impact, at the intersection of U.S. 101 NB Ramps / Sanborn Road. The sponsor will also pay into the City's Traffic Fee Ordinance Fund.	Project Applicant	Prior to the issuance of first certificate of occupancy or first final building permit in Mountain Valley project.	Community Development and Public Works Departments	
4.2.1b	The project sponsor shall be required to fund a proportionate share of intersection improvements, based on the project's contribution to the impact, at the intersection of Williams Road / East Laurel Drive. The sponsor will also pay into the City's Traffic Fee Ordinance Fund.	Project Applicant	Prior to the issuance of first certificate of occupancy or first final building permit in Mountain Valley project.	Community Development and Public Works Departments	
4.2.1c	The project sponsor shall be required to fund a proportionate share of intersection improvements, based on the project's contribution to the impact, at the intersection of Williams Road / Garner Avenue. The sponsor will also pay into the City's Traffic Fee Ordinance Fund.	Project Applicant	Prior to the issuance of first certificate of occupancy or first final building permit in Mountain Valley project.	Community Development and Public Works Departments	

Appendix E

The Mitigation Monitoring Program lists the mitigations required to be implemented by the project. Also indicated is the party responsible for making sure the mitigation is implemented; and the trigger and timing for the mitigation to be implemented. This program is provided by the analysis conducted on the Mountain Valley Precise Plan ("project") by the Environmental Impact Report preparers.

MITIGATION MEASURES		IMPLEMENTATION		MONITORING	VERIFIED
NUMBER	MEASURE	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	RESPONSIBILITY	BY / DATE
4.5 Air Quality					
4.5.1a	Implement a dust control program during construction including watering active sites; prohibiting grading during high winds; paving interior roads; limiting speeds on unpaved surfaces; replacing ground cover in disturbed areas; reducing dust from exposed stock piles and inactive construction areas; sweeping streets and spilled dirt; covering haul trucks; installing truck wheel washers; posting the MBUAPCD telephone complaint number; designating person(s) to oversee dust control; and operating construction equipment to minimize emissions.	Project Applicant and/or Grading and Construction Contractor(s)	Grading contractor's specifications shall include dust control program. Implementation of program throughout grading and construction of roads, dwellings and the park.	Public Works Department to review and approve contractor's specifications. Community Development Department and Monterey Bay Unified Air Pollution Control District to monitor on basis of complaints.	
SIGNIFICANT BUT MITIGABLE IMPACTS					
4.1 Land Use					
4.1.3a	Remove Freedom Parkway and East Alisal Street rights-of-way (approx. 110 feet each) from agricultural production prior to initiation of grading or construction activities.	Project Applicant	Prior to issuance of first grading or building permit.	Community Development Department	
4.1.3b	Provide an agricultural use disclosure notice to prospective home site purchasers prior to closing of home purchase. Each notice shall be recorded, and a notice shall be recorded for the entire project site.	Project Applicant and/or subsequent home developer(s)	Prior to the issuance of first certificate of occupancy or first final building permit in Mountain Valley project. (Form and content of notice shall be subject to City approval prior to approval of first final subdivision map.)	Community Development Department	
4.2 Transportation					
4.2.2	Install a traffic signal at the intersection of Williams Road and Mountain Valley Boulevard.	Project Applicant	Prior to the issuance of first certificate of occupancy or first final building permit in Mountain Valley project.	Public Works Department	

MITIGATION MEASURES		IMPLEMENTATION		MONITORING	VERIFIED
NUMBER	MEASURE	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	RESPONSIBILITY	BY / DATE
4.2.6	Construct a bus turnout on the project's Williams Road frontage to meet the requirements of Monterey-Salinas Transit.	Project Applicant	Prior to the issuance of first certificate of occupancy or first final building permit in Mountain Valley project.	Public Works Department, upon approval by Monterey-Salinas Transit.	
4.3 Public Services and Utilities					
4.3.3	Complete construction of Fire Station No. 5.	Project Applicant to determine financing.	Prior to issuance of first certificate of occupancy or first final building inspection for any unit in Phase 4 or above.	Community Development Department, upon advice of Fire Department	
4.3.7	Sanitary sewer monitoring program for East Alisal Street sanitary sewer mainline serving Mountain Valley to be approved by City and funded by developer. If monitoring program indicates that sewer flows exceed capacity of pipe, issuance of building permits will cease until adequate capacity provided by developer under terms contained in the Mountain Valley EIR.	Project Applicant	Prior to the issuance of 451st building permit.	Public Works Department	
4.3.8a	Install temporary storm water siltation/detention basin, with design subject to City approval and discharge at a rate that will preclude any increase in the existing rate of runoff in 10-year storm.	Project Applicant	Prior to the issuance of the first grading or building permits	Public Works Department	
4.3.8b	Install permanent storm water siltation/detention basin (capacity of 3.5 acre-feet), with discharge at a rate that will preclude any increase in the existing rate of runoff from the site, accounting for runoff from northern portions of the project site not captured.	Project Applicant	Prior to issuance of building permits for any unit in Phase 3 or above.	Public Works Department	
4.4 Hydrology, Drainage and Water Quality					
4.4.2	See Mitigation Measures 4.3.8a and 4.3.8b				

MITIGATION MEASURES		IMPLEMENTATION		MONITORING	VERIFIED
NUMBER	MEASURE	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	RESPONSIBILITY	BY / DATE
4.4.3a	Obtain and comply with a NPDES General Construction Stormwater Permit issued by the Regional Water Quality Control Board (RWQCB), Central Coast Region. (Required by law)	Project Applicant and/or Grading Contractor(s)	Contractors' specifications including compliance to be submitted to Public Works Department prior to issuance of grading permit. Compliance throughout grading and construction of roads, dwellings and the park.	Public Works Department to review specifications.	
4.4.3b	Comply with all NPDES requirements in effect at the time of project construction. (Required by law)	Project Applicant and/or Grading and Construction Contractor(s)	Contractors' specifications including compliance to be submitted to Public Works Department prior to issuance of grading permit. Compliance throughout grading and construction of roads, dwellings and the park.	Public Works Department to review specifications.	
4.4.3c	The project sponsor shall ensure that the contractor installs storm drain sediment traps in the project vicinity as part of the installation of storm drainage facilities. (Required by law)	Project Applicant	Prior to City approval of storm drainage design.	Public Works Department	
4.4.4a	New wells installed to serve the proposed project shall be constructed to withdraw water from levels below existing nitrate contamination.	Alco Water Service; Project Applicant	Well specifications to be submitted prior to issuance of grading permits.	Public Works Department, upon advice of Alco Water Service	
4.4.4b	New wells sites provided by the sponsor shall meet the minimum lot size requirements set by Alco Water Service.	Project Applicant	Prior to Tentative Map approval.	Public Works Department, upon advice of Alco Water Service	

MITIGATION MEASURES		IMPLEMENTATION		MONITORING	VERIFIED
NUMBER	MEASURE	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	RESPONSIBILITY	BY / DATE
4.4.4c	Prior to the start of construction, the project sponsor shall provide a monitoring well on the project site to the satisfaction of the Monterey County Water Resources Agency and Monterey County Department of Health.	Project Applicant	Prior to the issuance of grading or building permits.	Public Works Department, upon advice of Monterey County Water Resources Agency and Monterey County Department of Health	
4.4.5	Abandon unused agricultural well(s) in accordance with state and county standards, or convert the unused well(s) into monitoring wells, at the discretion of the County Water Resources Agency.	Project Applicant	Prior to the issuance of first certificate of occupancy or first final building permit in Mountain Valley project.	Public Works Department, upon advice of Monterey County Water Resources Agency	
4.7 Noise					
4.7.1a	Minimize noise from construction equipment by muffling and shielding intakes and exhaust on construction equipment and by shrouding or shielding impact tools.	Project Applicant and/or Grading and Construction Contractor(s)	Throughout grading and construction of roads, dwellings and the park.	Community Development Department to monitor on basis of plan check and complaints.	
4.7.1b	Coordinate with administrators of the three nearby schools to develop a construction schedule that would minimize the potential for interference with school functions and activities.	Project Applicant	Prior to the start of construction.	Applicant to submit report to Community Development Department documenting coordination.	
4.8 Flora and Fauna					
4.8.1	Conduct preconstruction surveys for burrowing owls in accordance with CDFG survey protocol.	Project Applicant to retain a qualified biologist	No more than 30 days prior to the issuance of grading or building permits	Biologist to submit report to Community Development Department documenting absence of burrowing owls or, if owls are present, identifying applicable protective measures for construction period.	

MITIGATION MEASURES		IMPLEMENTATION		MONITORING	VERIFIED
NUMBER	MEASURE	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	RESPONSIBILITY	BY / DATE
4.9 Historic and Archaeological					
4.9.1	In the event that unknown prehistoric cultural resources are discovered during subsurface construction, land alteration work in the general vicinity of the find is halted and a qualified archaeologist is consulted immediately.	Project Applicant and/or Grading and Construction Contractor(s)	During all ground-disturbing activities	Applicant to submit written report to Community Development Department documenting presence or absence of resources identified during construction.	

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RESOLUTION NO. 22400 (N.C.S.)

ACCEPTANCE OF MONTE BELLA SUBDIVISION PHASE 6 PUBLIC IMPROVEMENTS FOR MAINTENANCE AND RESPONSIBILITY AND ACCEPTANCE OF THE FOLLOWING STREETS INTO THE CITY'S STREET SYSTEM: PALERMO DRIVE, PAVIA CIRCLE, PAVIA WAY, PISA CIRCLE, VENICE WAY, VENICE CIRCLE, ROSSANO WAY, ROSSANO CIRCLE, CAMPANIA CIRCLE, FREEDOM PARKWAY AND SCONBERG PARKWAY

WHEREAS, on October 14, 2003, City Council adopted Resolution No. 18392 approving the Vesting Tentative Map for the Mountain Valley Precise Plan Area (RZ 03-03 and VTM 03-02); and

WHEREAS, Mountain Valley was renamed to Monte Bella; and

WHEREAS, Phases 1, 2, 2B, 3, 4, 5A and 5B have been constructed and accepted by the City Council by resolution; and

WHEREAS, on October 8, 2019, City Council adopted Resolution No. 21721 approving the subdivision improvement agreement and the Final Map for Monte Bella Subdivision Phase 6; and

WHEREAS, the Monte Bella Subdivision, Phase 6 Final Map was recorded in the Office of the Recorder of Monterey County in Volume 24 of Cities and Towns at Page 63 as Tract No. 1541; and

WHEREAS, on August 12, 2020, a Certificate of Correction was recorded with the County of Monterey Office of the Recorder (Document No. 2020040617) which corrected "Pavia Place" to "Pavia Circle" on the recorded tract map (Volume 24 of Cities and Towns at Page 63); and

WHEREAS, the public improvements required by the improvement plans entitled "Improvement Plans Monte Bella Phase 6," approved by the City Engineer on October 1, 2019 were completed by KB Homes in substantial conformance with the approved improvement plans; and

WHEREAS, the Subdivision Improvement Agreement states that a Guarantee and Warranty Period of one year will remain after acceptance of the improvements by the City Council; and

WHEREAS, Section 1806 of the California Streets and Highways Code dictates that no public street shall become a City Street until it is accepted into the City's street system by resolution of the governing body; and

WHEREAS, the majority of the maintenance costs will be incorporated into and paid by the Monte Bella Maintenance District; and

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WHEREAS, the project did not qualify for any exemptions to the categorial exemptions found in CEQA Guidelines Section 15300.2. On February 9, 1999 the project was determined to have significant effect on the environment and the Environmental Impact Report was prepared. Mitigation measures were prepared for this project pursuant to the provisions of CEQA and a Statement of Overriding Considerations was adopted. The findings were made pursuant to Section 21081 of the Public Resources Code.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council accepts the streets, as shown on the Monte Bella Subdivision, Phase 6 Final Map and Certificate of Correction, and street improvements into the City's street system.

PASSED AND APPROVED this 21st day of June 2022, by the following vote:

AYES: Councilmembers: Cromeenes, González, McShane and Mayor Craig

NOES: None

ABSTAIN: None

ABSENT: Councilmembers: Barrera, Osornio and Rocha

APPROVED:

DocuSigned by:
Kimbley Craig
E554E94F4CE64C8...

Kimbley Craig, Mayor

ATTEST:

DocuSigned by:
Patricia Barajas
5BE31EC636A6432...

Patricia M. Barajas, City Clerk

Attachment 4: Site Photos





SHEET NOTES

1. ALL LINES AND MARKINGS SHALL CONFORM TO THE CALTRANS STANDARD SPECIFICATIONS DESIGN STANDARDS AND STANDARD PLANS (2018 EDITION).
2. REMOVAL OF ALL CONFLICTING LINES AND MARKINGS SHALL BE BY GRINDING OR PRE-APPROVED EQUAL.
3. LANE WIDTHS ARE MEASURED BETWEEN THE CENTERLINES OF EACH ADJACENT SINGLE OR DOUBLE STRIPE OR THE TOP OF CURB AS APPROPRIATE.
4. ALL PAVEMENT DELINEATION IS THERMOPLASTIC UNLESS OTHERWISE STATED.
5. ALL CROSSWALKS AND LIMIT LINES SHALL BE 12" WHITE LINES UNLESS OTHERWISE NOTED.
6. ALL REFLECTIVE MARKERS SHALL BE RAISED.
7. ALL LANE STRIPING AT INTERSECTIONS WITHOUT CROSSWALKS SHALL END 10' FROM THE EXTENSION OF THE INTERSECTION CURB LINE.

LEGEND

- (#) STRIPING DETAIL PER CALTRANS STD PLANS A20A TO A20D
- (BLA) BICYCLE SYMBOL WITH PERSON/ARROW (A24A & A24C)
- NEW SIGN AND POST
- NEW SIGN ON EXISTING POLE/POST
- EXISTING SIGN TO REMAIN
- [ISP] INSTALL SIGN AND POST
- [IS] INSTALL SIGN ON EXISTING POLE/POST
- EXISTING STREET LIGHT POLE

SIGN CHART



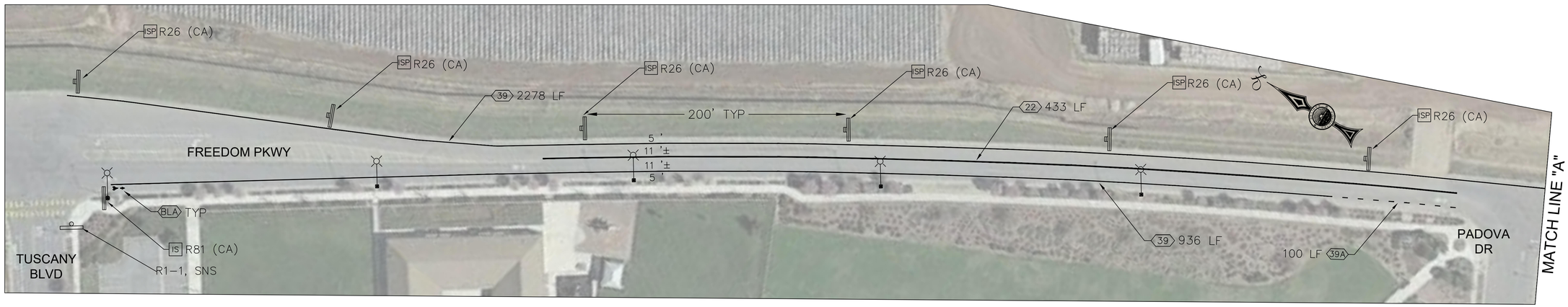
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12" X 18"

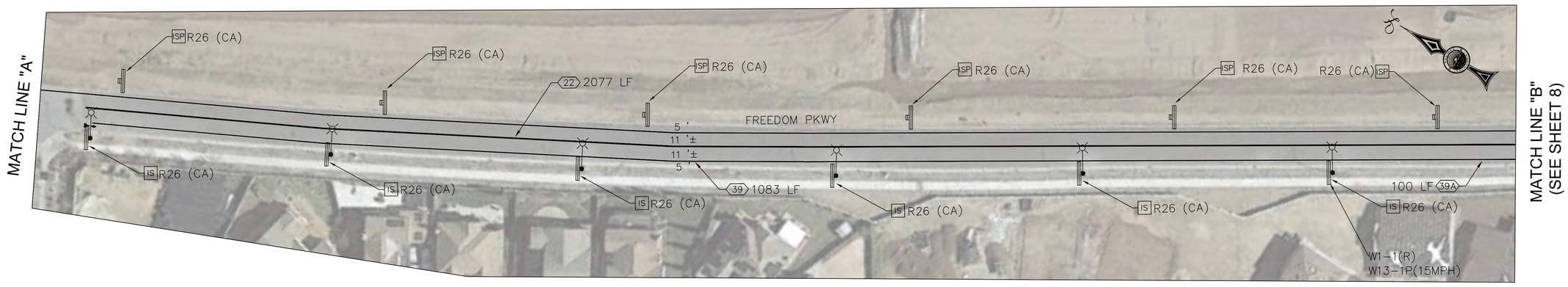


R81 (CA)
12" X 8"

SHEET TOTAL

ITEM DESCRIPTION	QTY	UNIT OF MEASURE
DETAIL 22 (4")	2510	LF
DETAIL 39 (6")	4384	LF
DETAIL 39A (4")	100	LF
SIGN ON NEW POST	13	EA
SIGN ON EXISTING POST	7	EA
PAVEMENT MARKINGS	31.5	SF





0 40' 80'
SCALE: 1" = 40'

CITY OF SALINAS
PUBLIC WORKS DEPARTMENT

DESIGNED BY: JONATHAN HERNANDEZ
CAD BY: JONATHAN HERNANDEZ
CONSTRUCTION INSPECTION SUPERVISOR: TBD
PROJECT ENGINEER / MANAGER: ANDREW EASTERLING

APPROVED FOR CONSTRUCTION:
DATE _____
ADRIANA ROBLES, P.E.
CITY ENGINEER

REGISTERED PROFESSIONAL ENGINEER ADRIANA ROBLES NO. 69142 CIVIL STATE OF CALIFORNIA

REVIEWED BY:
DATE _____
ANDREW EASTERLING, P.E., T.E.
TRAFFIC ENGINEER

REGISTERED PROFESSIONAL ENGINEER ANDREW EASTERLING NO. 2824 TRAFFIC STATE OF CALIFORNIA

DATE	REVISION	APP.

SIGNING AND STRIPING PLAN
FREEDOM PKWY/SCONBERG PKWY - TUSCANY BLVD TO MONTE BELLA BLVD

PROJ. NO(S): -
SHEET NO.: 1
FILE NO.: -
OF: 2

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Plot Date: 8/10/2022 2:55 PM

SHEET NOTES

1. ALL LINES AND MARKINGS SHALL CONFORM TO THE CALTRANS STANDARD SPECIFICATIONS DESIGN STANDARDS AND STANDARD PLANS (2018 EDITION).
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LEGEND

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- (BLA) BICYCLE SYMBOL WITH PERSON/ARROW (A24A & A24C)
- NEW SIGN AND POST
- NEW SIGN ON EXISTING POLE/POST
- EXISTING SIGN TO REMAIN
- ISP INSTALL SIGN AND POST
- IS INSTALL SIGN ON EXISTING POLE/POST
- EXISTING STREET LIGHT POLE

SIGN CHART



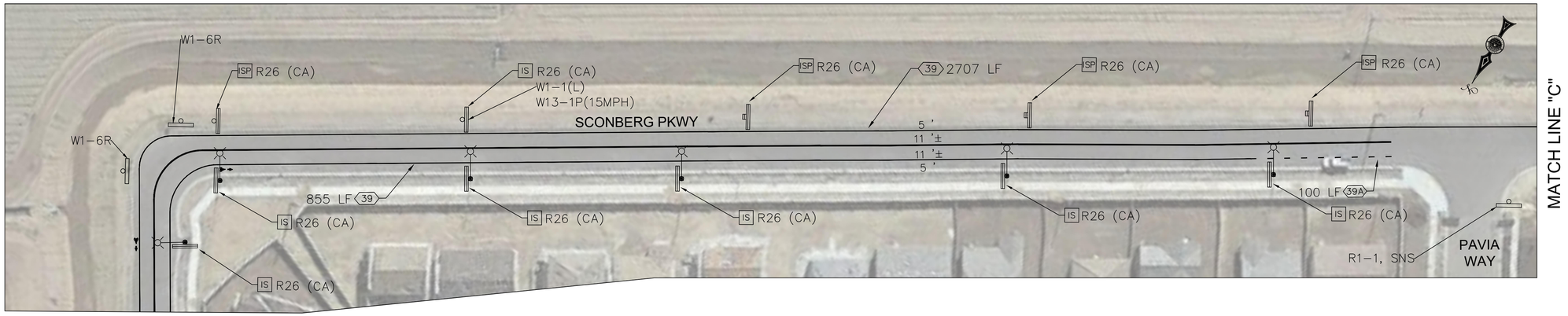
R26 (CA)
12" X 18"

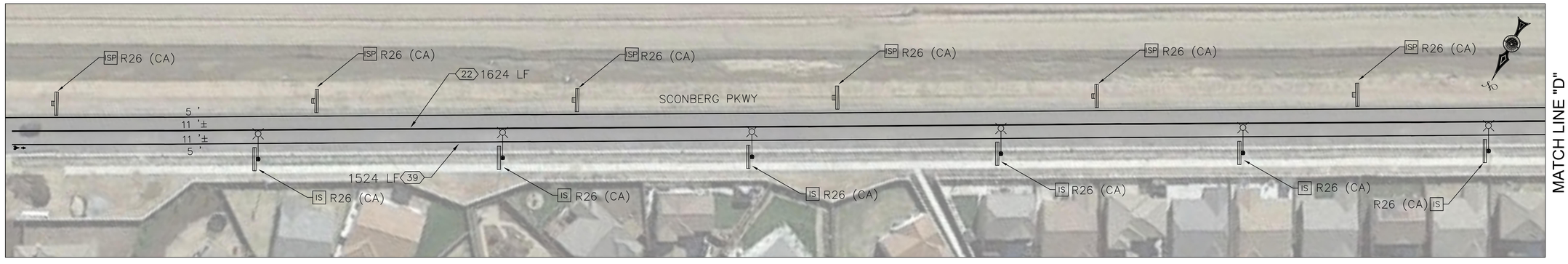


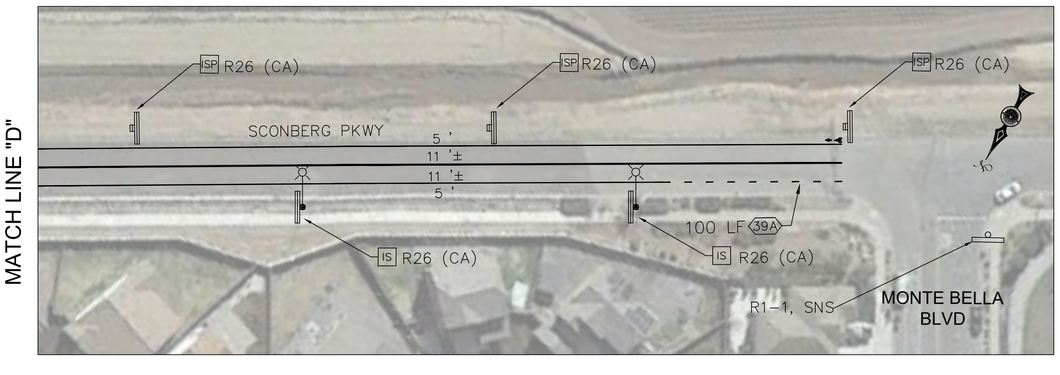
R81 (CA)
12" X 8"

SHEET TOTAL

ITEM DESCRIPTION	QTY	UNIT OF MEASURE
DETAIL 22 (4")	1624	LF
DETAIL 39 (6")	4971	LF
DETAIL 39A (4")	200	LF
SIGN ON NEW POST	13	EA
SIGN ON EXISTING POST	14	EA
PAVEMENT MARKINGS	31.5	SF







0 40' 80'
SCALE: 1" = 40'

CITY OF SALINAS
PUBLIC WORKS DEPARTMENT

DESIGNED BY: JONATHAN HERNANDEZ
CAD BY: JONATHAN HERNANDEZ
CONSTRUCTION INSPECTION SUPERVISOR: TBD
PROJECT ENGINEER / MANAGER: ANDREW EASTERLING

APPROVED FOR CONSTRUCTION:
DATE _____
ADRIANA ROBLES, P.E.
CITY ENGINEER

REGISTERED PROFESSIONAL ENGINEER ADRIANA ROBLES NO. 69142 CIVIL STATE OF CALIFORNIA

REVIEWED BY:
DATE _____
ANDREW EASTERLING, P.E., T.E.
TRAFFIC ENGINEER

REGISTERED PROFESSIONAL ENGINEER ANDREW EASTERLING NO. 2824 TRAFFIC STATE OF CALIFORNIA

DATE	REVISION	APP.

SIGNING AND STRIPING PLAN

FREEDOM PKWY/SCONBERG PKWY - TUSCANY BLVD TO MONTE BELLA BLVD

PROJ. NO(S): ----
SHEET NO.: 2
FILE NO.: ####
OF: 2

File Path: I:\PVI\Ra\Construction Projects\Freedom Pkwy and Sconberg Pkwy\Freedom Pkwy and Sconberg Pkwy_Rev 1.dwg
Plot By: ANDREW EASTERLING
Plot Date: 8/1/2022 2:57 PM

File #: ID#22-520, **Version:** 1

S. Filice Street Job Order Contract (JOC) Sidewalk Repairs; COS-2022-9720-01 Job Order Completed Under the On-Call JOC for Sidewalk Improvements; CIP 9720

Approve a Resolution to accept the S. Filice Street JOC Sidewalk Repairs; COS-2022-9720-01 under CIP 9720, On-Call Job Order Contract for Sidewalk Improvements, for maintenance and responsibility.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 04, 2022**

DEPARTMENT: **PUBLIC WORKS DEPARTMENT**

FROM: **DAVID JACOBS, P.E, P.L.S., PUBLIC WORKS DIRECTOR**

BY: **ELISE RAMIREZ, P.E, SENIOR CIVIL ENGINEER**
JONATHAN ESTEBAN, ASSISTANT ENGINEER

TITLE: **ACCEPTANCE OF THE S FILICE ST JOC SIDEWALK REPAIRS; COS-2022-9720-01 JOB ORDER COMPLETED UNDER THE ON-CALL JOB ORDER CONTRACT FOR SIDEWALK IMPROVEMENTS; CIP 9720**

RECOMMENDED MOTION:

A motion to approve a Resolution to accept the S Filice St JOC Sidewalk Repairs; COS-2022-9720-01 under CIP 9720, On-Call Job Order Contract for Sidewalk Improvements, for maintenance and responsibility.

RECOMMENDATION:

Staff recommends City Council approve a resolution to accept the S Filice St JOC Sidewalk Repairs; COS-2022-9720-01 under CIP 9720, On-Call Job Order Contract for Sidewalk Improvements, for maintenance and responsibility.

EXECUTIVE SUMMARY:

On November 5, 2019, City Council approved a resolution awarding three (3) On-Call Job Order Contracts (JOC) for Sidewalk Improvements to Hemi's Landscaping and Concrete Inc., Golz Construction Inc., and C2 Builders Inc. Each on-call contractor was awarded for a not-to-exceed maximum contract amount of $2,000,000 and a minimum contract amount of $50,000, and more specifically, each contract was awarded at the unit prices set forth and contained in their respective proposals for the On-Call Job Order Contract for Sidewalk Improvements (Contract) of said successful bidders. Under said Contract, Hemi's Landscape and Concrete, Inc. completed the S Filice St JOC Sidewalk Repairs; COS-2022-9720-01. Staff recommends accepting the completed job order for maintenance and responsibility.

BACKGROUND:

On November 5, 2019, City Council approved Resolution No. 21732 awarding three (3) On-Call Job Order Contracts for Sidewalk Improvements to Hemi's Landscaping and Concrete Inc., Golz Construction Inc., and C2 Builders Inc.; and authorizing the Public Works Director, in consultation

with the City Attorney, to execute amendments to the Contract and to execute future contracts for individual job orders between the City of Salinas and respective contractors. Each Contract was awarded for a not-to-exceed amount of $2,000,000 and a minimum amount of $50,000, and more specifically, each Contract was awarded at the unit prices set forth and contained in their respective proposals for the On-Call Job Order Contract for Sidewalk Improvements of said successful bidders.

The On-Call Job Order Contract for Sidewalk Improvements, CIP 9720, is a continuation of the City's effort to repair and/or rehabilitate street related infrastructure in areas that are deteriorated, damaged, in need of repair, and/or to make facility upgrades to meet current state or federal requirements, more specifically Title II (ADA). The Contract allows for job orders to be assigned to the awarded contractor using unit prices provided in their respective bids.

On May 16, 2022, the S Filice St JOC sidewalk improvement project was authorized for Hemi's Landscape and Concrete Inc. in the amount of $450,027.50. The S Filice St JOC scope of work included removal and replacement of 4,088 square feet (SF) of sidewalk and removal and replacement of 1,137 lineal feet (LF) of curb and gutter along South Filice Street between East Alisal Street and John Street. Trees removed in the parkways were unable to be replanted as the parkway contains gas and water mainlines. The City of Salinas continues to document removed tree quantities to allow for a 1:1 mitigation effort by identifying alternative locations for replanting. Additional improvement quantities authorized during construction included 87 LF of curb and gutter for adequate drainage and 180 SF of driveway approach concrete work to replace locations where tree roots had extended beyond the sidewalk limits within the City right-of-way. These additions increased the JOC by $13,063.50 for a total contract amount of $463,091.00.

The contractor completed the original contract work, scope additions, and punchlist items on August 3, 2022. The construction methods and materials met the Project Specifications as forth by the contract documents and the JOC has been deemed complete.

CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301(c), Class I) because most of the work is maintenance of sidewalks.

STRATEGIC PLAN INITIATIVE:

This project addresses the City Council's Goals of Public Safety and Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

Public Works Capital Improvement Projects (CIP) Division coordinated with Public Works Forestry and Streets Divisions for update of the sidewalk log and sidewalk request list. Public Works coordinates contract execution with the Finance and Legal Departments.

FISCAL AND SUSTAINABILITY IMPACT:

The maximum contract value of each On-Call Job Order Contract is $2,000,000 with a minimum contract value of $50,000.

The current total contract amount for Hemi's Landscape and Concrete Inc. is $721,869.00. Contract amounts were paid using CIP 9720 annual funds.

ATTACHMENTS:
Resolution
Completion Photo Report

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

A RESOLUTION ACCEPTING THE S FILICE ST JOC SIDEWALK REPAIRS; COS-2022-9720-01 JOB ORDER COMPLETED UNDER CIP 9720, ON-CALL JOB ORDER CONTRACT FOR SIDEWALK IMPROVEMENTS FOR MAINTENANCE AND RESPONSIBILITY

WHEREAS, on November 5, 2019, City Council awarded three (3) On-Call Job Order Contracts (JOC) for Sidewalk Improvements to Hemi's Landscape and Concrete Inc., Golz Construction Inc., and C2 Builders Inc. through Resolution No. 21732; and

WHEREAS, each On-Call Contract was awarded for a not-to-exceed maximum contract amount of $2,000,000 and a minimum contract amount of $50,000, and more specifically, each contract was awarded at the unit prices set forth and contained in their respective proposals for the On-Call Job Order Contract for Sidewalk Improvements of said successful bidders; and

WHEREAS, on May 16, 2022, the S Filice St JOC Sidewalk Repairs, COS-2022-9720-01, was authorized in the amount of $450,027.50. Job order quantities were increased and authorized during construction for a total contract amount of $463,091.00; and

WHEREAS, the S Filice St JOC Sidewalk Repairs project work, additional scope, and punchlist were completed on August 03, 2022;

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby accepts the S Filice St JOC Sidewalk Repairs; COS-2022-9720-01 completed under CIP 9720, On-Call Job Order Contract for Sidewalk Improvements for maintenance and responsibility.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

CITY OF SALINAS

PUBLIC WORKS DEPARTMENT – ENGINEERING DIVISION

CIP NO. 9720 JOC SIDEWALK IMPROVEMENTS

DISTRICT 2: S FILICE ST – COMPLETION PHOTO REPORT



File #: ID#22-527, **Version:** 1

Advanced Planning and Current Planning Services On-Call List

Approve a Resolution establishing the Advanced Planning and Current Planning Services On-Call List for a three-year period.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

FROM: **MEGAN HUNTER, DIRECTOR**

BY: **JONATHAN MOORE, SENIOR PLANNER**

THROUGH: **LISA BRINTON, ASSISTANT DIRECTOR**

TITLE: **ESTABLISHMENT OF ADVANCED PLANNING AND CURRENT PLANNING SERVICES ON CALL LIST**

RECOMMENDED MOTION:

A motion to approve a resolution establishing an on-call list for Advanced Planning and Current Planning Services.

RECOMMENDATION:

It is recommended that the City Council approve a resolution establishing the Advanced Planning and Current Planning Services On-Call List for a three-year period.

EXECUTIVE SUMMARY:

The City is currently undertaking a major General Plan update and related projects and is also seeing high demand for development services. The Community Development Department needs a flexible way to quickly procure outside services to increase capacity through project management, technical skills or analysis, or serving as an extension of staff. The City released a Request for Qualifications for an On-Call List for firms providing services in two Focus Areas: Long-Range and Current Planning. This On-Call List is a pre-qualification tool and does not guarantee work or commitment to an agreement with any firm. The recommended On-Call List is provided as Exhibit "A" to the resolution.

BACKGROUND:

The City is simultaneously undertaking several major long-range planning projects and experiencing significant current planning and development interest. The City is also in the process of a major General Plan Update which includes a comprehensive update to each element, statutory updates of the Housing Element, the creation of a new Environmental Justice Element, and the concurrent preparation of the City's first Climate Action Plan. In 2021 the Permit Center issued more than 2,400 permits with a valuation of over $94.6 million. At the same time the Community

Development Department (CDD), the primary department for these functions, continues to experience staff turnover and vacancies. Due to limited staffing resources additional professional planning services and expertise to augment or increase internal capacity is often needed. Types of services may include managing a large project, providing technical skills or analysis on a more limited basis, as an extension of city staff reviewing applications, or a variety of other needs.

In 2021 and 2022, the City issued multiple Requests for Proposals (RFPs) for specific projects that returned unexpectedly low response rates, sometimes leading to delays in work as staff had to extend response deadlines or seek alternate paths for the provision of services and project processing. CDD desires a more flexible means of procuring consultant services through the establishment of an "On-Call" List (List) that would identify qualified firms in areas of need and help streamline the procurement process.

DISCUSSION:

Request for Qualifications

The City released a Request for Qualifications (RFQ) in June 2022. The RFQ (Attachment 3) sought consultants with experience in two Focus Areas: long-range (advanced) planning and current planning. It specified several subareas of service under each Focus Area and encouraged firms with general and specialized skills to apply. The RFQ stated that the List would be valid for three (3) years from the date of establishment and that the City would use this List to procure Focus Area services in accordance with the Code of Ordinances and any funding (grant) requirements. Selection for the List does not guarantee work or a commitment to enter an agreement.

As projects are scheduled or received that require outside services, the City may provide a project scope to the consultant(s) on the List with demonstrated expertise in the services requested. The City will review, identify the best scope and budget, and will negotiate a mutually acceptable professional services agreement with the selected consultant. Depending on the compensation amount, City Council approval may be required to execute a final agreement at that time.

Consultant Selection

The City received Statements of Qualifications (Statements) from 15 firms by the July 29 deadline. Staff from the Advanced Planning & Project Implementation, Housing and Community Development, and Current Planning reviewed the Statements for firm and personnel relevant experience and demonstrated skills in identified Focus Areas. Staff determined that 14 of the 15 firms are qualified to provide at least one service under Focus Area 1 and 12 firms are qualified to provide at least one service under Focus Area 2 (see Attachment 2 for the full List). Firms that requested consideration for only one subarea specialty are also noted on the List.

DEPARTMENT COORDINATION:

This List is specific to CDD. Multiple divisions of CDD were involved in the creation of the RFQ and review of Statements.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

While the establishment of the List has no direct impact on the Strategic Plan, it would help CDD procure services related to multiple initiatives under the 2022-2025 City Council Goals and Strategies of Economic development and Housing/Affordable Housing including Alisal Vibrancy Plan Implementation, housing production and economic development support, and the General Plan Update.

FISCAL AND SUSTAINABILITY IMPACT:

There is no direct fiscal impact from establishing this list. The funding source(s) for requested services for future individual projects and will be identified prior to entering into an Agreement for Professional Services.

ATTACHMENTS:

1. Resolution Establishing an Advanced Planning and Current Planning Services On-Call List
2. Exhibit A: Advanced Planning and Current Planning Services On-Call List
3. Request for Qualifications for On-Call Advanced Planning and Current Planning Services (June 2022)

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

A RESOLUTION APPROVING THE ESTABLISHMENT OF AN ON-CALL LIST FOR ADVANCED PLANNING AND CURRENT PLANNING SERVICES

WHEREAS, the City is simultaneously undertaking several major long-range planning projects, including a comprehensive General Plan Update and Climate Action Plan, and experiencing significant current planning and development interest; and

WHEREAS, the Community Development Department (CDD) is the primary department for these functions; and

WHEREAS, due to limited staffing resources, additional professional planning services and expertise to augment or increase internal capacity is often needed; and

WHEREAS, in seeking a way to streamline procurement for outside services CDD released a Request for Qualifications (RFQ) in June 2022 to establish an On-Call List (List) for Advanced Planning and Current Planning Services in two Focus Areas: Long-Range Planning (advanced) and Current Planning; and

WHEREAS, the RFQ stated selection for the On-Call List would not be a guarantee of work from the City of Salinas nor a commitment to enter into an agreement; and

WHEREAS, the City would use this List for a period of three (3) years to procure Focus Area services in accordance with the Code of Ordinances and any funding (grant) requirements; and

WHEREAS, the City received fifteen (15) responses, and after review, staff deemed that fourteen (14) firms demonstrated qualifying experience in Focus Area 1 and that twelve (12) firms demonstrated qualifying experience in Focus Area 2; and

WHEREAS, the action of establishing the On-Call List is not a project as defined by the California Environmental Quality Act (CEQA) Section 15061 (b) (3) as there is no possibility that the action may have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council establishes the On-Call List for Advanced Planning and Current Planning Services shown on Exhibit A to this Resolution, which is valid for a period of three (3) years from the date of this Resolution.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:

NOES:

ABSENT:
ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT • 65 W. Alisal St • Salinas, California 93901
(831) 758-7387 (P) • (831) 758-7368 (F) • cityofsalinas.org

Exhibit A: Advanced Planning and Current Planning Services

On Call List

Firms are listed in alphabetical order. List valid for three years from date of establishment (10/04/2022).

Focus Area 1 - Long Range

- EMC Planning Group Inc.
- Economic & Planning Systems, Inc. *
- Harris & Associates, Inc.
- Houseal Lavigne
- Interwest Consulting Group, Inc
- Kimley-Horn and Associates, Inc.
- Kosmont Companies *
- Metta Urban Design
- MIG, Inc.
- PlaceWorks, Inc.
- Precision Civil Engineering, Inc
- Rincon Consultants, Inc.
- RRM Design Group
- Wood Rodgers, Inc.

**Firm indicated economic/financial analysis only in Focus Area 1*

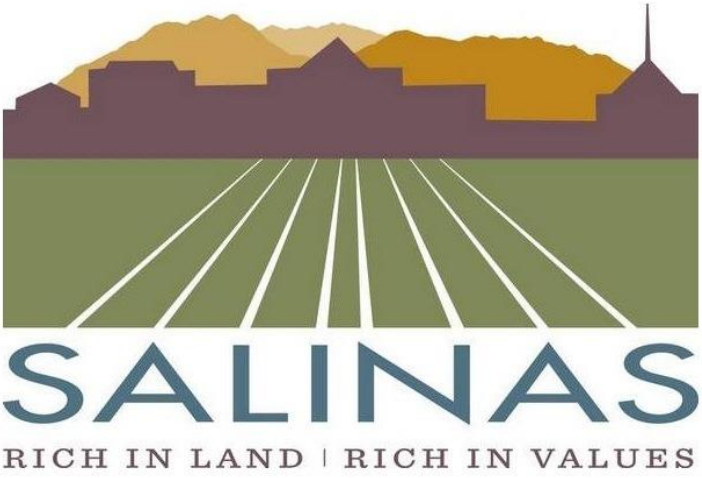
Focus Area 2 – Current Planning

- EMC Planning Group Inc.
- Economic & Planning Systems, Inc. *
- Harris & Associates, Inc.
- Interwest Consulting Group, Inc.
- Kimley-Horn and Associates, Inc.
- MIG, Inc.
- Page & Turnbull, Inc.**
- PlaceWorks, Inc.
- Precision Civil Engineering, Inc
- Rincon Consultants, Inc.
- RRM Design Group
- Wood Rodgers, Inc.

**Firm indicated fee analysis only in Focus Area 2*

***Firm indicated historic resources planning only in Focus Area 2*

REQUEST FOR QUALIFICATIONS



Request for Qualifications for On-Call Advanced Planning and Current Planning Services

Important Dates

Questions due: Monday, July 11

Question responses posted (no later than): Monday, July 18

Statements of Qualifications deadline: Friday, July 29

Department of Community Development
City of Salinas
65 West Alisal Street, Suite 201, Salinas, CA 93901

Contact: Jonathan Moore, Senior Planner
Email: jonathanm@ci.salinas.ca.us

SUMMARY OF REQUEST

The City of Salinas (the City) is seeking to establish a list of qualified consulting firms (Consultants) to perform long-range and current planning services on an "on-call" basis.

OVERVIEW and BACKGROUND

Salinas is the largest city in the County of Monterey and serves as the county seat. Known as the "salad bowl of the world", the community is surrounded by agricultural lands which drive its economy and shape its heritage. The city lies about 100 miles south of San Francisco and approximately 10 miles inland of the Monterey Peninsula. Salinas has grown tremendously over the past sixty years, with a population of less than 30,000 in 1960, to over 160,000 residents today. Diversity is one of Salinas' strengths, with 75 percent of residents identifying as Hispanic/Latino.

Like many cities in California, Salinas is searching for ways to support affordable housing and living-wage jobs for its residents while adapting to climate change and the long-term impacts of the COVID-19 pandemic and economic crisis. The City is in the process of a major General Plan Update, also referred to as Visión Salinas 2040. This will be a comprehensive update for each General Plan element. Sustainability and adaptation will be a big part of the General Plan Update, especially with the recent legislative requirements for the Housing and Safety Elements and a new Environmental Justice Element. Salinas is also fortunate to have significant development and business interest. In 2021 its Permit Center issued 2,410 permits with a valuation of over $94.6 million.

The City sometimes requires additional professional planning services and expertise to augment/increase internal capacity. This may be as either a technical consultant managing a project or as an extension of City staff. The City will review qualifications and create a list of on-call consultants. The City does not expect team responses will necessarily include each focus area, or expertise in every aspect of each focus area. As appropriate, the City may conduct additional competitive processes prior to awarding contracts for more specific scopes of work. Selection for an on-call list does not guarantee work or a commitment to enter into a contract with the consultant. Once approved by City Council, the list shall be valid for a three (3) year period.

SCOPE OF SERVICES

The services listed under each focus area represent the types of tasks most likely to be requested,

Focus Area 1

1. **Long-range planning**

The City is seeking consultants with long-range planning expertise at a variety of plan scales. This potentially includes experience with General Plans, processing General Plan amendments, neighborhood/sub-area planning efforts, and specific plans. Specific topic areas may include, but are not limited to:

a. Site/land use visualization and development suitability/feasibility assessment
b. Housing Element inventory updates
c. Mapping/GIS support
d. Environmental Justice element development
e. General Plan adoption support
f. Urban design and public space planning
g. Neighborhood/sub-area/corridor planning
h. Economic/financial analysis (economic/retail/housing studies, housing/infrastructure financing)
i. Zoning codes (new codes and amendments)
j. Graphic design, data visualization, and document layout

Focus Area 2

2. **Current planning**

The City is also seeking consultants to assist City staff as needed with current planning projects. Areas of work may include, but are not limited to:

a. Development/planning application review and processing
b. Cannabis program analysis and development review
c. Historic resources planning and municipal code amendments (creation of districts and programs, alignment with state/federal law and best practices, surveying/identification of historic buildings)
d. Preparation of environmental documents and peer review
e. Vehicle Miles Traveled (VMT)/Transportation impact analysis
f. Support staff in the creation of reports, response letters, and other technical administrative work
g. Fee analysis, nexus studies, other reports related to Mitigation Fee Act

RESPONSE FORMAT

In order to expedite and maintain consistency in the evaluation process, each response to this RFQ shall be organized in accordance with this section. Statements of Qualifications will be evaluated based on the criteria listed below. Submissions shall contain thorough description and analysis of the following information in the order presented below:

1. Brief Cover Letter/Letter of Introduction and Executive Summary (three page maximum)
    - Introduction to the consultant.
    - Identification of core services/areas of expertise.
    - Identification of which focus areas (or both) for which the consultant wishes to be considered.
    - Indication that the consultant has the availability and time to dedicate personnel and resources necessary to provide on-call services.
    - The name, title and telephone number of the prospective consultant's designated lead contact person for communications pertaining to this Request.

2. Firm Experience and Qualifications
    - A general description of the services provided by the proposer's firm and sub-consultant; the qualifications of each team member providing the requested services and their experience working with municipal departments, commissions, elected officials, and the community.
    - A list of representative projects completed by the firms and individuals proposed to work on this project that best exemplify the scope of services requested in this RFQ.
    - For each project reference, include the project name, the client contact, the client's phone number and email, the dates the work was accomplished, and a brief description of the work accomplished.
    - Consultant document samples for similar projects.
    - A brief biography or resume of each team member.

3. Fee Structure

    - A comprehensive fee schedule, including hourly rates for all positions and classifications of individuals that may be involved.
    - Include similar information for any potential sub-contractor(s) if applicable.
    - A sample billing invoice.

4. General Contract Requirements

    - *Proof of Insurability*. A brief statement or certificate of insurance from an acceptable insurance company setting forth that insurance coverage as required in the attached sample contract, at a minimum, will be available at the time of commencement of the project. The City reserves the right to request additional insurance coverages and amounts through the final Agreement negotiated between the City and consultant selected.

    - *Concurrence with contract provisions.* A brief statement that the proposer concurs with the provisions of the City's standard contract as attached to the RFQ. Under certain circumstances, and subject to the discretion of the City, some provisions of the contract may be modified upon final contract negotiations with the selected consultant.

RESPONSE SUBMITTAL

Responses shall be submitted electronically, via email attachments or links, to:

Jonathan Moore, Senior Planner
Email: jonathanm@ci.salinas.ca.us

All submittals shall be received Department no later than **Friday, July 29, by 5:30 PM.**

In addition to name and address of Consultant, include name, title, e-mail address, and telephone number of individuals within the firm authorized to commit firm to a contract, and, if other than person named above, the same information for the individual the City should contact with questions regarding the response.

INQUIRIES

Any questions regarding this RFQ may be emailed to jonathanm@ci.salinas.ca.us by Monday, July 11**.** All submitted questions and responses will be posted on the City website as an addenda one week after the close of the question period. No questions regarding this RFQ will be answered over the phone. Proposers that contact City personnel or City Council members after the City releases the RFQ shall be disqualified. All addenda shall become part of this RFQ. A signed copy of any addendum shall be included in the proposal.

CITY PROCESS

Responses will be evaluated to determine qualifications by a panel of City staff with relevant experience. Consultants deemed qualified shall be placed on an on-call list subject to City Council approval. Once approved by City Council, the list shall be valid for three years. As projects are scheduled or received that require outside services, the City may provide a project scope to the consultants on the approved list with demonstrated expertise in the services requested. Each consultant would then provide a scope of work and not-to-exceed cost estimate based upon their fee schedule. The City will review, identify the best scope and budget, and will negotiate a mutually acceptable professional services agreement. Depending on budget, City Council approval may be required to execute a final agreement. If the City and selected consultant are not able to reach an agreement, the City will consider the next highest ranked consultant.

The City reserves the right to request additional information from any and all prospective firms as deemed necessary by the City in order to evaluate the responses. This process may not be used, however, as an opportunity to submit missing documentation or to make substantive revisions to the original response. Each prospective firm submitting a proposal in response to this Request for Qualifications agrees that the preparation of all materials and presentation for submittal to the City is at the prospective firm's sole cost and expense, and the City will not, under any circumstances, be responsible for any costs or expenses incurred by a prospective firm. Selected consultants that respond to related Requests for Proposals shall be expected to follow the below Conditions and Responsibilities.

CONDITIONS AND RESPONSIBILITIES OF REQUEST

1. **General Conditions**. The City of Salinas reserves the right to (1) reject any or all responses, (2) waive informalities in the responses, and (3) take whatever action or make whatever decision it determines to be in the best interest of the City. All responses will remain in effect for at least sixty (60) days from the date of submission. Any contract agreement shall not be binding or valid with the City unless and until it is executed by authorized representatives of the City and of the Selected Consultant.

The City reserves the right to request additional information from any and all prospective firms as deemed necessary by the City in order to evaluate the responses. This process may not be used, however, as an opportunity to submit missing documentation or to make substantive revisions to the original response.

A prospective firm may withdraw their proposal at any time prior to the date and the time which is set forth herein as the deadline for submittal of proposals.

2. **Liability of Costs and Responsibility**. Each prospective firm submitting a proposal in response to future Requests for Proposals (RFP) agrees that the preparation of all materials and presentation for submittal to the City is at the prospective firm's sole cost and expense, and the City will not, under any circumstances, be responsible for any costs or expenses incurred by a prospective firm.

Prospective firms are responsible for making necessary investigations and examination of records. Failure to do so will not act to relieve any condition of the proposed agreement or the requirements set out in the RFP. It is mutually understood and agreed that the submission of a proposal shall be considered conclusive evidence that the prospective firm has made such examinations and investigations. No request for modification of a proposal shall be considered after its submission on the grounds that the prospective firm was not fully informed as to any fact or condition.

The selected Consultant shall be required to assume responsibility for all services offered in the proposal whether or not they possess them within their organization. The selected consultant will be the sole point of contact with regard to contractual matters, including payment of any and all charges resulting from the contract.

3. **Standard Agreement**. A sample professional services agreement is attached for the proponent's reference. It is the responsibility of the prospective consultant to be familiar with and be prepared to accept the terms of this standard contract (if awarded future services). In some instances, contract provisions can be modified after review and approval of the City during final contract negotiations. Overall, however, the provisions in this contract are those preferred by the City for the engagement of consulting services relating to the RFP. If any of the terms and conditions contained in the standard agreement are not agreeable, these should be identified specifically, otherwise it will be assumed that the Consultant is willing to enter into the agreement as it is written. Failure to identify contractual issues can be a basis for City to disqualify a consultant.

4. **Insurance**. Consultant shall, throughout the duration of project, maintain comprehensive general liability and property insurance covering all operations of Consultant, its agents and employees, performed in connection with the project in the amounts and in the types of coverages shown in the sample professional services agreement.

5. **Non-Discrimination/Non-Preferential Treatment.** The successful Consultant shall not discriminate, in any way, against any person on the basis of race, sex, color, age, religion, sexual orientation, actual or perceived gender identity, disability, ethnicity, or national origin, in connection with or related to the performance of City contracts.

6. **Rights to Submitted Materials.** All responses and related correspondence, reports, charges, schedules, exhibits and other documentation submitted with the proposal (electronically or physically) will become the property of the City and a matter of public record. All documents submitted in response to the RFP will be subject to disclosure if requested by a member of the public. There are a very limited number of narrow exceptions to these disclosure requirements. Any information that a prospective consultant considers confidential, the disclosure of which would be an unwarranted invasion of personal privacy, should be submitted in a sealed envelope marked "CONFIDENTIAL; NOT PUBLIC RECORDS." During the selection process, the City will keep such information confidential and will not disclose it except as may be required under applicable law, including the California Public Records Act. This means that, depending on the nature or timing of the request, or future court decisions, that information may not remain private and may be publicly disclosed. Once the selection process is completed, the City will return this information to the Consultant if not selected. Budgets and cost proposals submitted by proposers shall not be considered confidential or proprietary and may be subject to disclosure.

7. **Prohibition of Gifts.** City staff and officials are subject to several legal and policy limitations regarding receipt of gifts from persons, firms, or corporations either engaged in business with the Agency, or proposing to do business with the City. The offering of any illegal gift shall be grounds to disqualify a Consultant. To avoid even the appearance of impropriety, Proponents and Selected Consultant should not offer any gifts or souvenirs, even of minimal value, to City officers or employees.

ATTACHMENTS

1. Professional Services Agreement template

AGREEMENT
FOR PROFESSIONAL SERVICES BETWEEN
THE CITY OF SALINAS AND __

AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN

THE CITY OF SALINAS AND [EXACT LEGAL NAME]

This Agreement for Professional Services (the "Agreement" and/or "Contract") is made and entered into this ____ day of _____, 202_, between the **City of Salinas**, a California Charter city and municipal corporation (hereinafter "City"), and **[EXACT LEGAL NAME]**, a [California corporation/limited liability company/dba/etc.] (hereinafter "Consultant").

RECITALS

WHEREAS, Consultant represents that he, she, or it is specially trained, experienced, and competent to perform the special services which will be required by this Agreement; and

WHEREAS, Consultant is willing to render such professional services, as hereinafter defined, on the following terms and conditions.

NOW, THEREFORE, City and Consultant agree as follows:

TERMS

1. Scope of Service. The project contemplated and the scope of Consultant's services are described in **Exhibit B**, attached hereto and incorporated herein by reference.

2. Term; Completion Schedule. This Agreement shall commence on [XXX], and shall terminate on [XXX], unless extended in writing by either party upon (30) days written notice. This Agreement may be extended only upon mutual written consent of the parties, and may be terminated only pursuant to the terms of this Agreement.

3. Compensation. City hereby agrees to pay Consultant for services rendered the City pursuant to this Agreement on a time and materials basis according to the rates of compensation of [or as set forth in **Exhibit B]**. The total amount of compensation to be paid under this Agreement shall not exceed ___

4. Billing. Consultant shall submit to City an itemized invoice, prepared in a form satisfactory to City, describing its services and costs for the period covered by the invoice. Except as specifically authorized by City, Consultant shall not bill City for duplicate services

performed by more than one person. Consultant's bills shall include the following information to which such services cost or pertain:

1. A brief description of services performed;
2. The date the services were performed;
3. The number of hours spent and by whom;
4. A brief description of any costs incurred; and
5. The Consultant's signature.

Any such invoices shall be in full accord with any and all applicable provisions of this Agreement.

City shall make payment on each such invoice within thirty (30) days of receipt; provided, however, that if Consultant submits an invoice which is incorrect, incomplete, or not in accord with the provisions of this Agreement, City shall not be obligated to process any payment to Consultant until thirty (30) days after a correct and complying invoice has been submitted by Consultant. The City shall process undisputed portion immediately.

5. Meet & Confer. Consultant agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by the City to ensure timely and adequate performance of the Agreement.

6. Additional Copies. If City requires additional copies of reports, or any other material which Consultant is required to furnish as part of the services under this Agreement, Consultant shall provide such additional copies as are requested, and City shall compensate Consultant for the actual costs related to the production of such copies by Consultant.

7. Responsibility of Consultant. By executing this Agreement, Consultant agrees that the services to be provided and work to be performed under this Agreement shall be performed in a fully competent manner. By executing this Agreement, Consultant further agrees and represents to City that the Consultant possesses, or shall arrange to secure from others, all of the necessary professional capabilities, experience, resources, and facilities necessary to provide the City the services contemplated under this Agreement and that City relies upon the professional skills of Consultant to do and perform Consultant's work. Consultant further agrees and represents that Consultant shall follow the current, generally accepted practices in this area to the profession to make findings, render opinions, prepare factual presentations, and provide professional advice

and recommendations regarding the projects for which the services are rendered under this Agreement.

8. Responsibility of City. To the extent appropriate to the projects to be completed by Consultant pursuant to this Agreement, City shall:

(A) Assist Consultant by placing at its disposal all available information pertinent to the projects, including but not limited to, previous reports and any other data relative to the projects. Nothing contained herein shall obligate City to incur any expense in connection with completion of studies or acquisition of information not otherwise in the possession of City.

(B) Examine all studies, reports, sketches, drawings, specifications, proposals, and other documents presented by Consultant, and render verbally or in writing as may be appropriate, decisions pertaining thereto within a reasonable time so as not to delay the services of Consultant.

(C) Steve Carrigan, City Manager, or his designee, shall act as City's representative with respect to the work to be performed under this Agreement. Such person shall have the complete authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to materials, equipment, elements, and systems pertinent to Consultant's services. City may unilaterally change its representative upon notice to the Consultant.

(D) Give prompt written notice to Consultant whenever City observes or otherwise becomes aware of any defect in a project.

9. Acceptance of Work Not a Release. Acceptance by the City of the work to be performed under this Agreement does not operate as a release of Consultant from professional responsibility for the work performed.

10. Indemnification and Hold Harmless.

Consultant shall defend, indemnify, and hold harmless the City and its officers, officials, employees, volunteers, and agents from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature arising out of or in

connection with Consultant's performance of work hereunder, including the performance of work of any of Consultant's subcontractors or agents, or Consultant's failure to comply with any of its obligations contained in the agreement, except such loss or damage which was caused by the sole negligence or willful misconduct of the City.

11. Insurance. Consultant shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in **Exhibit A** hereto.

12. Access to Records. Consultant shall maintain all preparatory books, records, documents, accounting ledgers, and similar materials including but not limited to calculation and survey notes relating to work performed for the City under this Agreement on file for at least three (3) years following the date of final payment to Consultant by City. Any duly authorized representative(s) of City shall have access to such records for the purpose of inspection, audit, and copying at reasonable times during Consultant's usual and customary business hours. Consultant shall provide proper facilities to City's representative(s) for such access and inspection.

13. Non-Assignability. It is recognized by the parties hereto that a substantial inducement to City for entering into this Agreement was, and is, the professional reputation and competence of Consultant. This Agreement is personal to Consultant and shall not be assigned by it without express written approval of the City.

14. Changes to Scope of Work. City may at any time, and upon a minimum of ten (10) days written notice, seek to modify the scope of services to be provided for any project to be completed under this Agreement. Consultant shall, upon receipt of said notice, determine the impact on both time and compensation of such change in scope and notify City in writing. Upon agreement between City and Consultant as to the extent of said impacts to time and compensation, an amendment to this Agreement shall be prepared describing such changes. Execution of the amendment by City and Consultant shall constitute the Consultant's notice to proceed with the changed scope.

15. Ownership of Documents. Title to all final documents, including drawings, specifications, data, reports, summaries, correspondence, photographs, computer software (if purchased on the City's behalf), video and audio tapes, software output, and any other materials with respect to work performed under this Agreement shall vest with City at such time as City has compensated Consultant, as provided herein, for the services rendered by Consultant in connection with which they were prepared. City agrees to hold harmless and indemnify the

Consultant against all damages, claims, lawsuits, and losses of any kind including defense costs arising out of any use of said documents, drawings, and/or specifications on any other project without written authorization of the Consultant.

16. Termination.

1. City shall have the authority to terminate this Agreement, upon ten days written notice to Consultant, as follows:

    1. If in the City's opinion the conduct of the Consultant is such that the interest of the City may be impaired or prejudiced, or

    2. For any reason whatsoever.

2. Upon termination, Consultant shall be entitled to payment of such amount as fairly compensates Consultant for all work satisfactorily performed up to the date of termination based upon the Consultant's rates shown in **Exhibit B** and/or Section 3 of this Agreement, except that:

    1. In the event of termination by the City for Consultant's default, City shall deduct from the amount due Consultant the total amount of additional expenses incurred by City as a result of such default. Such deduction from amounts due Consultant are made to compensate City for its actual additional costs incurred in securing satisfactory performance of the terms of this Agreement, including but not limited to, costs of engaging another consultant(s) for such purposes. In the event that such additional expenses shall exceed amounts otherwise due and payable to Consultant hereunder, Consultant shall pay City the full amount of such expense.

3. In the event that this Agreement is terminated by City for any reason, Consultant shall:

    1. Upon receipt of written notice of such termination promptly cease all services on this project, unless otherwise directed by City; and

    2. Deliver to City all documents, data, reports, summaries, correspondence, photographs, computer software output, video and audio tapes, and any other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement. Such material is to be delivered to City in completed form; however, notwithstanding the provisions of Section 15 herein, City may condition payment for

services rendered to the date of termination upon Consultant's delivery to the City of such material.

4. In the event that this Agreement is terminated by City for any reason, City is hereby expressly permitted to assume the projects and complete them by any means, including but not limited to, an agreement with another party.

5. The rights and remedy of the City and Consultant provided under this Section are not exclusive and are in addition to any other rights and remedies provided by law or appearing in any other section of this Agreement.

17. Compliance with Laws, Rules, and Regulations. Services performed by Consultant pursuant to this Agreement shall be performed in accordance and full compliance with all applicable federal, state, and City laws and any rules or regulations promulgated thereunder.

18. Exhibits Incorporated. All exhibits referred to in this Agreement and attached to it are hereby incorporated in it by this reference. In the event there is a conflict between any of the terms of this Agreement and any of the terms of any exhibit to the Agreement, the terms of the Agreement shall control the respective duties and liabilities of the parties.

19. Independent Contractor. It is expressly understood and agreed by both parties that Consultant, while engaged in carrying out and complying with any of the terms and conditions of this Agreement, is an independent contractor and not an employee of the City. Consultant expressly warrants not to represent, at any time or in any manner, that Consultant is an employee or servant of the City.

20. Integration and Entire Agreement. This Agreement represents the entire understanding of City and Consultant as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters contained herein. This Agreement may not be modified or altered except by amendment in writing signed by both parties.

21. Jurisdiction and Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and City of Salinas.

Jurisdiction of litigation arising from this Agreement shall be in the State of California, in the County of Monterey or in the appropriate federal court with jurisdiction over the matter.

22. Severability. If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of the Agreement shall continue to be in full force and effect.

23. Notices.

(A) Written notices to the City hereunder shall, until further notice by City, be addressed to:

City Manager

City of Salinas

200 Lincoln Avenue

Salinas, California 93901

With a copy to:

City Attorney

City of Salinas

200 Lincoln Avenue

Salinas, California 93901

(B) Written notices to the Consultant shall, until further notice by the Consultant, be addressed to:

[Contact Information for Consultant including Title, Address, Email, and Phone #]

(C) The execution of any such notices by the City Manager shall be effective as to Consultant as if it were by resolution or order of the City Council, and Consultant shall not question the authority of the City Manager to execute any such notice.

(D) All such notices shall either be delivered personally to the other party's designee named above, or shall be deposited in the United States Mail, properly addressed as aforesaid, postage fully prepaid, and shall be effective the day following such deposit in the mail.

24. Nondiscrimination. During the performance of this Agreement, Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability. Consultant shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability.

25. Conflict of Interest. Consultant warrants and declares that it presently has no interest, and shall not acquire any interest, direct or indirect, financial or otherwise, in any manner or degree which will render the services required under the provisions of this Agreement a violation of any applicable local, state or federal law. Consultant further declares that, in the performance of this Agreement, no subcontractor or person having such an interest shall be employed. In the event that any conflict of interest should nevertheless hereinafter arise, Consultant shall promptly notify City of the existence of such conflict of interest so that City may determine whether to terminate this Agreement. Consultant further warrants its compliance with the Political Reform Act (Government Code section 81000 et seq.) and Salinas City Code Chapter 2A that apply to Consultant as the result of Consultant's performance of the work or services pursuant to the terms of this Agreement.

26. Headings. The section headings appearing herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning or intent of the provisions of this Agreement.

27. Attorneys' Fees. In case suit shall be brought to interpret or to enforce this Agreement, or because of the breach of any other covenant or provision herein contained, the prevailing party in such action shall be entitled to recover their reasonable attorneys' fees in addition to such costs as may be allowed by the Court. City's attorneys' fees, if awarded, shall be calculated at the market rate.

28. Non-Exclusive Agreement. This Agreement is non-exclusive and both City and Consultant expressly reserves the right to contract with other entities for the same or similar services.

29. Rights and Obligations Under Agreement. By entering into this Agreement, the parties do not intend to create any obligations express or implied other than those set out herein; further, this Agreement shall not create any rights in any party not a signatory hereto.

30. Licenses. If a license of any kind, which term is intended to include evidence of registration, is required of Consultant, its representatives, agents or subcontractors by federal, state or local law, Consultant warrants that such license has been obtained, is valid and in good standing, and that any applicable bond posted in accordance with applicable laws and regulations.

31. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute a single agreement.

32. Legal Representation. Each party affirms that it has been represented, if it so chose, by legal counsel of its own choosing regarding the preparation and the negotiation of this Agreement and the matters and claims set forth herein, and that each of them has read this Agreement and is fully aware of its contents and its legal effect. Neither party is relying on any statement of the other party outside the terms set forth in this Agreement as an inducement to enter into this Agreement.

33. Joint Representation. The language of all parts of this Agreement shall in all cases be construed as a whole, according to its fair meaning, and not strictly for or against any party. No presumptions or rules of interpretation based upon the identity of the party preparing or drafting the Agreement, or any part thereof, shall be applicable or invoked.

34. Warranty of Authority. Each party represents and warrants that it has the right, power, and authority to enter into this Agreement. Each party further represents and warrants that it has given any and all notices, and obtained any and all consents, powers, and authorities, necessary to permit it, and the persons entering into this Agreement for it, to enter into this Agreement.

35. No Waiver of Rights. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement. The failure to provide notice of any breach of this Agreement or failure to comply with any of the terms of this Agreement shall not constitute a waiver thereof. Failure on the part of either party to enforce any provision of this Agreement shall not be construed as a waiver of the right to compel enforcement of such provision or any other provision. A waiver by the City of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the date first written above.

CITY OF SALINAS

_____

Steve Carrigan

City Manager

APPROVED AS TO FORM:

_____

□ Christopher A. Callihan, City Attorney

CONSULTANT

_____

By (Printed Name): _____

Its (Title): -_____

Exhibit A- Insurance Requirements

Insurance Requirements

Consultant shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Consultant, his agents, representatives, employees, or subcontractors. With respect to General Liability and Professional Liability, coverage should be maintained for a minimum of five (5) years after Agreement completion.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability** ("CGL"): Insurance Services Office Form ("ISO") CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury, and personal & advertising injury with limits no less than **$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** ISO Form CA 0001 covering any auto, or if Consultant has no owned autos, hired and non-owned, with limits no less than **$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than **$1,000,000** per accident for bodily injury or disease.
4. **Professional Liability** (also known as Errors and Omissions) insurance appropriate to the work being performed, with limits no less than **$1,000,000** per occurrence or claim, **$2,000,000** aggregate per policy period of one year.

If the Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City of Salinas requires and shall be entitled to the broader coverage and/or higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

OTHER INSURANCE PROVISIONS

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City of Salinas, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10, CG 11 85, or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

Primary Coverage

For any claims related to this Agreement or the project described within this Agreement, the **Consultant's insurance coverage shall be primary coverage** at least as broad as ISO Form CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

Notice of Cancellation

Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

Waiver of Subrogation

Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City of Salinas for all work performed by the Consultant, its employees, agents, and subcontractors.

Self-Insured Retentions

Self-insured retentions must be declared by Consultant to and approved by the City. At the option of the City, Consultant shall provide coverage to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the consultant shall provide evidence satisfactory to the City guaranteeing payment of losses and related investigations, claim administrations, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City.

Claims Made Policies

If any of the required policies provide coverage on a claims-made basis:

3. The Retroactive Date must be shown and must be before the date of this Agreement or the beginning of Agreement work.
4. Insurance must be maintained and evidence of insurance must be provided ***for at least five (5) years after completion of the Agreement of work.***

5. If coverage is canceled or non-renewed, and not ***replaced with another claims-made policy form with a Retroactive Dat***e prior to the Agreement effective date, the Consultant must purchase "extended reporting" coverage for a minimum of ***five (5)*** years after completion of Agreement work.
6. A copy of the claims reporting requirements must be submitted to the City for review.

Verification of Coverage

Consultant shall furnish the City with original certificates and amendatory endorsements or copies of the applicable insurance language effecting coverage required by this Agreement. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Subcontractors

Consultant shall require and verify that all sub-consultants and/or subcontractors maintain insurance meeting all the requirements stated herein, and Consultant shall ensure that Entity is an additional insured on insurance required from such sub-consultants and/or subcontractors.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Maintenance of Insurance

Maintenance of insurance by Consultant as specified shall in no way be interpreted as relieving Consultant of its indemnification obligations or any responsibility whatsoever and the Consultant may carry, at its own expense, such additional insurance as it deems necessary.

Exhibit B- Scope of Service

[Scope of Service; Compensation]

File #: ID#22-528, **Version:** 1

FEMA FY 2021 Assistance to Firefighters Grant (AFG) Award Acceptance

Approve a Resolution authorizing the City Manager or designee to accept the FY 2021 Federal Emergency Management Agency (FEMA) Assistance to Firefighters Grant (AFG) in the amount of $29,225.37, for the procurement of 5 QRAE3 gas exposure monitors, and to appropriate $2,922.54 (10%) of required matching funds and execute all required agreements and related documents necessary to receive the funds.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **SALINAS FIRE DEPARTMENT**

FROM: **SAMUEL KLEMEK, FIRE CHIEF**

TITLE: **FEMA FY 2021 ASSISTANCE TO FIREFIGHTERS GRANT (AFG) AWARD ACCEPTANCE**

RECOMMENDED MOTION:

A motion to approve a resolution authorizing the City Manager or designee to accept the FY 2021 Federal Emergency Management Agency (FEMA) Assistance to Firefighters Grant (AFG) in the amount of $29,225.37, for the procurement of 5 QRAE3 gas exposure monitors, and to appropriate $2,922.54 (10%) of required matching funds and execute all required agreements and related documents necessary to receive the funds.

RECOMMENDATION:

Staff recommends that City Council accept this grant award in the amount of $29,225.37 and the appropriation of matching funds in an amount not to exceed $2,922.54.

EXECUTIVE SUMMARY:

The Salinas Fire Department is an all-hazard fire department required to respond to all incidents involving carbon monoxide (CO), smoke, or other alarm activations. The Fire Department only has monitors on its two trucks, which can cause delayed response times as the trucks are in only two of the City's six stations. The Assistance to Firefighters Grants Program's objective is to provide funding directly to fire departments and other organizations for the purpose of protecting the health and safety of the public and first responder personnel against fire and fire-related hazards. The Fire Department applied for and was awarded a grant to procure 5 QRAE3 gas exposure monitors for all apparatuses that will allow the department to respond to carbon monoxide events in an expedient manner, with the least amount of apparatus needed.

BACKGROUND:

As an all-hazard fire department, the SFD is required to respond to all incidents involving carbon monoxide (CO), smoke, or other alarm activations. Currently, only the two truck companies Salinas Fire owns have gas detectors capable of determining CO levels. For any calls to service requiring atmospheric monitoring, a truck company must be on the scene. This includes routine CO detector activation calls which occur in all districts within SFDs response area. Until all apparatus are outfitted with gas detection equipment, the SFD will be forced to dispatch multiple units to routine calls to service. This reduces overall city coverage, increases response times, and affects operational efficacy. If a multi-unit response is required during an ongoing CO call, additional resources may have to come from mutual-aid partners. Without rapid identification of a hazard, a CO emergency can quickly escalate without warning, threatening the safety of our most vulnerable communities. The grant award and matching funds will allow for the purchase of additional gas detectors for all frontline apparatus. This allows each engine to identify and respond to a hazardous condition independently while reducing response time.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Approving the proposed resolution will support the City Council's Strategic Plan Goal of Public Safety.

DEPARTMENTAL COORDINATION:

The Salinas Fire Department will coordinate with the Finance Department through the management of the grant and the purchasing process.

FISCAL AND SUSTAINABILITY IMPACT:

The Fire Department is requesting an appropriation of required matching funds in the amount of $2,922.54 to the Assistance to Firefighters Fund (3115).

ATTACHMENTS:

Resolution
Award Package

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

RESOLUTION AUTHORIZING THE ACCEPTANCE OF THE FY 2021 ASSISTANCE TO FIREFIGHTERS GRANT AWARD AND APPROPRIATING REQUIRED LOCAL MATCH FUNDS.

WHEREAS, the Assistance to Firefighters Grants Program provides funding directly to fire departments and other organizations for the purpose of protecting the health and safety of the public and first responder personnel against fire and fire-related hazards; and,

WHEREAS, the Salinas Fire Department applied for and was granted the FY 2021 Assistance to Firefighters Grant in the amount of $29,225.37, for the procurement of 5 QRAE3 gas exposure monitors; and

WHEREAS, the Assistance to Firefighters Grant program requires a local match of 10%, totaling $2,922.54 to be appropriated to fund 3115; and,

WHEREAS, the Salinas City Council authorizes the City Manager or his designee to accept funding in the amount of $29,225.37 as administered by the City, and further authorizes the signing of all grant acceptance documents; and,

WHEREAS, this authorization shall include all aspects of program operation including any amendments, extensions, renewals, or further funding for this program provided funding is made available by FEMA.

NOW, THEREFORE, BE IT RESOLVED the Salinas City Council authorizes the City Manager or designee to accept the FY 2021 Assistance to Firefighters grant award, appropriate the 10% local funds match required to the Assistance to Firefighters Fund, and execute all required agreements and related documents necessary to receive the funds.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

Award Letter

U.S. Department of Homeland Security
Washington, D.C. 20472

Effective date: 09/02/2022

Estefania Vargas
SALINAS, CITY OF
200 LINCOLN AVE
SALINAS, CA 93901

EMW-2021-FG-05199

Dear Estefania Vargas,

Congratulations on behalf of the Department of Homeland Security. Your application submitted for the Fiscal Year (FY) 2021 Assistance to Firefighters Grant (AFG) Grant funding opportunity has been approved in the amount of $29,225.37 in Federal funding. As a condition of this grant, you are required to contribute non-Federal funds equal to or greater than 10.0% of the Federal funds awarded, or $2,922.54 for a total approved budget of $32,147.91. Please see the FY 2021 AFG Notice of Funding Opportunity for information on how to meet this cost share requirement.

Before you request and receive any of the Federal funds awarded to you, you must establish acceptance of the award through the FEMA Grants Outcomes (FEMA GO) system. By accepting this award, you acknowledge that the terms of the following documents are incorporated into the terms of your award:

- Summary Award Memo - included in this document
- Agreement Articles - included in this document
- Obligating Document - included in this document
- 2021 AFG Notice of Funding Opportunity (NOFO) - incorporated by reference

Please make sure you read, understand, and maintain a copy of these documents in your official file for this award.

Sincerely,



PAMELA WILLIAMS
Assistant Administrator, Grant Programs

Summary Award Memo

Program: Fiscal Year 2021 Assistance to Firefighters Grant
Recipient: SALINAS, CITY OF
UEI-EFT: CHDWBL29G9Z5
DUNS number: 010919447
Award number: EMW-2021-FG-05199

Summary description of award

The purpose of the Assistance to Firefighters Grant program is to protect the health and safety of the public and firefighting personnel against fire and fire-related hazards. After careful consideration, FEMA has determined that the recipient's project or projects submitted as part of the recipient's application and detailed in the project narrative as well as the request details section of the application - including budget information - was consistent with the Assistance to Firefighters Grant Program's purpose and was worthy of award.

Except as otherwise approved as noted in this award, the information you provided in your application for Fiscal Year (FY) 2021 Assistance to Firefighters Grants funding is incorporated into the terms and conditions of this award. This includes any documents submitted as part of the application.

Amount awarded table

The amount of the award is detailed in the attached Obligating Document for Award.

The following are the budgeted estimates for object classes for this award (including Federal share plus your cost share, if applicable):

Object Class	Total
Personnel	$0.00
Fringe benefits	$0.00
Travel	$0.00
Equipment	$32,147.91
Supplies	$0.00
Contractual	$0.00
Construction	$0.00
Other	$0.00
Indirect charges	$0.00
Federal	$29,225.37
Non-federal	$2,922.54
Total	$32,147.91
Program Income	$0.00

Approved scope of work

After review of your application, FEMA has approved the below scope of work. Justifications are provided for any differences between the scope of work in the original application and the approved scope of work under this award. You must submit scope or budget revision requests for FEMA's prior approval, via an amendment request, as appropriate per 2 C.F.R. § 200.308 and the FY2021 AFG NOFO.

Approved request details:

Equipment

IDLH Monitoring Equipment

DESCRIPTION

Multi-Rae Pro-Pumped (includes tax)

	QUANTITY	UNIT PRICE	TOTAL	BUDGET CLASS
Cost 1	3	$7,757.85	$23,273.55	Equipment

IDLH Monitoring Equipment

DESCRIPTION

5 QRAE3 (includes tax)

	QUANTITY	UNIT PRICE	TOTAL	BUDGET CLASS
Cost 1	5	$1,265.12	$6,325.60	Equipment

IDLH Monitoring Equipment

DESCRIPTION

AutoRae (includes tax) Wireless license

	QUANTITY	UNIT PRICE	TOTAL	BUDGET CLASS
Cost 1	1	$2,548.76	$2,548.76	Equipment

Agreement Articles

Program: Fiscal Year 2021 Assistance to Firefighters Grant
Recipient: SALINAS, CITY OF
UEI-EFT: CHDWBL29G9Z5
DUNS number: 010919447
Award number: EMW-2021-FG-05199

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Article 47 Award Performance Goals

Article 1 **Assurances, Administrative Requirements, Cost Principles, Representations and Certifications**

I. DHS financial assistance recipients must complete either the Office of Management and Budget (OMB) Standard Form 424B Assurances – Non-Construction Programs, or OMB Standard Form 424D Assurances – Construction Programs, as applicable. Certain assurances in these documents may not be applicable to your program, and the DHS financial assistance office (DHS FAO) may require applicants to certify additional assurances. Applicants are required to fill out the assurances as instructed by the awarding agency. II. DHS financial assistance recipients are required to follow the applicable provisions of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards located at Title 2, Code of Federal Regulations (C.F.R.) Part 200 and adopted by DHS at 2 C.F.R.Part 3002. III. By accepting this agreement, recipients, and their executives, as defined in 2 C.F.R. § 170.315, certify that their policies are in accordance with OMB's guidance located at 2 C.F.R. Part 200, all applicable federal laws, and relevant Executive guidance.

Article 2	**General Acknowledgements and Assurances** All recipients, subrecipients, successors, transferees, and assignees must acknowledge and agree to comply with applicable provisions governing DHS access to records, accounts, documents, information, facilities, and staff. I. Recipients must cooperate with any DHS compliance reviews or compliance investigations conducted by DHS. II. Recipients must give DHS access to examine and copy records, accounts, and other documents and sources of information related to the federal financial assistance award and permit access to facilities or personnel. III. Recipients must submit timely, complete, and accurate reports to the appropriate DHS officials and maintain appropriate backup documentation to support the reports. IV. Recipients must comply with all other special reporting, data collection, and evaluation requirements, as prescribed by law, or detailed in program guidance. V. Recipients (as defined in 2 C.F.R. Part 200 and including recipients acting as pass-through entities) of federal financial assistance from DHS or one of its awarding component agencies must complete the DHS Civil Rights Evaluation Tool within thirty (30) days of receipt of the Notice of Award for the first award under which this term applies. Recipients of multiple awards of DHS financial assistance should only submit one completed tool for their organization, not per award. After the initial submission, recipients are required to complete the tool once every two (2) years if they have an active award, not every time an award is made. Recipients should submit the completed tool, including supporting materials, to CivilRightsEvaluation@hq.dhs.gov. This tool clarifies the civil rights obligations and related reporting requirements contained in the DHS Standard Terms and Conditions. Subrecipients are not required to complete and submit this tool to DHS. The evaluation tool can be found at https://www.dhs.gov/publication/dhs-civil-rights-evaluation-tool. The DHS Office for Civil Rights and Civil Liberties will consider, in its discretion, granting an extension if the recipient identifies steps and a timeline for completing the tool. Recipients should request extensions by emailing the request to CivilRightsEvaluation@hq.dhs.gov prior to expiration of the 30-day deadline.
Article 3	**Acknowledgement of Federal Funding from DHS** Recipients must acknowledge their use of federal funding when issuing statements, press releases, requests for proposal, bid invitations, and other documents describing projects or programs funded in whole or in part with federal funds.
Article 4	**Activities Conducted Abroad** Recipients must ensure that project activities performed outside the United States are coordinated as necessary with appropriate government authorities and that appropriate licenses, permits, or approvals are obtained.

Article 5	**Age Discrimination Act of 1975** Recipients must comply with the requirements of the Age Discrimination Act of 1975, Public Law 94-135 (1975) (codified as amended at Title 42, U.S. Code, § 6101 et seq.), which prohibits discrimination on the basis of age in any program or activity receiving federal financial assistance.
Article 6	**Americans with Disabilities Act of 1990** Recipients must comply with the requirements of Titles I, II, and III of the Americans with Disabilities Act, Pub. L. 101-336 (1990) (codified as amended at 42 U.S.C. §§ 12101– 12213), which prohibits recipients from discriminating on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities.
Article 7	**Best Practices for Collection and Use of Personally Identifiable Information** Recipients who collect personally identifiable information (PII) are required to have a publicly available privacy policy that describes standards on the usage and maintenance of the PII they collect. DHS defines PII as any information that permits the identity of an individual to be directly or indirectly inferred, including any information that is linked or linkable to that individual. Recipients may also find the DHS Privacy Impact Assessments: Privacy Guidance and Privacy Template as useful resources respectively.
Article 8	**Civil Rights Act of 1964 – Title VI** Recipients must comply with the requirements of Title VI of the Civil Rights Act of 1964 (codified as amended at 42 U.S.C. § 2000d et seq.), which provides that no person in the United States will, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. DHS implementing regulations for the Act are found at 6 C.F.R. Part 21 and 44 C.F.R. Part 7.
Article 9	**Civil Rights Act of 1968** Recipients must comply with Title VIII of the Civil Rights Act of 1968, Pub. L. 90-284, as amended through Pub. L. 113-4, which prohibits recipients from discriminating in the sale, rental, financing, and advertising of dwellings, or in the provision of services in connection therewith, on the basis of race, color, national origin, religion, disability, familial status, and sex (see 42 U.S.C. § 3601 et seq.), as implemented by the U.S. Department of Housing and Urban Development at 24 C.F.R. Part 100. The prohibition on disability discrimination includes the requirement that new multifamily housing with four or more dwelling units—i.e., the public and common use areas and individual apartment units (all units in buildings with elevators and ground-floor units in buildings without elevators)—be designed and constructed with certain accessible features. (See 24 C.F.R. Part 100, Subpart D.)

Article 10	**Copyright** Recipients must affix the applicable copyright notices of 17 U.S.C. §§ 401 or 402 and an acknowledgement of U.S. Government sponsorship (including the award number) to any work first produced under federal financial assistance awards.
Article 11	**Debarment and Suspension** Recipients are subject to the non-procurement debarment and suspension regulations implementing Executive Orders (E.O.) 12549 and 12689, which are at 2 C.F.R. Part 180 as adopted by DHS at 2 C.F.R. Part 3002. These regulations restrict federal financial assistance awards, subawards, and contracts with certain parties that are debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs or activities.
Article 12	**Drug-Free Workplace Regulations** Recipients must comply with drug-free workplace requirements in Subpart B (or Subpart C, if the recipient is an individual) of 2 C.F.R. Part 3001, which adopts the Government-wide implementation (2 C.F.R. Part 182) of Sec. 5152-5158 of the Drug-Free Workplace Act of 1988 (41 U.S.C. §§ 8101-8106).
Article 13	**Duplication of Benefits** Any cost allocable to a particular federal financial assistance award provided for in 2 C.F.R. Part 200, Subpart E may not be charged to other federal financial assistance awards to overcome fund deficiencies; to avoid restrictions imposed by federal statutes, regulations, or federal financial assistance award terms and conditions; or for other reasons. However, these prohibitions would not preclude recipients from shifting costs that are allowable under two or more awards in accordance with existing federal statutes, regulations, or the federal financial assistance award terms and conditions.
Article 14	**Education Amendments of 1972 (Equal Opportunity in Education Act) – Title IX** Recipients must comply with the requirements of Title IX of the Education Amendments of 1972, Pub. L. 92-318 (1972) (codified as amended at 20 U.S.C. § 1681 et seq.), which provide that no person in the United States will, on the basis of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any educational program or activity receiving federal financial assistance. DHS implementing regulations are codified at 6 C.F.R. Part 17 and 44 C.F.R. Part 19.

Article 15	**Energy Policy and Conservation Act** Recipients must comply with the requirements of the Energy Policy and Conservation Act, Pub. L. 94- 163 (1975) (codified as amended at 42 U.S.C. § 6201 et seq.), which contain policies relating to energy efficiency that are defined in the state energy conservation plan issued in compliance with this Act.
Article 16	**False Claims Act and Program Fraud Civil Remedies** Recipients must comply with the requirements of the False Claims Act, 31 U.S.C. §§3729- 3733, which prohibit the submission of false or fraudulent claims for payment to the Federal Government. (See 31 U.S.C. §§ 3801-3812, which details the administrative remedies for false claims and statements made.)
Article 17	**Federal Debt Status** All recipients are required to be non-delinquent in their repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowances, and benefit overpayments. (See OMB Circular A-129.)
Article 18	**Federal Leadership on Reducing Text Messaging while Driving** Recipients are encouraged to adopt and enforce policies that ban text messaging while driving as described in E.O. 13513, including conducting initiatives described in Section 3(a) of the Order when on official government business or when performing any work for or on behalf of the Federal Government.
Article 19	**Fly America Act of 1974** Recipients must comply with Preference for U.S. Flag Air Carriers (air carriers holding certificates under 49 U.S.C.) for international air transportation of people and property to the extent that such service is available, in accordance with the International Air Transportation Fair Competitive Practices Act of 1974, 49 U.S.C. § 40118, and the interpretative guidelines issued by the Comptroller General of the United States in the March 31, 1981, amendment to Comptroller General Decision B-138942.
Article 20	**Hotel and Motel Fire Safety Act of 1990** Recipients must ensure that all conference, meeting, convention, or training space funded in whole or in part with federal funds complies with the fire prevention and control guidelines of Section 6 of the Hotel and Motel Fire Safety Act of 1990, 15 U.S.C. § 2225a

Article 21	**John S. McCain National Defense Authorization Act of Fiscal Year 2019** Recipients, subrecipients, and their contractors and subcontractors are subject to the prohibitions described in section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. No. 115-232 (2018) and 2 C.F.R. §§ 200.216, 200.327, 200.471, and Appendix II to 2 C.F.R. Part 200. Beginning August 13, 2020, the statute – as it applies to DHS recipients, subrecipients, and their contractors and subcontractors – prohibits obligating or expending federal award funds on certain telecommunications and video surveillance products and contracting with certain entities for national security reasons
Article 22	**Limited English Proficiency (Civil Rights Act of 1964, Title VI)** Recipients must comply with Title VI of the Civil Rights Act of 1964, (42 U.S.C. § 2000d et seq.) prohibition against discrimination on the basis of national origin, which requires that recipients of federal financial assistance take reasonable steps to provide meaningful access to persons with limited English proficiency (LEP) to their programs and services. For additional assistance and information regarding language access obligations, please refer to the DHS Recipient Guidance: https://www.dhs.gov/guidance-published-help-department- supported-organizations-provide-meaningful-access-people-limited and additional resources on http://www.lep.gov.
Article 23	**Lobbying Prohibitions** Recipients must comply with 31 U.S.C. § 1352, which provides that none of the funds provided under a federal financial assistance award may be expended by the recipient to pay any person to influence, or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any federal action related to a federal award or contract, including any extension, continuation, renewal, amendment, or modification.
Article 24	**National Environmental Policy Act** Recipients must comply with the requirements of the National Environmental Policy Act of 1969, (NEPA) Pub. L. 91-190 (1970) (codified as amended at 42 U.S.C. § 4321 et seq. and the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, which require recipients to use all practicable means within their authority, and consistent with other essential considerations of national policy, to create and maintain conditions under which people and nature can exist in productive harmony and fulfill the social, economic, and other needs of present and future generations of Americans

Article 25	**Nondiscrimination in Matters Pertaining to Faith-Based Organizations** It is DHS policy to ensure the equal treatment of faith-based organizations in social service programs administered or supported by DHS or its component agencies, enabling those organizations to participate in providing important social services to beneficiaries. Recipients must comply with the equal treatment policies and requirements contained in 6 C.F.R. Part 19 and other applicable statues, regulations, and guidance governing the participations of faith- based organizations in individual DHS programs.
Article 26	**Non-Supplanting Requirement** Recipients receiving federal financial assistance awards made under programs that prohibit supplanting by law must ensure that federal funds do not replace (supplant) funds that have been budgeted for the same purpose through non-federal sources.
Article 27	**Notice of Funding Opportunity Requirements** All the instructions, guidance, limitations, and other conditions set forth in the Notice of Funding Opportunity (NOFO) for this program are incorporated here by reference in the award terms and conditions. All recipients must comply with any such requirements set forth in the program NOFO.
Article 28	**Patents and Intellectual Property Rights** Recipients are subject to the Bayh-Dole Act, 35 U.S.C. § 200 et seq, unless otherwise provided by law. Recipients are subject to the specific requirements governing the development, reporting, and disposition of rights to inventions and patents resulting from federal financial assistance awards located at 37 C.F.R. Part 401 and the standard patent rights clause located at 37 C.F.R. § 401.14.
Article 29	**Procurement of Recovered Materials** States, political subdivisions of states, and their contractors must comply with Section 6002 of the Solid Waste Disposal Act, Pub. L. 89-272 (1965), (codified as amended by the Resource Conservation and Recovery Act, 42 U.S.C. § 6962.) The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. Part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition.

Article 30	**Rehabilitation Act of 1973** Recipients must comply with the requirements of Section 504 of the Rehabilitation Act of 1973, Pub. L. 93-112 (1973), (codified as amended at 29 U.S.C. § 794,) which provides that no otherwise qualified handicapped individuals in the United States will, solely by reason of the handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.
Article 31	**Reporting of Matters Related to Recipient Integrity and Performance** General Reporting Requirements: If the total value of any currently active grants, cooperative agreements, and procurement contracts from all federal awarding agencies exceeds $10,000,000 for any period of time during the period of performance of this federal award, then the recipients must comply with the requirements set forth in the government-wide Award Term and Condition for Recipient Integrity and Performance Matters located at 2 C.F.R. Part 200, Appendix XII, the full text of which is incorporated here by reference in the award terms and conditions.
Article 32	**Reporting Subawards and Executive Compensation** Reporting of first tier subawards. Recipients are required to comply with the requirements set forth in the government-wide award term on Reporting Subawards and Executive Compensation located at 2 C.F.R. Part 170, Appendix A, the full text of which is incorporated here by reference in the award terms and conditions.
Article 33	**Required Use of American Iron, Steel, Manufactured Products, and Construction Materials** Recipients and subrecipients must comply with the Build America, Buy America Act (BABAA), which was enacted as part of the Infrastructure Investment and Jobs Act §§ 70901-70927, Pub. L. No. 117-58 (2021); and Executive Order 14005, Ensuring the Future is Made in All of America by All of America's Workers. See also Office of Management and Budget (OMB), Memorandum M-22-11, Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure. Recipients and subrecipients of federal financial assistance programs for infrastructure are hereby notified that none of the funds provided under this award may be used for a project for infrastructure unless: (1) all iron and steel used in the project are produced in the United States--this means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States; (2) all manufactured products used in the project are produced in the United States—this means the manufactured product was manufactured in the United States; and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content of the manufactured product has been established under applicable

	law or regulation; and (3) all construction materials are manufactured in the United States—this means that all manufacturing processes for the construction material occurred in the United States. The Buy America preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. As such, it does not apply to tools, equipment, and supplies, such as temporary scaffolding, brought to the construction site and removed at or before the completion of the infrastructure project. Nor does a Buy America preference apply to equipment and furnishings, such as movable chairs, desks, and portable computer equipment, that are used at or within the finished infrastructure project, but are not an integral part of the structure or permanently affixed to the infrastructure project. When necessary, recipients may apply for, and the agency may grant, a waiver from these requirements. (a) When the federal agency has made a determination that one of the following exceptions applies, the awarding official may waive the application of the domestic content procurement preference in any case in which the agency determines that: (1) applying the domestic content procurement preference would be inconsistent with the public interest; (2) the types of iron, steel, manufactured products, or construction materials are not produced in the United States in sufficient and reasonably available quantities or of a satisfactory quality; or (3) the inclusion of iron, steel, manufactured products, or construction materials produced in the United States will increase the cost of the overall project by more than 25 percent. A request to waive the application of the domestic content procurement preference must be in writing. The agency will provide instructions on the format, contents, and supporting materials required for any waiver request. Waiver requests are subject to public comment periods of no less than 15 days and must be reviewed by the OMB Made in America Office. There may be instances where an award qualifies, in whole or in part, for an existing waiver described. For awards by the Federal Emergency Management Agency (FEMA), existing waivers are available and the waiver process is described at 'Buy America' Preference in FEMA Financial Assistance Programs for Infrastructure | FEMA.gov. For awards by other DHS components, please contact the applicable DHS FAO. To see whether a particular DHS federal financial assistance program is considered an infrastructure program and thus required to include a Buy America preference, please either contact the applicable DHS FAO, or for FEMA awards, please see Programs and Definitions: Build America, Buy America Act | FEMA.gov.
Article 34	**SAFECOM** Recipients receiving federal financial assistance awards made under programs that provide emergency communication equipment and its related activities must comply with the SAFECOM Guidance for Emergency Communication Grants, including provisions on technical standards that ensure and enhance interoperable communications.

Article 35	**Terrorist Financing** Recipients must comply with E.O. 13224 and U.S. laws that prohibit transactions with, and the provisions of resources and support to, individuals and organizations associated with terrorism. Recipients are legally responsible to ensure compliance with the Order and laws.
Article 36	**Trafficking Victims Protection Act of 2000 (TVPA)** Trafficking in Persons. Recipients must comply with the requirements of the government-wide financial assistance award term which implements Section 106 (g) of the Trafficking Victims Protection Act of 2000 (TVPA), codified as amended at 22 U.S.C. § 7104. The award term is located at 2 C.F.R. § 175.15, the full text of which is incorporated here by reference.
Article 37	**Universal Identifier and System of Award Management** Requirements for System for Award Management and Unique Entity Identifier Recipients are required to comply with the requirements set forth in the government-wide financial assistance award term regarding the System for Award Management and Universal Identifier Requirements located at 2 C.F.R. Part 25, Appendix A, the full text of which is incorporated here by reference.
Article 38	**USA PATRIOT Act of 2001** Recipients must comply with requirements of Section 817 of the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001 (USA PATRIOT Act), which amends 18 U.S.C. §§ 175–175c.
Article 39	**Use of DHS Seal, Logo and Flags** Recipients must obtain permission from their DHS FAO prior to using the DHS seal(s), logos, crests or reproductions of flags or likenesses of DHS agency officials, including use of the United States Coast Guard seal, logo, crests or reproductions of flags or likenesses of Coast Guard officials.
Article 40	**Whistleblower Protection Act** Recipients must comply with the statutory requirements for whistleblower protections (if applicable) at 10 U.S.C § 2409, 41 U.S.C. § 4712, and 10 U.S.C. § 2324, 41 U.S.C. §§ 4304 and 4310.

Article 41	**Environmental Planning and Historic Preservation (EHP) Review** DHS/FEMA funded activities that may require an Environmental Planning and Historic Preservation (EHP) review are subject to the FEMA EHP review process. This review does not address all federal, state, and local requirements. Acceptance of federal funding requires the recipient to comply with all federal,state and local laws. DHS/FEMA is required to consider the potential impacts to natural and cultural resources of all projects funded by DHS/FEMA grant funds, through its EHP review process, as mandated by: the National Environmental Policy Act; National Historic Preservation Act of 1966, as amended; National Flood Insurance Program regulations; and any other applicable laws and executive orders. To access the FEMA EHP screening form and instructions, go to the DHS/FEMA website. In order to initiate EHP review of your project(s), you must complete all relevant sections of this form and submit it to the Grant Programs Directorate (GPD) along with all other pertinent project information. The EHP review process must be completed before funds are released to carry out the proposed project; otherwise, DHS/FEMA may not be able to fund the project due to noncompliance with EHP laws, executive orders, regulations, and policies. If ground disturbing activities occur during construction, applicant will monitor ground disturbance, and if any potential archeological resources are discovered the applicant will immediately cease work in that area and notify the pass-through entity, if applicable, and DHS/FEMA.
Article 42	**Applicability of DHS Standard Terms and Conditions to Tribes** The DHS Standard Terms and Conditions are a restatement of general requirements imposed upon recipients and flow down to subrecipients as a matter of law, regulation, or executive order. If the requirement does not apply to Indian tribes or there is a federal law or regulation exempting its application to Indian tribes, then the acceptance by Tribes of, or acquiescence to, DHS Standard Terms and Conditions does not change or alter its inapplicability to an Indian tribe. The execution of grant documents is not intended to change, alter, amend, or impose additional liability or responsibility upon the Tribe where it does not already exist.
Article 43	**Acceptance of Post Award Changes** In the event FEMA determines that changes are necessary to the award document after an award has been made, including changes to period of performance or terms and conditions, recipients will be notified of the changes in writing. Once notification has been made, any subsequent request for funds will indicate recipient acceptance of the changes to the award. Please call the FEMA/GMD Call Center at (866) 927-5646 or via e-mail to ASK-GMD@fema.dhs.gov if you have any questions.

Article 44	**Disposition of Equipment Acquired Under the Federal Award** For purposes of original or replacement equipment acquired under this award by a non-state recipient or non-state subrecipients, when that equipment is no longer needed for the original project or program or for other activities currently or previously supported by a federal awarding agency, you must request instructions from FEMA to make proper disposition of the equipment pursuant to 2 C.F.R. section 200.313. State recipients and state subrecipients must follow the disposition requirements in accordance with state laws and procedures.
Article 45	**Prior Approval for Modification of Approved Budget** Before making any change to the FEMA approved budget for this award, you must request prior written approval from FEMA where required by 2 C.F.R. section 200.308. For purposes of non-construction projects, FEMA is utilizing its discretion to impose an additional restriction under 2 C.F.R. section 200.308(f) regarding the transfer of funds among direct cost categories, programs, functions, or activities. Threfore, for awards with an approved budget where the federal share is greater than the simplified acquisition threshold (currently $250,000), you may not transfer funds among direct cost categories, programs, functions, or activities without prior written approval from FEMA where the cumulative amount of such transfers exceeds or is expected to exceed ten percent (10%) of the total budget FEMA last approved. For purposes of awards that support both construction and non-construction work, FEMA is utilizing its discretion under 2 C.F.R. section 200.308(h)(5) to require the recipient to obtain prior written approval from FEMA before making any fund or budget transfers between the two types of work. You must report any deviations from your FEMA approved budget in the first Federal Financial Report (SF-425) you submit following any budget deviation, regardless of whether the budget deviation requires prior written approval.
Article 46	**Indirect Cost Rate** 2 C.F.R. section 200.211(b)(15) requires the terms of the award to include the indirect cost rate for the federal award. If applicable, the indirect cost rate for this award is stated in the budget documents or other materials approved by FEMA and included in the award file.
Article 47	**Award Performance Goals** FEMA will measure the recipient’s performance of the grant by comparing the number of items requested in its application, the numbers acquired (ordered, paid, and received) within the period of performance. In order to measure performance, FEMA may request information throughout the period of performance. In its final performance report submitted at closeout, the recipient is required to report on the recipients compliance with the applicable industry, local, state and national standards described in the NOFO.

Obligating document

1.Agreement No.	2. Amendment No.	3. Recipient No.	4. Type of Action	5. Control No.
EMW-2021-FG-05199	N/A	946000412	AWARD	WX00671N2022T

6. Recipient Name and Address	7. Issuing FEMA Office and Address	8. Payment Office and Address
SALINAS, CITY OF 200 LINCOLN AVE SALINAS, CA 93901	Grant Programs Directorate 500 C Street, S.W. Washington DC, 20528-7000 1-866-927-5646	FEMA, Financial Services Branch 500 C Street, S.W., Room 723 Washington DC, 20742

9. Name of Recipient Project Officer	9a. Phone No.	10. Name of FEMA Project Coordinator	10a. Phone No.
Estefania Vargas	831-7587260	Assistance to Firefighters Grant Program	1-866-274-0960

11. Effective Date of This Action	12. Method of Payment	13. Assistance Arrangement	14. Performance Period / Budget Period
09/02/2022	OTHER - FEMA GO	COST SHARING	**Performance Period** 09/09/2022 to 09/08/2024 **Budget Period** 09/09/2022 to 09/08/2024

15. Description of Action a. (Indicate funding data for awards or financial changes)

Program Name Abbreviation	Assistance Listings No.	Accounting Data(ACCS Code)	Prior Total Award	Amount Awarded This Action + or (-)	Current Total Award	Cumulative Non-Federal Commitment
AFG	97.044	2022-F1-GB01 - P410-xxxx-4101-D	$0.00	$29,225.37	$29,225.37	$2,922.54
		Totals	$0.00	$29,225.37	$29,225.37	$2,922.54

b. To describe changes other than funding data or financial changes, attach schedule and check here:
N/A

~~**16.FOR NON-DISASTER PROGRAMS: RECIPIENT IS REQUIRED TO SIGN AND RETURN THREE (3) COPIES OF THIS DOCUMENT TO FEMA (See Block 7 for address)**~~
This field is not applicable for digitally signed grant agreements

17. RECIPIENT SIGNATORY OFFICIAL (Name and Title) **Estefania Vargas**	**DATE** **09/15/2022**
18. FEMA SIGNATORY OFFICIAL (Name and Title) **PAMELA WILLIAMS, Assistant Administrator, Grant Programs**	**DATE** **09/02/2022**

File #: ID#22-532, **Version:** 1

Amended Professional Service Agreement with Wallace Group for Sanitary Sewer Master Plan Update

Approve a Resolution authorizing the City Manager to make amendments to and restatement of a professional service agreement with Wallace Group for the Sanitary Sewer Master Plan Update.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, DIRECTOR**

BY: **BRIAN FRUS, SENIOR ENGINEER**

TITLE: **AMENDED AND RESTATED PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF SALINAS AND WALLACE GROUP FOR THE SANITARY SEWER MASTER PLAN UPDATE**

RECOMMENDED MOTION:

A motion to 1) approve a Resolution approving an Amended and Restated Professional Services Agreement in the amount of $633,249 between the City of Salinas and Wallace Group for the Sanitary Sewer Master Plan update; 2) authorize a transfer of $45,000 from the Sewer Fund balance to the Capital Projects Fund; and 3) authorize an increase of the CIP 9008, Sanitary Sewer Master Plan appropriation in the same amount.

RECOMMENDATION:

It is recommended that the City Council approve an Amended and Restated Professional Services Agreement in the amount of $633,249 between the City of Salinas and Wallace Group for the Sanitary Sewer Master Plan update; 2) authorize a transfer of $45,000 from the Sewer Fund balance to the Capital Projects Fund; and 3) authorize an increase of the CIP 9008, Sanitary Sewer Master Plan appropriation in the same amount.

BACKGROUND:

The City of Salinas owns and operates a municipal sanitary sewer collection system for the residents and businesses within its service area. The City periodically conducts studies to plan for current and future sanitary sewage collection needs.

On February 16, 2021, the City authorized an agreement with Wallace Group to perform he Sanitary Sewer Master Plan (SSMP) update (Resolution No. 22051). Wallace Group's total compensation for the associated services in the agreement is $588,249.

Over the course of conducting the SSMP study, certain tasks have been required that were not in the original scope of work. These include additional analysis of three areas outside the current city limits which required expanding the coverage of the sewer model and an increased number of flow monitoring locations. Preparation of the operation and maintenance related mapping and capital improvements. In addition, an increased level of effort to evaluate the City's eleven (11) lift stations, significantly more than anticipated during the scope development and budgeting process, was required. The additional scope represents a net increase of $45,000 to the original agreement.

In addition, the original agreement approved by Council has expired and requires revision to the terms to extend the completion date by an additional year.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The proposed project and agreement meet the City Council's Strategic Plan Initiatives of Infrastructure and Environmental Sustainability and Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

This project has relied on coordination between the Wastewater, GIS, Development, and Water, Waste and Energy (WWE) divisions in Public Works. WWE has coordinated the overall execution of the SSMP, with GIS supporting database update and the Wastewater Division providing valuable input to the SSMP from an operations perspective and Development which will be involved the with the impact fee nexus study.

FISCAL AND SUSTAINABILITY IMPACT:

The total increased cost for the additional scope of work in the corresponding Amended and Restated Professional Services Agreement is $45,000.

A total of $588,249 have been appropriated to CIP 9008, Sanitary Sewer Master Plan. The Amended and Restated Professional Services Agreement will require a transfer of an additional $45,000 to CIP 9008 (5800.50.9008-63.5400, Engineering Services) from the 6400 Sewer Fund.

ATTACHMENTS:

Resolution
Amended and Restated Professional Services Agreement, City of Salinas and Wallace Group for the Sanitary Sewer Master Plan update

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

A RESOLUTION APPROVING AN AMENDED AND RESTATED PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF SALINAS AND WALLACE GROUP FOR THE SANITARY SEWER MASTER PLAN UPDATE, CIP NO. 9008

WHEREAS, the City of Salinas owns and operates a municipal sanitary sewer collection system for the residents and businesses within its service area and periodically conducts studies to plan for current and future sanitary sewage collection needs; and

WHEREAS, on February 16, 2021, the City authorized an agreement with Wallace Group to perform the Sanitary Sewer Master Plan (SSMP) update (Resolution No. 22051); and

WHEREAS, over the course of conducting the SSMP study, certain tasks have been required that were not in the original scope of work; and

WHEREAS, the original agreement approved by Council has expired and requires revision to the terms to extend the completion date; and

WHEREAS, an Amended and Restated Professional Services Agreement was drafted to reflect these changes;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SALINAS, that Amended and Restated Professional Services Agreement between the City of Salinas and Wallace Group to provide professional services related to the Sanitary Sewer Master Plan update (Project No. 9008) in the amount of $633,249 is hereby approved; and

BE IT FURTHER RESOLVED that the City Council approves a transfer of $45,000 from the 6400 Sewer Fund to CIP 9008 (5800.50.9008-63.5400, Engineering Services); and

BE IT FURTHER RESOLVED that the City Council authorizes an increase of the CIP 9008, Sanitary Sewer Master Plan appropriation in the same amount of $45,000; and

BE IT FURTHER RESOLVED that the Mayor of Salinas is hereby authorized and directed, for and on behalf of the City of Salinas, and as its act and deed, to execute the attached Amended and Restated Professional Services Agreement is authorized to execute extensions and/or non-substantive modifications to the Agreement, as necessary.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

AMENDED AND RESTATED AGREEMENT FOR PROFESSIONAL SERVICES FOR ENVIRONMENTAL CONSULTANTS/ CONTRACTORS BETWEEN THE CITY OF SALINAS AND WALLACE GROUP

SALINAS

RICH IN LAND | RICH IN VALUES

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AMENDED AND RESTATED AGREEMENT FOR PROFESSIONAL SERVICES FOR ENVIRONMENTAL CONSULTANTS/CONTRACTORS BETWEEN THE CITY OF SALINAS AND WALLACE GROUP

This Agreement for Professional Services (the "Agreement" and/or "Contract") is made and entered into this 4th day of October 2022, between the **City of Salinas**, a California Charter city and municipal corporation (hereinafter "City"), and **Wallace Group**, a **California Corporation,** (hereinafter "Consultant").

RECITALS

WHEREAS, Consultant represents that it is professionally trained, experienced, and competent to perform the special services which will be required by this Agreement; and services provided by Consultant under this Agreement will be performed in a manner; and consistent with that degree of care and skill ordinarily exercised by members of the same professional currently practicing under similar circumstances in the same or similar locality, and

WHEREAS, Consultant is willing to render such professional services, as hereinafter defined, on the following terms and conditions.

NOW, THEREFORE, City and Consultant agree as follows:

TERMS

1. **Scope of Service.** The project contemplated and the scope of Consultant's services are described in **Exhibit A**, attached hereto and incorporated herein by reference.

2. **Term; Completion Schedule.** This Agreement shall be deemed to have commenced on July 1, 2022, and shall terminate on June 30, 2023, unless extended in writing by either party upon (30) days written notice. This Agreement may be extended only upon mutual written consent of the parties, and may be terminated only pursuant to the terms of this Agreement.

3. **Compensation.** City hereby agrees to pay Consultant for services rendered the City pursuant to this Agreement on a time and materials basis according to the rates of compensation set forth in **Exhibits A and A1**. The total amount of compensation to be paid under this Agreement shall not exceed **Six hundred thirty-three thousand two hundred forty-nine dollars ($633,249)**.

4. **Billing.** Consultant shall submit to City an itemized invoice, prepared in a form satisfactory to City, describing its services and costs for the period covered by the invoice. Except as specifically authorized by City, Consultant shall not bill City for duplicate services performed by more than one person. Consultant's bills shall include the following information to which such services cost or pertain:

(A) A brief description of services performed;
(B) The date the services were performed;
(C) The number of hours spent and by whom;

(D) A brief description of any costs incurred; and
(E) The Consultant's signature.

Any such invoices shall be in full accord with any and all applicable provisions of this Agreement.

City shall make payment on each such invoice within thirty (30) days of receipt; provided, however, that if Consultant submits an invoice which is incorrect, incomplete, or not in accord with the provisions of this Agreement, City shall not be obligated to process any payment to Consultant until thirty (30) days after a correct and complying invoice has been submitted by Consultant. The City shall process undisputed portion immediately.

5. **Meet and Confer.** Consultant agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by the City to ensure timely and adequate performance of the Agreement.

6. **Additional Copies.** If City requires additional copies of reports, or any other material which Consultant is required to furnish as part of the services under this Agreement, Consultant shall provide such additional copies as are requested, and City shall compensate Consultant for the actual costs related to the production of such copies by Consultant.

7. **Responsibility of Consultant.**

(A) By executing this Agreement, Consultant agrees that the services to be provided and work to be performed under this Agreement shall be performed in a fully competent manner. By executing this Agreement, Consultant further agrees and represents to City that the Consultant possesses, or shall arrange to secure from others, all of the necessary professional capabilities, experience, resources, and facilities necessary to provide the City the services contemplated under this Agreement and that City relies upon the professional skills of Consultant to do and perform Consultant's work. Consultant further agrees and represents that Consultant shall follow the current, generally accepted practices in this area of the profession to make findings, render opinions, prepare factual presentations, and provide professional advice and recommendations regarding the projects for which the services are rendered under this Agreement

(B) Consultant shall assign a single Project Director to have overall responsibility for the execution of this Agreement for Consultant**. Kari Wagner, PE Principal**, is hereby designated as the Project Director for Consultant. Any changes in the Project Director designee shall be subject to the prior written acceptance and approval of the City Manager.

8. **Responsibility of City.** To the extent appropriate to the projects to be completed by Consultant pursuant to this Agreement, City shall:

(A) Assist Consultant by placing at its disposal all available information pertinent to the projects, including but not limited to, previous reports and any other data relative to the projects. Nothing contained herein shall obligate City to incur any expense in connection with completion of studies or acquisition of information not otherwise in the possession of City.

(B) Examine all studies, reports, sketches, drawings, specifications, proposals, and other documents presented by Consultant, and render verbally or in writing as may be appropriate, decisions pertaining thereto within a reasonable time so as not to delay the services of Consultant.

(C) Steve Carrigan, City Manager, or his designee, shall act as City's representative with respect to the work to be performed under this Agreement. Such person shall have the complete authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to materials, equipment, elements, and systems pertinent to Consultant's services. City may unilaterally change its representative upon notice to the Consultant.

(D) Give prompt written notice to Consultant whenever City observes or otherwise becomes aware of any defect in a project.

9. Acceptance of Work Not a Release. Acceptance by the City of the work to be performed under this Agreement does not operate as a release of Consultant from professional responsibility for the work performed.

10. Indemnification and Hold Harmless.

Consultant shall indemnify, and hold City and its officers, and employees harmless, but not defend, from and against any and all liability, claims, damages arising out of any personal injury, bodily injury, loss of life, or damage to any property, or violation of any relevant applicable federal, state or municipal law or ordinance, or other cause to the extent arising from negligent, recklessness or intentional wrongful acts or omission of Consultant, its employees, subcontractors or agents, or on account of the negligent performance or character of the work, performed in breach of the applicable standard of the negligent, except for any such claim arising from the negligence or willful misconduct of the City, its officers, employees or agents. Acceptance of insurance certificates and endorsements required under this Agreement does not relieve Consultant from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

Consultant shall reimburse the City for all costs and expenses including, but not limited to court costs, incurred by the City in enforcing the provisions of this section.

Nothing contained in the indemnity provisions shall be construed to require Consultant to indemnify the City, against any responsibility or liability in contravention of Civil Code 2782.

11. Insurance.

(A) Consultant shall, throughout the duration of this Agreement, maintain comprehensive general liability and property insurance covering all operations of the Consultant, its agents and employees, performed in connection with this Agreement including but not limited to premises and automobile.

(B) Consultant shall maintain the following limits:

(1) **General Liability** - Contractor shall at all times during the term of this Agreement maintain in effect a policy or policies having an A.M Best rating of A-Class VIII or better for bodily injury liability, personal injury, advertising injury and property damage, including product liability insurance with limits on the Declarations Page but not less than One Million and 00/100 Dollars ($1,000,000.00) per occurrence and Two Million and 00/100 Dollars ($2,000,000) in the general aggregate and products/completed operations aggregate insuring against any and all liability of the insured with respect to premises and products/completed operations. Liability coverage shall also include coverage for underground work and/or construction performed (if applicable). The coverage afforded to the additional insureds under the Contractor's policy shall be primary insurance and non-contributory. If coverage is on a claims-made basis, the Contractor shall maintain "tail coverage" no less than ten (10) years after the expiration date of the policy or policies. Any policy or policies carrying a deductible of more than $25,000.00 may be subject to review by the City of the Contractor's financials.

(2) **Umbrella or Excess** - Contractor shall provide limits on the Declarations Page but not less than Two Million and 00/100 Dollars ($2,000,000) per occurrence and Two Million and 00/100 ($2,000,000) in the aggregate on a follow - form basis having an A.M Best rating of A-Class VIII or better.

(3) **Auto Liability** - Contractor shall provide limits on the Declarations Page but not less than One Million and 00/100 ($1,000,000.00) combined single limit for bodily injury and property damage having an A.M Best rating of A - Class VIII or better. Automobile Liability Symbol 1 (any auto), if the Company owns automobiles. An entity without autos shall have "Non -owned and Hired" coverage (Auto Symbols 8 & 9). The City and its elected and appointed officers, boards, commissions, agents and employees shall be named as Additional Insureds.

(4) **Workers' Compensation** – Contractor shall provide Workers' Compensation Insurance sufficient to meet its statutory obligation and to provide benefits for employees with claims of bodily injury or occupational disease (including resulting death) as required by the State of California and Employer's Liability Insurance for One Million and 00/100 Dollars ($1,000,000). Waiver of Subrogation for Workers' Compensation in favor of the City of Salinas is required.

(5) **Professional Liability** - Contractor shall provide limits on the Declarations Page but not less than One Million and 00/100 Dollars ($1,000,000) per claim and One Million and 00/100 Dollars ($1,000,000) in the aggregate having an A.M Best rating of A-Class VIII or better.

(C) All insurance companies with the exception of "Worker's Compensation" and "professional errors and omissions" affording coverage to the Consultant shall be required to add the City of Salinas, its officers, and, agents as additional "insured" by endorsement under

the insurance policy and shall stipulate that this insurance policy will operate as primary insured for the work performed under this Agreement and that no other insurance affected by the City or other named insured will be called upon to contribute to a loss covered thereunder. The policy shall contain no special limitations on the scope of protection afforded to City, its officers, employees or agents.

(D) All insurance companies affording coverage to Consultant shall be insurance organizations authorized by the Insurance Commissioner to transact the business of insurance in the State of California.

(E) All insurance companies affording coverage shall provide thirty (30) days written notice by mail to the City of Salinas should the policy be canceled before the expiration date. For the purpose of this notice requirement, any material change prior to expiration shall be considered cancellation.

(F) Consultant shall provide evidence of compliance with the insurance requirements listed above by providing a certificate of insurance, in a form satisfactory to the City's Risk and Benefits Analyst, concurrently with the submittal of this Agreement. A statement on the insurance certificate which states that the insurance company "will endeavor" to notify the certificate holder, "but failure to mail such notice shall impose no obligation or liability of any kind upon the Consultant, its agents or representatives" does not satisfy the requirements of this subsection. The Consultant shall ensure that the authorized representative of the insurance company strikes the above quoted language from the certificate.

(G) Consultant shall provide a substitute certificate of insurance no later than ten (10) days prior to the policy expiration date. Failure by the Consultant to provide such a substitution and extend the policy expiration date shall be considered default by Consultant. In the event Consultant is unable to provide a substitute certificate of insurance within the time prescribed in this subsection, Consultant shall provide written confirmation of renewal, in a form satisfactory to the City, to act as proof of insurance only until such time as a certificate of insurance has been received by the City.

(H) Maintenance of insurance by the Consultant as specified in this Agreement shall in no way be interpreted as relieving the Consultant of any responsibility whatever and the Consultant may carry, at its own expense, such additional insurance as it deems necessary.

12. **Access to Records.** Consultant shall maintain all preparatory books, records, documents, accounting ledgers, and similar materials including but not limited to calculation and survey notes relating to work performed for the City under this Agreement on file for at least three (3) years following the date of final payment to Consultant by City. Any duly authorized representative(s) of City shall have access to such records for the purpose of inspection, audit, and copying at reasonable times during Consultant's usual and customary business hours. Consultant shall provide proper facilities to City's representative(s) for such access and inspection.

13. **Assignment.** It is recognized by the parties hereto that a substantial inducement to City for entering into this Agreement was, and is, the professional reputation and competence of Consultant. This Agreement is personal to Consultant and shall not be assigned by it without express written approval of the City.

14. **Changes to Scope of Work.** City may at any time, and upon a minimum of ten (10) days written notice, seek to modify the scope of services to be provided for any project to be completed under this Agreement. Consultant shall, upon receipt of said notice, determine the impact on both time and compensation of such change in scope and notify City in writing. Rate of compensation shall be based upon the Consultant's Schedule of Charges as shown in **Exhibit A** of this Agreement. Upon agreement between City and Consultant as to the extent of said impacts to time and compensation, an amendment to this Agreement shall be prepared describing such changes. Execution of the amendment by City and Consultant shall constitute the Consultant's notice to proceed with the changed scope.

15. **Ownership of Documents.** Title to all final documents, including drawings, specifications, data, reports, summaries, correspondence, photographs, computer software (if purchased on the City's behalf), video and audio tapes, software output, and any other materials with respect to work performed under this Agreement shall vest with City at such time as City has compensated Consultant, as provided herein, for the services rendered by Consultant in connection with which they were prepared. City agrees to hold harmless and indemnify the Consultant against all damages, claims, lawsuits, and losses of any kind including defense costs arising out of any use of said documents, drawings, and/or specifications on any other project without written authorization of the Consultant.

16. **Termination.**

(A) City shall have the authority to terminate this Agreement, upon written notice to Consultant, as follows:

(1) If in the City's opinion the conduct of the Consultant is such that the interest of the City may be impaired or prejudiced, or

(2) For any reason whatsoever.

(B) Upon termination, Consultant shall be entitled to payment of such amount as fairly compensates Consultant for all work satisfactorily performed up to the date of termination including demobilization of field operations based on standard terms and rates shown in **Exhibit A** , except that:

(1) In the event of termination by the City for Consultant's default, City shall deduct from the amount due Consultant the total amount of additional expenses incurred by City as a result of such default. Such deduction from amounts due Consultant are made to compensate City for its actual additional costs incurred in securing satisfactory performance of the terms of this Agreement, including but not limited to, costs of engaging another consultant(s) for such purposes. In the event that such additional

expenses shall exceed amounts otherwise due and payable to Consultant hereunder, Consultant shall pay City the full amount of such expense.

(C) In the event that this Agreement is terminated by City for any reason, Consultant shall:

(1) Upon receipt of written notice of such termination promptly cease all services on this project, unless otherwise directed by City; and

(2) Deliver to City all documents, data, reports, summaries, correspondence, photographs, computer software output, video and audio tapes, and any other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement. Such material is to be delivered to City in completed form; however, notwithstanding the provisions of Section 15 herein, City may condition payment for services rendered to the date of termination upon Consultant's delivery to the City of such material.

(D) In the event that this Agreement is terminated by City for any reason, City is hereby expressly permitted to assume the projects and complete them by any means, including but not limited to, an agreement with another party.

(E) The rights and remedy of the City and Consultant provided under this Section are not exclusive and are in addition to any other rights and remedies provided by law or appearing in any other section of this Agreement.

(1) Consultant may suspend or terminate this Agreement, upon written notice to the City, as follows:

(2) Due to failure of the City to make payments when due, unless and until Consultant has been paid in full all amounts due for services, expenses and other approved related charges. Consultant shall have no liability whatsoever to the City for any costs or damages as a result of such suspension or termination caused by any breach of this Agreement by the City. Upon payment-in-full by the City, Consultant shall resume services under this Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension plus any reasonable time and expense necessary for the Consultant to resume performance.

17. <u>Compliance with Laws, Rules, and Regulations.</u> Services performed by Consultant pursuant to this Agreement shall be performed in accordance and full compliance with all applicable federal, state, and City laws and any rules or regulations promulgated thereunder.

18. **Exhibits Incorporated.** All exhibits referred to in this Agreement and attached to it are hereby incorporated in it by this reference. In the event there is a conflict between any of the terms of this Agreement and any of the terms of any exhibit to the Agreement, the terms of the Agreement shall control the respective duties and liabilities of the parties.

19. **Independent Contractor.** It is expressly understood and agreed by both parties that Consultant, while engaged in carrying out and complying with any of the terms and conditions of this Agreement, is an independent contractor and not an employee of the City. Consultant expressly warrants not to represent, at any time or in any manner, that Consultant is an employee or servant of the City.

20. **Integration and Agreement.** This Agreement represents the entire understanding of City and Consultant as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters contained herein. This Agreement may not be modified or altered except by amendment in writing signed by both parties.

21. **Jurisdiction.** This Agreement shall be administered and interpreted under the laws of the State of California. Jurisdiction of litigation arising from this Agreement shall be in the State of California, in the County of Monterey or in the appropriate federal court with jurisdiction over the matter.

22. **Severability.** If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of the Agreement shall continue to be in full force and effect.

23. **Notices.**

(A) Written notices to the City hereunder shall, until further notice by City, be addressed to:

City Manager
City of Salinas
200 Lincoln Avenue
Salinas, California 93901

With a copy to:

City Attorney
City of Salinas
200 Lincoln Avenue
Salinas, California 93901

(B) Written notices to the Consultant shall, until further notice by the Consultant, be addressed to:

Kari Wagner, PE
Principal
612 Clarion Court
San Luis Obispo, CA 93401

(C) The execution of any such notices by the City Manager shall be effective as to Consultant as if it were by resolution or order of the City Council, and Consultant shall not question the authority of the City Manager to execute any such notice.

(D) All such notices shall either be delivered personally to the other party's designee named above, or shall be deposited in the United States Mail, properly addressed as aforesaid, postage fully prepaid, and shall be effective the day following such deposit in the mail.

24. **Nondiscrimination.** During the performance of this Agreement, Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability. Consultant shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability.

25. **Conflict of Interest.** Consultant warrants and declares that it presently has no interest, and shall not acquire any interest, direct or indirect, financial or otherwise, in any manner or degree which will render the services required under the provisions of this Agreement a violation of any applicable local, state or federal law. Consultant further declares that, in the performance of this Agreement, no subcontractor or person having such an interest shall be employed. In the event that any conflict of interest should nevertheless hereinafter arise, Consultant shall promptly notify City of the existence of such conflict of interest so that City may determine whether to terminate this Agreement. Consultant further warrants its compliance with the Political Reform Act (Government Code section 81000 et seq.) and Salinas City Code Chapter 2A that apply to Consultant as the result of Consultant's performance of the work or services pursuant to the terms of this Agreement.

26. **Headings.** The section headings appearing herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning or intent of the provisions of this Agreement.

27. **Attorneys' Fees.** In case suit shall be brought to interpret or to enforce this Agreement, or because of the breach of any other covenant or provision herein contained, the prevailing party in such action shall be entitled to recover their reasonable attorneys' fees in addition to such costs as may be allowed by the Court. City's attorneys' fees, if awarded, shall be calculated at the market rate.

28. **Non-Exclusive Agreement.** This Agreement is non-exclusive and both City and Consultant expressly reserves the right to contract with other entities for the same or similar services.

29. **Rights and Obligations Under Agreement.** By entering into this Agreement, the parties do not intend to create any obligations express or implied other than those set out herein; further, this Agreement shall not create any rights in any party not a signatory hereto.

30. **Licenses.** If a license of any kind, which term is intended to include evidence of registration, is required of Consultant, its representatives, agents or subcontractors by federal, state or local law, Consultant warrants that such license has been obtained, is valid and in good standing, and that any applicable bond posted in accordance with applicable laws and regulations.

31. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute a single agreement.

32. **Legal Representation.** Each party affirms that it has been represented by legal counsel of its own choosing regarding the preparation and the negotiation of this Agreement and the matters and claims set forth herein, and that each of them has read this Agreement and is fully aware of its contents and its legal effect. Neither party is relying on any statement of the other party outside the terms set forth in this Agreement as an inducement to enter into this Agreement.

33. **Joint Representation.** The language of all parts of this Agreement shall in all cases be construed as a whole, according to its fair meaning, and not strictly for or against any party. No presumptions or rules of interpretation based upon the identity of the party preparing or drafting the Agreement, or any part thereof, shall be applicable or invoked.

34. **Warranty of Authority.** Each party represents and warrants that it has the right, power, and authority to enter into this Agreement. Each party further represents and warrants that it has given any and all notices, and obtained any and all consents, powers, and authorities, necessary to permit it, and the persons entering into this Agreement for it, to enter into this Agreement.

35. **No Waiver of Rights.** Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement. The failure to provide notice of any breach of this Agreement or failure to comply with any of the terms of this Agreement shall not constitute a waiver thereof. Failure on the part of either party to enforce any provision of this Agreement shall not be construed as a waiver of the right to compel enforcement of such provision or any other provision. A waiver by the City of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the date first written above.

CITY OF SALINAS

_____
Steve Carrigan
City Manager

APPROVED AS TO FORM:

_____
Christopher A. Callihan, City Attorney or
Rhonda Combs, Assistant City Attorney

CONSULTANT

_____
By:Kari Wagner
Its: Principal

_____
By:
Its:

Exhibits A and A1

[Scope of Service; Compensation]

Exhibit A

SCOPE OF SERVICES

Wallace Group proposes the following scope of services, based on the City's Request for Proposals (RFP) for the Sanitary Sewer Master Plan update and outline scope requested. We look forward to discussing the scope of work with the City.

Task 0: Project Management and Meetings

Task 0.1: Project Management and Coordination

This Task includes day-to-day coordination of project activities, including scheduling and budget controls, staffing needs and coordination, Client coordination, monthly status updates, and other related project management activities. This Project Management Budget is based on an overall implementation schedule of 12 months.

Task 0.2: Kick-off Meeting and Field Review of Facilities

We will coordinate and attend a kick-off meeting with key Team members and City staff. This is a very key meeting, and as such, even with the COVID-19 Pandemic, this is planned to be an in-person meeting. On or before the meeting, we will provide the City with a list of information needs. We will prepare the meeting agenda and minutes for this meeting. This meeting will focus on scope of work, schedule, deliverables, and other components of the project so that the project direction is agreed upon by the Team members in advance. We will request that any items that may be of importance for the completion of the report be provided to us at the time of the kick-off meeting. Following the kick-off meeting we will tour the City's collection system facilities, including lift stations to gain a better understanding of the operations and constraints. This is also a great opportunity to talk with the collection system operators to better understand their concerns about how the collection system functions and identify known problem areas.

Task 0.3: Review and Progress Meetings

To ensure coordination with the City throughout the project duration, we will attend monthly meetings (via Zoom). The budget is based on a total of 12 meetings through the duration of the proposed schedule. Meetings may be adjusted as to frequency based on need and will be coordinated with the City as the Project progresses. We will prepare the meeting agenda and minutes for these meeting. For efficiency, we will schedule milestone meetings to coincide with the monthly meetings. We recommend the milestone meetings be in person to discuss the City's comments on the deliverables. We will also be available for additional meetings at the request of the City on a time and materials basis.

Task 0.4: City Council Meetings

We will attend two City Council meetings to review the Sanitary Sewer Master Plan Update, one meeting to present the draft Master Plan Update, and the second meeting to present the final Master Plan Update and to answer any final questions Council may have. We will prepare a Power Point presentation for both City Council meetings.

Task 0.5: QA/QC

Wallace Group and respective subconsultant team members will provide in-house quality assurance and quality control (QA/QC) at the various milestone stages. The QA/QC will be conducted by senior or principal engineers within the respective firms.

Task 0.0 Deliverables:

- Email documentation of meetings, information needs/request, and pertinent project coordination correspondence including monthly status updates (PDF only).
- Council Power Point Presentations

Task 1: Document Review and Data Collection

Task 1.1: Document Review and Data Collection

We will review the existing 2011 Sanitary Sewer System Master Plan, and details of the existing sanitary sewer system:

1. Review scope of services with City staff and review relevant documents, including but not limited to:
    - Sanitary Sewer Management Plan (SSMP)
    - Sewer Rate Study
    - Salinas General Plan
    - Economic Development Element
2. Review City's sanitary sewer records to identify recent improvements constructed.
3. Coordinate with the City to obtain future development plans.
4. Review the City's closed-circuit television (CCTV) inspection videos, maintenance records, and meet with City staff to identify areas of concern regarding sewer mains (both gravity and force) and pump stations. The proposed budget for CCTV review is based on an assumed one hundred thousand miles (100,000 LF) of CCTV video to be reviewed, with an associated review cost of $0.50/LF (or $2,640 per mile). The review of CCTV video includes documenting observations and problem areas, which will be summarized in the Sewer Master Plan Update, and conditions of problem areas will be documented per NASSCO designations, and included in the CIP ranking matrix for development of CIP recommendations. This unit cost can be used to adjust the task budget based on actual CCTV footage to be reviewed.
5. Meet with City staff to review development plans and all relevant documents.
6. Collect and review asset management including:
    - Force Mains in the Sanitary Sewer Collection System
    - Lift Stations within the Sanitary Sewer Collection System
    - Identify gaps in data, including pipe diameter, location, flow direction, material, sewer MH invert, etc.
    - Recommend a strategy to obtain missing data
    - Work with GIS personnel to determine optimal method(s) to add any missing asset subcategories

Task 1 Deliverables:

- Description and general inventory of the sanitary sewer system based on review of plans, reports, studies, and field inspections (PDF only)
- Technical Memorandum summarizing sewer video review, based on NASSCO designations (PDF only)
- Technical Memorandum including GIS Data Gap analysis for the Sanitary Sewer Collection System (PDF).

Task 2: Field Effort and GIS Update

Task 2.1 Survey Sanitary Sewer Manholes

Wallace Group will survey the rim elevations of each sewer manhole to be modeled (based on 750 manholes) and dip the manhole to obtain the invert elevation (invert in and invert out) of the flow lines. Wallace Group

will also take pictures of each of the manholes, which would then be included in the GIS database (see Task 2). Based on photos and visual observation from ground surface, we will ascertain pipe material. It is requested that the City assist Wallace Group with locating the manholes and providing traffic control as needed in high traffic areas. This assistance greatly increases the efficiency of the survey work. Wallace Group can provide outside assistance for traffic control for an additional cost, not currently included in the cost proposal.

Optional Task 2.1A: Wallace Group will locate the remaining 2,575 sewer manholes throughout the City's collection system and provide rim elevations using a handheld GPS unit. This information can then be incorporated in the GIS database (see Task 2). This effort will not provide invert elevations, pipe diameters, pipe material, or manhole condition information. Costs for this effort are not currently included in the fee estimate.

Task 2.2 Lift Station Assessment

Wallace Group, in conjunction with Fluid Resource Management (FRM), will conduct evaluations of the City's eleven lift stations. FRM will coordinate with the City operations staff. FRM will provide a Cal-OSHA confined space entry permit and perform such confined space entry to evaluate the wet well for visible signs of corrosion and "wear and tear", and will make recommendations if a structural investigation of the wet well is warranted based on observation. We will evaluate the condition of piping and internal components, document the size of the wet well/pumping station, approximate depth and size of inverts, perform a pump draw down test and determine approximate flow from each pump, perform full load amperage and Meg-ohm readings on each motor, verify automation of controls, evaluate the electrical system for possible deficiencies/code violations, document the pumps and motors make/model number, pull and inspect the pumps for signs of wear and tear including inspecting pump seals and fittings, electrical components for code violations, evaluate the pump seals, fittings, and overall condition, and perform a pump test to determine approximate flow, and measure amperage/power draws to check for signs of pump motor concerns. We will evaluate the system's ability to meet existing and future demands based on the pumping capacity and will provide the City with lift station upgrade recommendations. It is expected that the review of the 11 lift stations will be conducted over a period of 4 consecutive days. We will request that the City provide operations staff intimately familiar with the details and history of the lift stations, and to operate equipment during the inspection/testing. We assume that access to each lift station will not require traffic control services. We will review the assessment information from FRM and provide recommendations for upgrades to the lift stations. We will summarize the findings of the lift station assessment in the Preliminary Findings Memorandum.

Task 2.3: In-Line Flow Monitoring

Wallace Group will develop a flow monitoring program (FMP) in support of calibrating the hydraulic model of the sanitary sewer system. The flow monitoring plan will consider the areas to be monitored, including consideration of monitoring some or all the seven flow-splits/diversions. The flow data will evaluate average flow rates and representative diurnal flow patterns throughout the City including in/out of all pump stations, and to assist in the review/identification of average flow rates for residential (single and multi-family), commercial, hotel/motel, and apartment land uses. We will draft the flow monitoring plan, with meter locations and methodology to be reviewed and approved by the City.

As part of the FMP, we will work with US3 to review site conditions of the potential monitoring sites, assuring they are hydraulically suitable for accurate flow monitoring measurements. We will also query the City to determine if the City has specific sewer reaches they desire to be monitored, for instance an area suspected to have flow capacity concerns or may otherwise be a "HMA" of concern, or a specific sewer reach that would be indicative of SFR, MFR, hotel, commercial flows. Findings of the site review will be considered and included in this FMP for review and approval by the City. The site documentation shall include, at a minimum, a location map with address, digital photographs of the site, pipe size, channel condition, flow characteristics, site

drawings, and pictures of surrounding area. The Site assessments will also identify traffic control and safety issues.

Once the FMP is approved, Wallace Group will proceed with the in-line Flow Monitoring, to be provided in conjunction with US3. The FMP is based on an assumed total number of 14 monitoring stations, with a total duration of 60 calendar days at each location which will include both wet weather and dry weather flows. As discussed in the Approach Section of our Proposal, we will review and monitoring upcoming weather conditions to maximize chances of capturing significant rainfall events during the wet-weather season monitoring interval.

Task 2.4 Update GIS Database

Based on survey data collected in Task 2.1, Wallace Group will update the City's GIS database. Wallace Group will also utilize data collected in Task 1 to incorporate any new developments and upgraded sewer mains that are not already included in the GIS database.

Optional Task: Wallace Group can prepare atlas maps of the sewer collection system that can be used by operation's staff. Costs for this effort are not currently included in the fee estimate.

Optional Task: Wallace Group can assist the City in updating the GIS database with record information including videos, drawings, inspection reports, etc. This task will only be completed if there is remaining budget in the contract.

Task 2 Deliverables:

- Updated GIS Database with survey information (electronic)

Task 3: Wastewater Flow Characteristics and Projections

Task 3.1: Existing and Future Sewer Flow Estimates

We will develop unit flow factors in order to better project wastewater flows from future developments and calibrate the sewer model using existing wastewater flows. These unit factors will be developed for development types including residential, multi-family, commercial, industrial, hotels and other factors. We will request from Cal Water, water meter records/bills that will be used to evaluate usage from the various types of developments. Using actual water use data will provide the most accurate projection of wastewater generation unit factors, especially for residential and hotel units. Water demand data will be evaluated for a minimum of 12 months in order to assess indoor water demands (which generate wastewater flows) versus outdoor water demands (which do not generate wastewater flows). We will also use population and density information from the City's General Plan, Specific Plans, and other planning documents provided by the City, to project future build-out (15-year planning horizon) population and wastewater flows. As part of this scope of services, Wallace Group will not project population to build-out; we will rely on the City's planning documents and 2018 AMBAG population projections, and we will request City staff to confirm future population projections to be used in the master plan. Total metered flow data (at the Monterey One Water lift station), along with existing population data, will be used to calculate per capita wastewater flows, which will in turn be used to project future wastewater flows.

Task 3.2: Preliminary Findings Memorandum

We will compile all the information reviewed and gathered under Tasks 0, 1, 2, and 3.1 and prepare a Preliminary Findings Memorandum stating our findings.

Task 3 Deliverables:

- Preliminary Findings Memorandum - Three hard copies and one electronic pdf copy

Task 4: Develop and Calibrate Sewer Model

Task 4.1: Develop and Calibrate Sewer Model

We will utilize survey data collected in Tasks 0, 1, 2, and 3 for use in the Innovyze sewer modeling program (InfoSWMM). We will model the collection system under dry and wet weather conditions for the existing and future loadings. We typically will only model the trunk sewer mains (typically 10-inch and larger), with some exceptions. The exception would be 6- or 8-inch trunk mains that collect or carry a reasonable amount of wastewater either under existing or future conditions. We will provide an electronic copy of the sewer model at the end of the project.

Using flow data collected in the Field Investigations, we will model simulations for dry and wet weather flow conditions for existing and future (build-out) development scenarios. We will use the model results to identify locations in the wastewater system that have hydraulic capacity constraints under existing and future flow conditions, peak dry weather and wet weather flow conditions, based on the criteria developed for the 2011 report.

Based on the flow monitoring data obtained, we will provide the City with general observations of tributary areas exhibiting signs of I/I. Based on this observation, we will recommend areas for further I/I investigation.

Deliverables:

1. The consultant shall provide the City a new hydraulic model that includes, but is not limited to:
   a. Manhole and pipe segment identification numbers in accordance with City-specified naming convention, manhole invert elevation for all pipes and rim elevation
   b. Pipe size and material
   c. Pipe flow estimates for peak dry and wet weather flows, resulting d/D ratios, and available capacity based on City specified d/D ratios
2. Provide all data files necessary to recreate, calibrate, and adjust the model in the future by selected firm or third parties.

Task 5: Develop Capital Improvement Program

Task 5.1: Develop Capital Improvement Program

Using data collected during Field Investigations, and the modeling efforts of Task 4, we will develop a Sanitary Sewer Capital Improvement Program (CIP) recommending short-term (5-year) and long-term (15-year) improvements necessary to maintain a desired level of service for the City's sanitary sewer assets such as mainlines, manholes, and pump stations. We will also provide one additional Program focused on Development induced improvement recommendations. These upgrades are required to be completed when development occurs, which the timing may not be known. The CIP will include the following:

1. Condition Assessment
   a. Review CCTV inspections and provide a summary table for conditions of the City's sanitary sewer assets using Sewer Service Company's (NASSCO) Pipeline Assessment and Certification Program (PCAP).
   b. Identify the useful life and value of the existing sanitary sewer collection system assets. Pipe materials of existing sanitary sewer mains include high-density polyethylene (HDPE), Acrylonitrile-Butadiene-Styrene (ABS), vitrified clay (VCP), cured-in-placed liner, and polyvinyl chloride (PVC).
   c. Establish the asset values and recommended year-to-year replacement costs of aging infrastructure. The remaining useful life of assets shall be assessed by the Consultant using projected-useful-life tables, decay curves, or recent condition assessment studies.

d. Recommendation of Improvements:
   1) Identify improvements (or improvement programs such as regularly scheduled condition monitoring programs) necessary to meet the Consent Decree's requirements and the City's desired level of service.
   2) Develop prioritization criteria and ranking matrix to utilize when prioritizing recommended improvements. Criteria should account for:
      i. Probability of failure based on condition of facility.
      ii. How critical the facility is to system operations (i.e., ramifications of failure).
      iii. Potential I/I reduction.
      iv. Cost of facility failure (including social and environmental costs in addition to hard costs of repairs).
   3) Recommend a replacement and rehabilitation methodology for all recommended improvements. The methodology should take into account the material, condition, age of facility, and sensitive environmental areas (such as creeks and industrial areas), and overall constructability.

Deliverables:

1. Documentation of recommendation decision based on established prioritization criteria. (Decision Matrix) – *See sample matrix in Additional Information Section*
2. Prepare construction cost estimates associated with all recommended improvements or improvement programs. Cost estimates shall include an analysis of costs related to general maintenance and facility (life cycle cost) vs costs related to additional capacity needs caused by growth.
3. Create a prioritized list of recommended improvements and improvement programs through 2035 with a detailed focus on near term critical projects through 2025.
4. Maps for each sewer trunk main collection zone, color coded to separate facilities that are:
   a. Currently at or over capacity – High Priority
   b. At or over capacity with currently approved projects – Background
   c. At or over capacity upon full utilization of current City land uses - Buildout

Task 6: Development Impact Fee Nexus Study

Task 6.1: Development Impact Fee Nexus Study

Wallace Group will team with DTA to complete a Sanitary Sewer Development Impact Fee Nexus Study. This Task will not start until after the completion of Task 7.1. The following is the Scope of Work provided by DTA:

DIF Study

DTA, in collaboration with Wallace Group, would provide all-inclusive professional and technical support to the City in reviewing any existing City Sanitary Sewer DIF studies related to General Plans, Specific Plans, and the Capital Improvement Program ("CIP") and preparing a comprehensive review of required impact fee levels documented in the formal Nexus Study prepared under California Government Code Sections 66000 *et seq.* and 66013 *et seq.*, which governs water capacity and connection fees charged to new development and/or redevelopment.. DTA's Final Report would present a fee methodology that satisfies the "rational nexus" tests used by the courts to determine the legality of development exactions. Having been subjected to legal and developer scrutiny, DTA has developed a streamlined approach and methodology that establishes a rational and substantial nexus between new development and the need for public facilities.

The Scope of Work has been devised to include all tasks necessary to create a fee program for the City that complies with California Government Code Sections 66000 *et seq*. and 66013 *et seq.* in concert with the

jurisprudence developed by various Federal district and State courts. DTA's General Counsel regularly reviews State and Federal legal and administrative opinions, regulations, and statutes that might affect or modify DIF Nexus Studies in California.

Work products stemming from the work plan described in this section will include:

- A memorandum ("memo") summarizing the fee methodology options; and
- The Draft and Final Administrative Reports.

Task A.1 – Development of Project Strategy and Kickoff Meeting

DTA staff will meet with City staff in a project kickoff meeting to finalize the details of the project, deliverables, timetables, and tasks, discuss the best practices, identify needed information (i.e., reports, project/needs lists, stakeholder groups, data, etc.), prepare the final schedule, discuss the public process, determine information to be provided by City staff, and resolve other concerns, as appropriate. Prior to the kickoff meeting, DTA will review City documentation relating to the existing Fee Study and pertinent impact fees as outlined by the City.

Task A.2 – Develop Population and Dwelling Unit Projections

DTA will compile and document existing and future population and development estimates for the City. The projections resulting from this task will ultimately calculate fee levels. This task comprises two subtasks.

Subtask A.2.a – Population Projections

DTA will gather existing information on present and future population for the City from various sources, including City staff, the General Plan, existing Master Plans, the U.S. Census, the Association of Monterey Bay Area Governments ("AMBAG"), the State Department of Finance, and from other data sources, including the City's CIP.

Subtask A.2.b – Conduct Entitlement Research and Projections

DTA will coordinate with the City Community Development Department to determine existing and future residential and non-residential development within the City over the planning horizon (**5 years**, or otherwise). To complete this subtask, DTA will:

- Review the General Plan/CIP and related plans to determine expected development land use patterns in the City;
- Assess City records to identify existing entitlements for dwelling units and commercial/industrial development; and
- Project the number of new dwelling units and commercial/industrial development based on existing entitlements and population projections through 2035, or such other target year as selected by City staff.

Task A.3 – Identify Sanitary Sewer Facility/Capital Needs and Levels of Service

This task entails the review of the facilities and capital needs required to serve new development in the study area projected in Task A.2. DTA will use existing City materials [and any relevant Developer's Facilities Report(s)] as base documents and focus our effort on updating this information.

For any fee program to be comprehensive in its scope, it is necessary to complete a thorough identification and review of all the facilities that will be impacted by additional growth, including those already discussed in the General Plan or CIP. This task will require close coordination with all appropriate City departments.

Subtask A.3.a – Survey/Interview City Staff

DTA shall survey/interview City staff to review projected facilities in the City, along with major equipment needs, the timing at which improvements will be needed, and any physical data that would assist in developing the costs estimated below in Subtask A.3.c. Based upon the results of the surveys and interviews, DTA will verify and, if appropriate, expand the list of new facilities found in the General Plan/CIP to be included within the fee program for the City.

Subtask A.3.b – Facilities List

Based on the information collected in Subtask A.3.a, DTA shall prepare a facilities needs list that details the new facilities and equipment to serve new development in the City.

Subtask A.3.c – Review Cost Estimates

DTA's engineering and technical staff will, as necessary, consult with City department heads and/or engineering staff or equivalent to ascertain and understand in-house cost data for existing and projected facilities and equipment, apply inflation and cost-of-living escalators to the list of projected public facilities to determine future costs, review and/or refine existing cost data, examine major sources of revenue to fund the construction of new public facilities, and provide a proportional estimate between projected costs for new facilities and predicted revenue from mitigation fees and other sources.

Task A.4 – Develop Methodology for Calculating New Sanitary Sewer Impact Fee Amounts

This task entails developing the methodology used to establish the fee amount for each fee component to the extent appropriate. There are two critical issues that must be considered in developing a fee program. The fee program must generate revenues in a timely manner and the methodology must meet the nexus or benefit requirements of AB 1600. Since fees of any sort can be controversial, it is critical that any fee established be legally defensible.

DTA's Fee Study methodology must meet the nexus or benefit requirements of AB 1600, which requires that there be a nexus between the fees imposed, use of the fees, and development projects on which the fees are imposed. Furthermore, there must be a relationship between the amount of the fee and cost of the improvements. In order to impose a fee as a condition for a development project, the methodology must identify the purpose of the fee, ascertain the use to which the fee is to be put (if the use is financing public facilities, the facilities must be identified), determine how there is a reasonable relationship between the fee's use and type of development project on which the fee is imposed, and establish how there is a reasonable relationship between the need for the public facility and type of development project on which the fee is being imposed.

Implicit in these requirements is a stipulation that a public agency cannot impose a fee to cure existing deficiencies in public facilities or improve public facilities beyond what is required based on the specific impacts of new development. The benefit methodology established in this task will be documented in the Final Report.

Deliverable: Memo Summarizing the Fee Methodology Options

Task A.5 – Determine Fee Levels

This task entails calculating the fee amounts based upon the dwelling unit and commercial/industrial development projections completed in Task A.2, facilities needs and costs determined in Task A.3, and methodology selected in Task A.4.

Subtask A.5.a – Calculate Recommended Fee Amounts

DTA shall calculate fees for the City by inputting the data compiled under the preceding tasks and computing each fee to be levied. This work will be done in a spreadsheet format that can be updated annually.

DTA will also evaluate this data in comparison to surrounding cities, such as the Cities of Capitola, Hollister, Marina, Monterey, and Seaside, so as to arrive at comparable and palatable fee levels.

Subtask A.5.b – Document Fee Derivation

DTA shall document the methodology utilized for the fee calculation model in such a way that it can be understood by the City and public. DTA shall prepare written statements documenting the validity of the methodology for deriving each of the fees for the City.

Task A.6 – Prepare Draft and Final Reports

This task entails the preparation of the Draft and Final Reports for consideration by the City Council and City staff. Based on the work completed in Tasks A.1-A.5, DTA will prepare the Draft Report for review and consideration by City staff. The Draft Report will be prepared pursuant to the applicable regulatory standard(s) and is expected to include an executive summary, population projections, a facilities and improvements list, areas of benefit (if applicable), fee calculations, recommended fee levels, and the suggested process for keeping fees current. DTA will subsequently prepare the Final Report for presentation to the City Council and City staff based on the incorporation of City staff comments and concerns on the Draft Report.

Deliverable: Draft and Final Reports

Task A.7 – Attend Meetings and Public Outreach

This task entails attendance at a total of two (2) meetings/workshops, including the kickoff meeting, with the City Administrator (or similar), other City staff, focus groups, stakeholders, and the City Council to present information regarding the status of the impact fee program, draft study, and Final Report to obtain input. DTA will also be prepared to lead meetings and workshops with selected groups to gain better project understanding, gauge community sentiment, and determine the key objectives.

During these meetings, DTA will consider community and stakeholder input. For this purpose, DTA will develop handouts for these meetings that summarize the findings and analysis from the Public Review Draft. DTA will also prepare and distribute updated information, as necessary, to facilitate discussion in Focus Group Meetings in which DTA is unable to attend.

We anticipate that all meetings will be conducted via Zoom or another online meeting software. In-person attendance at any meetings shall depend on State guidelines and guidance from the CDC.

OPTIONAL TASK: DTA can prepare a Sanitary Sewer Rate Study as an Optional Task. This optional task is not currently included in the fee estimate.

Task 7: Draft and Final Sanitary Sewer Master Plan Update

Task 7.1: Draft Sanitary Sewer Master Plan Update

Upon completion of Tasks 1-5, Wallace Group will prepare the Draft Sanitary Sewer Master Plan Update. At a minimum, the report shall include the following:

1. An Executive Summary (To be provided in the Final Report only)
2. Colored maps that are clear, easy to understand, and of professional quality of the City's sanitary

sewer system, identified deficiencies, and locations of proposed improvements

3. Summary of existing sewer system
4. Population projections and sewer demand summary
5. Documentation of modeling methodologies and assumptions
6. Technical information, analysis, and discussion of results for each task making use of charts, graphs, and figures of professional quality to clearly and efficiently convey the information, findings, and conclusions
7. Justification for recommended improvements to be accomplished
8. Sanitary Sewer Capital Improvement Plan
9. Other supporting documentation

Task 7.2: Final Sanitary Sewer Master Plan Update

Upon receiving written comments from the City and discussion at the City Council, Wallace Group will prepare the Final Sanitary Sewer Master Plan Update..

Deliverables:

- Submit five (5) printed copies and 1 digital copy in pdf format of the Draft Sanitary Sewer Master Plan report to the City to review and comment
- Submit five (5) printed copies and 1 digital copy in pdf format of the Final Sanitary Sewer Master Plan report to the City

Wallace Group Team Resource Estimate for the City of Salinas Sanitary Sewer Master Plan

PHA	TASK DESCRIPTION	PRINCIPAL	PRINCIPAL ENGINEER	DIRECTOR	SENIOR ENGINEER III	ENGINEER I	ASSOCIATE ENGINEER I	GIS SPECIALIST	TWO MAN SURVEY CREW	SENIOR LAND SURVEYOR III	FRM	US^3	DTA	Misc. Direct Costs	TOTAL LABOR HOURS	LABOR $	TOTAL COST $
	RATE	$230	$215	$185	$180	$145	$115	$135	$215	$170							
0	PROJECT MANAGEMENT AND MEETINGS																
0.1	Project Management and Coordination	48	48											$150	96	$21,360	$21,510
0.2	Kick Off Meetings and Field Review	10	6			10								$268	26	$5,040	$5,308
0.3	Review and Progress Meetings	36	12			36								$535	84	$16,080	$16,615
0.4	City Council Meetings	12	6			12								$535	30	$5,790	$6,325
0.5	QA/QC	24	40												64	$14,120	$14,120
1	DOCUMENT REVIEW AND DATA COLLECTION																
1.1	Document Review and Data Collection	8	24			50	200								282	$37,250	$37,250
2	FIELD EFFORT AND GIS UPDATE																
2.1	Survey Sanitary Sewer Manholes	4	24	24		30			250	150				$20,942	482	$94,120	$115,062
2.2	Lift Station Assessment	8	60								$ 20,000				68	$14,740	$14,740
2.3	In-Line Flow Monitoring	4	40			60						$ 95,000			104	$18,220	$18,220
2.4	Update GIS Database		40				16	100							156	$23,940	$23,940
3	WASTEWATER FLOW CHARACTERISTICS AND PROJECTIONS																
3.1	Existing and Future Sewer Flow Estimates	4	24			60	40								128	$19,380	$19,380
3.2	Preliminary Findings Memorandum	8	20		8	40	16								92	$15,220	$15,220
4	DEVELOP AND CALIBRATE SEWER MODEL																
4.1	Develop and Calibrate Sewer Model	4	8		32	120									164	$25,800	$25,800
5	DEVELOP CAPITAL IMPROVEMENT PROGRAM																
5.1	Develop Capital Improvement Program	16	32		24	120									192	$32,280	$32,280
6	DEVELOPMENT IMPACT FEE NEXUS STUDY																
6.1	Development Impact Fee Nexus Study	16	16			8							$ 27,500		40	$8,280	$8,280
7	DRAFT AND FINAL SANITARY SEWER MASTER PLAN UPDATE																
7.1	Draft Sanitary Sewer Master Plan Update	8	32		24	120	40								224	$35,040	$35,040
7.2	Final Sanitary Sewer Master Plan Update	8	8		4	40	16								76	$11,920	$11,920
	SUB-TOTALS	218	440	24	92	706	328	100	250	150	**$ 20,000**	**$ 95,000**	**$ 27,500**	**$22,430**	**2,308**		
	WALLACE GROUP LABOR COSTS	$50,140	$94,600	$4,440	$16,560	$102,370	$37,720	$13,500	$53,750	$25,500							**$398,580**
	WALLACE GROUP DIRECT COSTS																**$22,430**
	SUBCONSULTANT DIRECT COSTS										**$20,000**	**$95,000**	**$27,500**				**$142,500**
	DIRECT COSTS OVERHEAD @															**15%**	**$24,739**
	TOTAL																**$588,249**

BUDGET SUMMARY

Exhibit A1

CONTRACT AMENDMENT

Project Name: Sanitary Sewer Master Plan	**CA No.** 1
Client Name: City of Salinas	**Project/Phase No.** 0886-0015
Attention: Brian Frus	**Date:** September 1, 2022
Address: 200 Lincoln Avenue, Salinas, CA 93901	

Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above referenced project as herein described. Approval below incorporates this document as a part of the original contract signed February 16, 2021. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

Wallace Group has been working with the City of Salinas on the completion of Sanitary Sewer Master Plan Update since February 2021. In June 2022, Wallace Group delivered the Draft Master Plan to the City. Throughout the project, Wallace Group has been completing tasks requested by the City that were not in the original scope of work with the hopes that there would be enough budget to cover the tasks. The task items include:

- Additional flow monitoring locations
- Analysis of three areas outside the current city limits and limits of the sewer model
- Preparation of the O&M related mapping and CIPs

In addition, the level of effort anticipated for the evaluation of the City's 11 lift stations was significantly more than anticipated during the scope development and budgeting process. As we are nearing the completion of the project, Wallace Group will exceed the originally approved budget and is requesting a contract amendment to assist with completing the Final Master Plan.

Revision(s) Represent:
( ) a change in previous instructions
( ) a change in Scope of Services
(x) other:

Revision(s) Fee:
( ) hourly (time & materials) $
( ) progress billing: $
(x) not-to-exceed w/o authorization: $45,000

Revision(s) will be invoiced as:
(x) increase to an item within the existing contract
( ) a new item added to existing contract

Issued by,
WALLACE GROUP, a California Corporation

Kari Wagner, PE C66026
Principal
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San Luis Obispo
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www.wallacegroup.us

APPROVED BY CLIENT:

_____
Signature

_____
Printed Name

_____
Title

_____
Date

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File #: ID#22-535, **Version:** 1

ARPA/PRK Motel Program Master Lease with Marina Hotels Ci, LLC and Agreement for Services with Benitez Security Services, Inc.

Approve a Resolution authorizing the Mayor to execute a Master Lease Agreement with Marina Hotels Ci, LLC and execute an Agreement for Services with Benitez Security Services, Inc related to the City's Project Roomkey Program.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

FROM: **MEGAN HUNTER, DIRECTOR**

THROUGH: **ROD POWELL, PLANNING MANAGER**

BY: **MARIA CAMBRON, COMMUNITY DEVELOPMENT ANALYST**

TITLE: **ARPA/PRK MOTEL PROGRAM MASTER LEASE WITH MARINA HOTELS Ci, LLC, AND AGREEMENT FOR SERVICES WITH BENITEZ SECURITY SERVICES, INC.**

RECOMMENDED MOTION:

A motion to approve a Resolution:

1. authorizing the Mayor, on behalf of the City of Salinas, to execute a Master Lease Agreement with Marina Hotels Ci, LLC; and
2. authorizing the Mayor, on behalf of the City of Salinas, to execute an Agreement for Services with Benitez Security Services, Inc.

RECOMMENDATION:

It is recommended that City Council approve a Resolution:

1. authorizing the Mayor, on behalf of the City of Salinas, to execute a Master Lease Agreement with Marina Hotels Ci, LLC; and
2. authorizing the Mayor, on behalf of the City of Salinas, to execute an Agreement for Services with Benitez Security Services, Inc.

EXECUTIVE SUMMARY:

Currently, through sub-agreements with Central Coast Center for Independent Living (CCCIL), Marina Hotels Ci, LLC (County Inn) and Benitez Security Services, Inc., emergency housing opportunities and 24-hour security services are being provided for a regional, jointly funded City/County of Monterey (County) American Rescue Plan Act (ARPA)/Project Roomkey (PRK) Motel Program. Due to administrative capacity and financial limitations, CCCIL has notified staff that it is no longer able to maintain and administer these existing agreements. To ensure continuous, non-disruptive program services, the City is seeking to assume a direct administrative

role under the two proposed agreements within the Community Development Department's Housing and Community Development Division.

BACKGROUND:

On October 26, 2021, City Council approved a resolution authorizing the allocation of City American Rescue Plan Act (ARPA) funds and the acceptance of County Project RoomKey (PRK) funds to implement an emergency shelter ARPA/PRK Motel Program. More recently, on September 20, 2022, City Council approved a resolution authorizing the execution of two amendments to the initial agreement with the County of Monterey to extend the agreement term and to accept and administer an additional $1,500,099.92 of County of Monterey ARPA funds. Through existing agreements with CCCIL and California State University Monterey Bay Community Health Engagement (CSUMB CHE), the program has and continues to provide non-congregate, emergency shelter, stabilization and case management services, and permanent housing navigation and placement to unhoused individuals.

Up until recently, through existing sub-agreements, CCCIL has served as the contracting entity with Marina Hotels Ci LLC and Benitez Security Services, Inc. However, due to current organizational capacity and cash-flow limitations, CCCIL has notified the City that it can no longer serve in this capacity. In consideration of this emerging issue and to ensure continuous program operations, City staff are seeking to assume a more substantive administrative role in the program through the execution of the proposed agreements. Direct client interaction and services will continue to be provided by CCCIL and CSUMB CHE.

DISCUSSION:

Since the inception of the ARPA/PRK Motel Program in November 2021, through an agreement with a program sub-recipient CCCIL, the County Inn has served as a primary site for program services. This site was chosen not only for its centralized regional location but also due to a much higher per room costs and a continued lack of site availability within the City of Salinas resulting from increased, sustained competition from local agricultural labor contractors seeking to house H2A employees.

The proposed agreement with Marina Hotel Ci LLC will provide up to sixty (60) rooms at Country Inn at a total cost not to exceed $657,000, with the term of October 1, 2022 through February 28, 2023. The proposed agreement with Benitez Security Services, Inc. will provide necessary 24-hour, on-site program security at a cost not to exceed $321,783, with the term of September 1, 2022 through December 31, 2022. Both proposed agreements have an option for a month-to-month extension, if desired. Existing agreements with CCCIL and CSUMB CHE to provide direct client services will remain unaffected.

In upcoming months, as the demand for local H2A worker housing declines, it is staff's intention to continue to look for additional opportunities to expand program services to a motel site within the City of Salinas to better facilitate the likely transition of ARPA/PRK Motel Program participants to a permanent, supportive housing placement at a Homekey location.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The proposed agreements will advance the City of Salinas Strategic Plan 2022-2025 Goals and Strategies of Public Safety, Housing/Affordable Housing, and Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

This agenda item is solely administered by the Community Development Department with contributions from both the City Attorney and Finance Department.

FISCAL AND SUSTAINABILITY IMPACT:

Authorization to execute the proposed agreements has no fiscal impact to the General Fund as the ARPA/PRK Motel Program is solely funded by City and County ARPA funds and County CDSS Project RoomKey funds.

ATTACHMENTS:

1. Resolution
2. Master Lease Agreement – Marina Hotels Ci LLC - Draft
3. Agreement for Services – Benitez Security Services, Inc. - Draft

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

A RESOLUTION OF THE CITY OF SALINAS COUNCIL AUTHORIZING THE EXECUTION OF A MASTER LEASE AGREEMENT WITH MARINA HOTLES Ci, LLC AND AN AGREEMENT FOR SERVICES WITH BENITEZ SECURITY SERVICES, INC.

WHEREAS, through sub-agreements with Central Coast Center for Independent Living (CCCIL), Marina Hotels Ci, LLC (County Inn) and Benitez Security Services, Inc., emergency housing opportunities and 24-hour security services are being provided for a regional, jointly funded City/County of Monterey (County) American Rescue Plan Act (ARPA)/Project Roomkey (PRK) Motel Program; and

WHEREAS, CCCIL has previously served as the contracting entity through sub-agreements with Marina Hotels Ci, LLC and Benitez Security Services, Inc.; and

WHEREAS, due to current organizational capacity and cash-flow limitations, CCCIL has notified the City that it can no longer serve as the contracting entity with Marina Hotel Ci, LLC and Benitez Security Services, Inc.; and

WHEREAS, the City is seeking to initiate and assume direct administration of the two agreements within the Community Development Department's Housing and Community Development Division; and

WHEREAS, existing direct client services for the ARPA/PRK Motel Program will continue to be provided by the CCCIL and California State University Monterey Bay Community Health Engagement programs; and

WHEREAS, the Marina Hotels Ci, LLC's agreement will provide non-congregate shelter options at a total cost not to exceed $657,000 with a term from October 1, 2022, through February 28, 2023, with an option for a month-to-month extension; and

WHEREAS, the Benitez Security Services, Inc. agreement will provide necessary 24-hour, on-site program security at a cost not to exceed $321,783 with a term from September 1, 2022, through December 31, 2022, with an option for a month-to-month extension; and

WHEREAS, the proposed agreements will be solely funded by existing ARPA/PRK Motel Program funds currently appropriated in General Ledger Account 2947.30.3245.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Salinas hereby authorizes the Mayor, on behalf of the City of Salinas, to execute these Agreements along with any amendments, contracts or related documents that are deemed necessary to carry out the terms and conditions as set forth in the Agreements as presented to the City Council on this date.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

FISCAL YEAR 2022-23
MOTEL MASTER LEASE
FUNDING AGREEMENT BETWEEN
THE CITY OF SALINAS AND
MARINA HOTELS CI LLC

SALINAS

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DRAFT

This is an official document.
Do not make any changes to this document EXCEPT to modify your signature block on the last page as needed.

DRAFT

FISCAL YEAR 2022-23
MOTEL MASTER LEASE
FUNDING AGREEMENT BETWEEN CITY OF SALINAS
AND
MARINA HOTELS CI LLC
FOR THE
CITY OF SALINAS ARPA/PRK MOTEL PROGRAM

Agreement Number:

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DRAFT

THIS ROOM RENTAL AGREEMENT ("Agreement"), made for reference purposes only as of July 1, 2022, is by and between **Marina Hotels Ci, LLC,** dba Country Inn & Suites ("**Owner**"), and the **City of Salinas** (the "**City**"). Owner and City are sometimes referred to herein as "Party" or collectively as "Parties."

This Agreement is entered into in connection with the City of Salinas ARPA/PRK Emergency Shelter program to provide emergency shelter during the COVID-19 epidemic.

AGREEMENT

The Owner hereby authorizes the City and Subrecipients the right to use those certain "**Premises**" located at 3280 Dunes Road, Marina, CA 93933, and more particularly described as follows:

Rent of up to twenty (20) rooms at The Country Inn & Suites located at 3280 Dunes Road, Marina, CA 93933, and potentially maintaining up to sixty (60) rooms upon availability and the need of the program.

TERM

The term of this Agreement shall commence on July 1 ,2022 and shall continue until December 31, 2022, with a potential extension.

RENT

Rent shall be ninety-six dollars ($73) per daily room for up to 20 rooms, while maintaining current room occupancy but not exceeding up to sixty (60) rooms upon availability and the need of the program. Maximum Rent amount for the term shall be no more than One Million Fifty-Four Thousand and Eighty Dollars ($801,540.00).

AMENDMENT OF LEASE

This Lease may only be amended by a written agreement signed by both parties.

PARKING

The City shall be entitled to use parking spaces located within the Premises. No abandoned or non-operating vehicles or hazardous materials shall be stored in the parking area or anywhere on the Premises.

CLEANING

The City and its onsite partners shall coordinate weekly cleanings with the motel manager so that clients will vacate their rooms during the time of cleaning.

MAINTENANCE AND REPAIRS

Except as provided elsewhere in this Agreement, the City shall perform, at its own cost and expense, all repair, and replacement of damages caused to rooms by the occupants of the program. City shall reimburse owner, the cost of any damage to the rooms caused by City's occupants within thirty (30) days of receipt of an invoice from owner

SURRENDER
The City agrees on the last day of the Term or on sooner termination of this Agreement to surrender the premises with appurtenances, in the same condition as when received, ordinary wear and tear excepted.

NOTICES
Any notices under this Agreement shall be sent to the parties by personal delivery, e-mail, or by certified mail, return receipt requested, postage prepared in the United States Postal Service at the addresses set forth below. Notice shall be deemed effective upon delivery or transmission if delivered or sent by e-mail and on the third (3rd) day after mailing. The parties designate the following names, titles, addresses, and telephone numbers:

Owner
Country Inn & Suites
3280 Dunes Road
Marina, California 93933
Phone: 831-917-4463
Email: ronald.prasad@marinahotelgroup.com

City of Salinas
Community Development Director
City of Salinas
200 Lincoln Ave., Salinas, CA 93901
Direct: 831-758-7334
Fax: 831-775-4258
Email: housingwebmail@ci.salinas.ca.us

HOLDING OVER
In the event the City remains in possession of the Premises after the expiration of the Agreement term, or any extension or renewal thereof, this Agreement shall be automatically continued to a month-to-month basis and otherwise on the terms and conditions herein specified, so far as applicable.

INSURANCE

A. ***Self-Insurance Coverage***. Owner understands and acknowledges that the City is self-insured for all forms of legal liability and the City shall, throughout the entire Term of this Lease Agreement, maintain such self-insurance covering all its operations and use and occupancy of the Leased Premises, and that of its agents and employees, performed in connection with this Lease Agreement.

B. ***Evidence of Self-Insurance Coverage***. The City shall provide evidence of compliance with the insurance requirements listed above by providing a letter of self-insurance concurrently with the submittal of this Lease Agreement.

C. ***Owner's Maintenance of Insurance***. Maintenance of insurance by the City, as specified in this Lease Agreement, shall in no way be interpreted as relieving Owner of any responsibility whatever and Owner may carry, at its own expense, such additional insurance as it deems necessary

D. The hotel has full property insurance for such things like natural disasters. I.E. Fire, Earthquake, etc.

COMPLIANCE WITH LAWS

City agrees that, in using the Premises, it will comply with all laws of the United States of America and the State of California, and any ordinances of the County or City in which the Premises is located, including without limitation laws, regulations or orders of any federal, state, county or local agency or office (collectively, "Laws").

City agrees that it will not conduct or operate any business upon said Premises in violation of any Laws.

City further agrees that it will comply with all Laws related to (i) occupancy taxes for the Premises due during the Term, as extended hereunder, including without limitation Revenue & Taxation Code §7280.

Any such violation on the part of the City shall constitute a breach of the Lease at Owner's option; provided, however, City will not be required to make any structural changes to the Premises or the Building unless such structural change is required due to City's act, alterations or occupancy or use of the Premises.

City agrees to indemnify and hold Owner harmless from any and all costs, expenses, claims and liability, including without limitation attorney fees, arising from City's failure to perform such compliance with law obligations. This indemnity shall survive the expiration or sooner termination of this Lease.

INDEMNIFICATION

City and its successors and assigns (collectively, "City Indemnifying Party") hereby agree to defend, indemnify and hold Owner, including its past, present and future employees, agents, representatives, officers, directors, partners, attorneys, stockholders, parent companies, subsidiary companies, corporate affiliates, successors and assigns (collectively, "Owner Indemnified Parties") free and harmless for, from and against any and all claims, liabilities, obligations, losses, fines, license fees, costs, interest, amounts paid in settlement of claims or damages (including any out-of-pocket expenses and reasonable attorney fees and expenses incurred in the investigation or defense of any of the same or in asserting any of their respective rights hereunder), whether or not involving a third-party claim against the Owner Indemnified Party, resulting from or arising out of a City Indemnifying Party's activities, maintenance, repair, use or occupancy of the Premises or the actions or inactions of a City Indemnifying Party's employees, agents, representatives or contractors or other parties related thereto.

City Indemnifying Party's indemnification hereunder shall extend to and include without limitation—

Any claim for or amount due (including fines, penalties, and interest) for taxes owed under any state or federal law, including without limitation occupancy taxes due pursuant to Revenue & Taxation Code §7280 owed by City Indemnifying Parties but not any of the same owed by the Owner on account of its ownership of the Premises or the Rent paid to the Owner under this Lease.

Owner hereby agrees to defend, indemnify and hold City and its respective past, present and future employees, agents, representatives, officers, directors, partners, stockholders, parent companies, subsidiary companies, corporate affiliates, successors and assigns, an "City Indemnified Party") free and harmless for, from and against any and all claims, liabilities, obligations, losses, fines, license fees, costs, interest, amounts paid in settlement of claims or damages (including any out-of-pocket expenses and reasonable attorneys' fees and expenses incurred in the investigation or defense of any of the same or in asserting any of their respective rights hereunder), whether or not involving a third-party claim against an Indemnified Party, resulting from or arising out of Owner's negligence or intentional misconduct or that of its employees, agents, representatives, contractors, or parties related thereto.

City, as a material part of the consideration to be rendered to Owner, hereby waives, and releases all claims City may have against Owner for loss of business income and for damages to goods, wares, merchandise, supplies and inventory in, upon or about the Premises, unless such damage is solely caused by the intentional act or gross negligence of Owner. Further, City hereby waives and releases all claims against Owner for injury to City, its agents, employees, invitees or third persons in or about the Premises from any cause, unless such injury is solely caused by the intentional act or gross negligence of Owner. City shall have an affirmative duty to notify Owner, in writing, if possible, of any condition which Owner has a duty to repair which might result in injury to property or persons.

The indemnities described above shall survive the expiration or sooner termination of this Lease.

ATTORNEY FEES AND COSTS

It is mutually understood and agreed by and between the parties hereto that if suit be brought by the Owner against the City to recover any Rent or for breach of any agreement or condition herein contained to be performed by the said City or any summary action be brought by the said Owner for the forfeiture of this Lease or to recover possession of the said Premises or if either party should bring action to enforce any of the provisions of this Lease, reasonable attorney's fees and costs as fixed by the Court for commencing or prosecuting said action shall be allowed the prevailing party.

ADA COMPLIANCE AND DISCLOSURE

Owner represents warrants that the Premises (as of the Commencement Date of this Lease) shall be in conformance with the requirements of the Americans with Disabilities Act and all regulations issued by the U.S. Attorney General or other authorized agencies under the authority of the Americans with Disabilities Act ("ADA Laws"). Owner shall be responsible, at its sole expense, for making any alterations, modifications needed to comply with the requirements of the ADA and all related Laws, and to bear any expense during the Term to ensure the ongoing compliance with

any of these Laws. Owner shall reimburse and indemnify City for any expenses incurred because of the failure of the Premises to conform with the ADA Laws, including the costs of making any alterations, renovations or accommodations required by the ADA laws, any governmental enforcement agency or any court, any and all fines, civil penalties and damages awarded against City resulting from a violation or violations of the ADA Laws and all reasonable legal expenses incurred in defending claims made under the ADA Laws, including reasonable attorney's fees, so long as it is not caused by City's specific use.

Owner and City hereby acknowledge that pursuant to Section 1938 of the California Civil Code, if the Premises have not been inspected by a Certified Access Specialist (a "CASp") prior to the execution of the Lease, then the following disclosure shall be included in the Lease:

"A Certified Access Specialist (CASp) can inspect the subject Premises and determine whether the subject Premises comply with all of the applicable construction-related accessibility standards under state law. Although state law does not require a CASp inspection of the subject Premises, the commercial property owner or Owner may not prohibit the City or City from obtaining a CASp inspection of the subject Premises for the occupancy or potential occupancy of the City or City, if requested by the City or City. The parties shall mutually agree on the arrangements for the time and manner of the CASp inspection, the payment of the fee for the CASp inspection."

Owner shall be responsible for the cost of making any repairs necessary to correct violations of construction-related accessibility standards within the Premises."

Confidentiality. By entering into this Lease, City agrees that at all times during or after or after the Term, it will keep confidential and not disclose to any third party or make use of the CASp Inspection Report unless it has obtained written approval by an officer of the Owner or unless disclosure is required under applicable law. City agrees and acknowledges that a breach of this provision will irreparably damage the Owner. Notwithstanding any provision in this Lease to the contrary, Owner may enforce this provision by an action in a court of competent jurisdiction, seeking injunctive relief, and City agrees that he shall pay Owner's attorney fees and costs of suit incurred thereby.

Assignment or Subletting. Except as expressly permitted in this Lease with respect to a Permitted Transfer (as defined below), City shall not directly or indirectly, voluntarily or by operation of law, assign transfer, hypothecate, mortgage or encumber City's interest in this Lease or sublet, franchise, license or permit the Premises or any part thereof to be used or occupied by others (a "Transfer") without Owner's prior written consent, which consent will not be unreasonably withheld, conditioned or delayed. If City desires Owner's consent to any Transfer, City shall provide Owner with (i) notice of the terms of the proposed Transfer, including its proposed effective date, a description of the portion of the Premises to be transferred, and a copy of all existing executed and/or proposed documentation which materially pertains to the proposed Transfer, and (ii) current financial statements of the proposed transferee (subject to Owner's execution of a mutually agreeable confidentiality agreement) (collectively, the "Transfer Notice"). Owner agrees to respond to any request for consent within twenty (20) business days after receipt of the Transfer Notice by Owner. If Owner fails to respond to any request by City for consent within the twenty (20) business day period, Owner will be deemed to have consented to such

Transfer. Any Transfer made without Owner's prior consent shall, at Owner's option, be void and shall, at Owner's option, constitute a default.

Notwithstanding any other provision of this Lease to the contrary, so long as there is no default under this Lease beyond any applicable cure periods, City may cause any of the following to occur without Owner's consent, each of which will be deemed a "Permitted Transfer"):

The transfer of stock in connection with a merger or consolidation of City and another corporation, provided that City's successor is, as a result of the reorganization, legally bound to pay and perform all of the terms of this Lease.

Transfers to any affiliate, firm, person, corporation, partnership, or other entity now or hereafter controlled by, in control of, or under common control with City, but in such event, City shall remain liable for the obligations set forth under this Lease; and

Transfers of not more than forty-nine percent (49%) of the direct or indirect ownership interests in City.

In the event of a proposed Transfer requiring Owner's consent, City shall provide the transfer documents to Owner for review by Owner's attorney and shall pay all of the Owner's reasonable attorney's fees in connection with any such review, not to exceed One Thousand Dollars ($1,000.00).

IN WITNESS WHEREOF, as authorized representatives of the **CITY OF SALINAS** and **MARINA HOTELS CI, LLC**, a for profit corporation, have executed this Agreement.

Marina Hotels CI, LLC

By: _____
Ronald Prasad, CHS General Manager

APPROVED AS TO FORM:

By: _____
[Name], [Title]

City of Salinas:

By: _____
Steven S. Carrigan., City Manager r

APPROVED AS TO FORM

By: _____
Christopher A. Callihan, City Attorney

FISCAL YEAR 2022-23
AGREEMENT FOR SERVICES BETWEEN THE CITY OF SALINAS AND BENITIEZ SECURITY SERVICES INC.

SALINAS

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Do not make any changes to this document EXCEPT to modify your signature block on the last page as needed.

FISCAL YEAR 2022-23
AGREEMENT FOR SERVICES BETWEEN
THE CITY OF SALINAS
AND
BENITEZ SECURITY SERVICES, INC.
FOR
SECURITY SERVICES FOR THE SALINAS ARPA/PRK MOTEL PROGRAM

Agreement Number: 22MoCoARPA04

THIS AGREEMENT is executed this 1st day of September 2022, ("Agreement" or "Contract") between the City of Salinas, a California Charter city and municipal corporation (hereinafter "City") and Benitez Security Services, Inc., a California corporation (Hereinafter "Contractor").

IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. **Scope.** Contractor hereby agrees to provide the City, security services for the Salinas ARPA/PRK Motel Program under this Agreement, as more fully described in Attachment B – Scope of Work, attached hereto and incorporated herein by reference.

2. **Timeliness.** Contractor shall perform all tasks in a timely fashion, as set forth more specifically in Section 3 below. Failure to so perform is hereby deemed a material breach of this Agreement, and City may terminate this Agreement with no further liability hereunder, or the city may agree in writing with Contractor to an extension of time.

3. **Term.** The work under this Agreement shall commence on September 1st, 2022, and shall be completed by December 31st, 2022, unless City grants a written extension of time as set forth in Section 2 above. This Agreement may be extended only upon mutual written consent of the parties on a month-to-month basis and may be terminated only pursuant to the terms of this Agreement.

4. **Payment.** City hereby agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this Agreement, a total amount of compensation not to exceed three hundred twenty-one thousand seven hundred eighty-three dollars ($321,783). Contractor has no right of reimbursement for expenses under this Agreement. Compensation shall become due and payable 30 days after City's approval of Contractor's submission of monthly written invoices to the City. The payment of any compensation shall be contingent upon performance of the terms and conditions of this Agreement to the satisfaction of the City. If City determines that the work set forth in the written invoice has not been performed in accordance with the terms of this Agreement, City shall not be responsible for payment until such time as the work has been satisfactorily performed.

5. **Meet & Confer.** Contractor agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by City to insure timely

and adequate performance of this Agreement.

6. **Insurance.** Contractor shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in Attachment A hereto.

7. **Indemnification.** Contractor shall hold harmless, defend at its own expense, and indemnify City and its officers, officials, employees, agents, and volunteers from and against all liability, claims, damages, losses, and/or expenses including reasonable City attorney fees arising from all acts or omissions of Contractor or its officers, agents, or employees arising

out of the performance of the work under this Contract, caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the sole negligence or willful misconduct of the City.

8. **Licensing.** Contractor warrants that it is properly licensed to perform the work specified under this Agreement, including but not limited to possession of a current City business license.

9. **Termination.** City may terminate this Agreement upon ten days' written notice. The amount of damages, if any, as a result of such termination may be decided by negotiations between the parties or before a court of competent jurisdiction.

10. **Agency.** In performing the services specified under this Agreement, Contractor is hereby deemed to be an independent contractor and not an agent or employee of City.

11. **Non-Assignability.** The rights and obligations of Contractor hereunder are not assignable and cannot be delegated without written consent of City.

12. **Entire Agreement.** This Agreement constitutes the entire Agreement between the parties hereto and supersedes any and all prior agreements, whether oral or written, relating to the subject matter thereof. Any modification of the Agreement will be effective only if it is in writing signed by both parties hereto.

13. **Validity.** If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force without being impaired or invalidated in any way.

14. **Counterparts.** This Agreement may be executed in multiple originals, each of which is deemed to be an original, and may be signed in counterparts.

15. **Laws.** Contractor agrees that in the performance of this Agreement it will comply with all applicable State, Federal and local laws and regulations. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and

City of Salinas.

IN WITNESS WHEREOF, this Agreement is entered into by the parties hereto on the day and year first written above.

CITY OF SALINAS

_____
Steve Carrigan, City Manager

APPROVED AS TO FORM:

_____
Christopher A. Callihan, City Attorney, or
Rhonda Combs, Assistant City Attorney

CONTRACTOR

_____
Jesus Benitez, Chief Executive Officer

Attachment A

Insurance Requirements

Contractor shall procure and maintain for the duration of the contract, and for three years thereafter, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her/its officers, agents, representatives, employees, and/or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE
Coverage shall be at least as broad as:
1. **Commercial General Liability** ("CGL"): Insurance Services Office ("ISO") Form CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO Form CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability**: ISO Form CA 0001 covering Code 1 (any auto), with limits no less than **$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation**: as required by the State of California, with Statutory Limits, and Employers' Liability insurance with a limit of no less than $1,000,000 per accident for bodily injury or disease.
4. **Contractors' Pollution Legal Liability and/or Asbestos Legal Liability and/or Errors and Omissions** (if project involves environmental hazards): with limits no less than $1,000,000 per occurrence or claim, and $2,000,000 policy aggregate, on an annual basis.

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, the Contractor requires and shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Self-Insured Retentions
Self-insured retentions must be declared to and approved by the City. At the option of the City, either: the Contractor shall cause the insurer to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Other Insurance Provisions
The insurance policies are to contain, or be endorsed to contain, the following provisions:
1. **The City, its officers, officials, employees, and volunteers are to be covered as additional insureds** on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by

or on behalf of the Contractor. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

2. For any claims related to this project, the **Contractor's insurance coverage shall be primary** insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to the City.

4. A copy of the claims reporting requirements must be submitted by Contractor to the City.

5. If the services involve lead-based paint or asbestos identification/remediation, the Contractor's Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractor's Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.

Waiver of Subrogation

Contractor hereby agrees to waive rights of subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents and subcontractors.

Verification of Coverage

Contractor shall furnish the City with original Certificates of Insurance including an additional insured endorsement and all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors

Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13.

Maintenance of Insurance

Maintenance of insurance by Contractor as specified shall in no way be interpreted as relieving

Contractor of its indemnification obligations or any responsibility whatsoever and the Contractor may carry, at its own expense, such additional insurance as it deems necessary.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Attachment B
Scope of Work

Schedule of Charges for Security Services and Equipment

NUMBER OF SECURITY GUARDS: Three (3) (UNARMED)

HOURS OF GUARD SERVICE PER WEEK:

1) Security Officer 1: 168 hours
2) Security Officer 2: 168 hours
3) Security Officer 3: 168 hours
Total Hours: 504 a week

START DATE: Continued from Center for Independent Living Contract September 1, 2022

WEEKLY SCHEDULE:

1) Security Officer 1: Monday-Sunday
2) Security Officer 2: Monday-Sunday
3) Security Officer 3: Monday-Sunday

BILLING RATE(S):

- $36.00 Per hour: Unarmed Security Officer
- On Call Consultation services (Included at a discounted rate)
- (2) Silvertrac Monthly reporting software licenses
- (2) Cellphone reporting devices (Included at no additional cost)
- Radios, signs, and limited security equipment

(Monthly equipment fee will be applied to invoice)

OVERTIME RATE POLICY:

The Overtime rate is for each hour of service rendered by each Security Officer in excess of eight (8) hours on any single shift within a twenty-four (24) hour period or in excess of forty (40) hours in any single week. For each security officer who is required to appear in court or at a deposition as a witness as a result of an occurrence at City's facility, Company shall bill City at the overtime rate for the number of hours the Security Officer is required to be present in court, plus parking charges and travel time to court. Overtime shall be calculated at 1.5 times the regular billed hourly rate after the 8th hour and up to the 12th hour of any single shift. Overtime work completed by a guard on any single shift after the 12th hour shall be calculated at twice the hourly billed rate.

HOLIDAY RATE POLICY:

The holiday rate is for any services by each security guard on any of the following holidays: New Year's Day, Labor Day, Presidents Day, Veterans Day, Memorial Day, Thanksgiving Day, Independence Day, and Christmas Day. Holiday rate shall be calculated at 1.5 times the regular billed hourly rate.

POST ORDERS: Will be added below and agreed upon by company and City.

File #: ID#22-537, **Version:** 1

Ratify and Amend Emergency Agreements with Environmental Systems, Inc.

Approve a Resolution ratifying (3) and amending (2) Emergency Agreements with Environmental Systems Inc. (ESI) for the replacement and repair of 2 Heating, Ventilation and Air Conditioning (HVAC) Systems and 1 Heating System.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **OCTOBER 4, 2022**

DEPARTMENT: **LIBRARY AND COMMUNITY SERVICES**

FROM: **KRISTAN LUNDQUIST, LIBRARY AND COMMUNITY SERVICES DIRECTOR**

BY: **ANA AMBRIZ, MANAGEMENT ANALYST**

TITLE: **RATIFY AND AMEND EMERGENCY AGREEMENTS WITH ENVIRONMENTAL SYSTEMS, INC.**

RECOMMENDED MOTION:

A motion to ratify (3) and amend (2) Emergency Agreements with Environmental Systems Inc. (ESI) for the replacement and repair of 2 Heating, Ventilation and Air Conditioning (HVAC) Systems and 1 Heating System.

RECOMMENDATION:

It is recommended that the City Council approve a resolution ratifying (3) and amending (2) Emergency Agreements with Environmental Systems Inc. for the replacement and repair of 2 Heating, Ventilation and Air Conditioning (HVAC) Systems and 1 Heating System.

BACKGROUND:

The City of Salinas owns and operates the Community Center/Sherwood Hall, El Dorado Park Recreation Center and the Salinas Aquatic Center (Operated by the Central Coast YMCA). At the end of Fiscal Year 21-22, Library and Community Services staff received notice that the Boiler and Pump at Sherwood Hall was not functioning properly and unable to provide heat to the facility. A similar notice was received for the HVAC Systems at El Dorado Park Recreation Center and Salinas Aquatic Center. The HVAC systems were not functioning and unable to provide adequate heat and air circulation.

A series of Special Events had been scheduled at Sherwood Hall and both, El Dorado Park Recreation Center and Salinas Aquatic Center were fully operational and open to the public. As required by code standards public facilities are required to provide adequate heat and ventilation during open hours. Staff requested 3 Emergency Purchases under Salinas Municipal Code Sec. 12-24 to repair and replace malfunctioning systems at the 3 facilities and the City Manager entered into 3 separate agreements with Environmental Systems, Inc. During the undertaking of these projects, ESI identified additional parts and work needed to fully address the heating and air circulation issues at 2 of the facilities. Appropriations are available in the FY22-23 budget to cover

the costs of the unanticipated additional repairs. A breakdown of the original cost, additional cost and final cost is illustrated in the chart below.

Facility	Original Cost	Additional Cost	Total Cost
Sherwood Hall	$51,986	$11,514	$63,500
El Dorado Park Recreation Center	$31,500	$19,800	$51,300
Salinas Aquatic Center	$132,673	-	$132,673

These projects have now been complete and consistent with City policy, the ratification and amendment of total agreement amounts require council approval.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Infrastructure and Environmental Sustainability
Public Safety
Youth and Seniors

DEPARTMENTAL COORDINATION:

These projects required coordination with the City Manager's Office, Public Works, Facilities Division, City Attorney's Office, and Finance Department.

FISCAL AND SUSTAINABILITY IMPACT:

The original total of $216,159 was available and paid out of LCS' FY 21-22 General Fund budget. Appropriations are available in the FY22-23 budget for the additional $32,000.

ATTACHMENTS:

Resolution

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

A RESOLUTION RATIFYING AND AMENDING EMERGENCY SERVICE AGREEMENTS WITH ENVIRONMENTAL SYSTEMS, INC.

WHEREAS, The City of Salinas owns and operates the Community Center/Sherwood Hall, El Dorado Park Recreation Center and the Salinas Aquatic Center (Operated by the Central Coast YMCA); and

WHEREAS, Library and Community Services staff received notice that the heating and HVAC systems were not functioning properly and unable to provide adequate heat and air circulation to the facilities; and

WHEREAS, three (3) emergency agreements were approved by the City Manager in the amount of $216,159 with Environmental Systems, Inc. (ESI); and

WHEREAS, an additional $32,000 is available in the City's FY22-23 budget for two (2) projects to fully address the heating and ventilation issues; and

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council ratifies the 3 emergency agreements with ESI and amends the total cost of the 2 agreements by an additional $32,000.

PASSED AND APPROVED this 4th day of October 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

File #: ID#22-538, **Version:** 1

Side Letter Agreement with SEIU LOCAL 521 Blue Collar Unit

Approve a Resolution authorizing the City manager to execute and implement a Side Letter Agreement with Service Employees International Union (SEIU) Local 521 Blue Collar.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **October 4, 2022**

DEPARTMENT: **HUMAN RESOURCES DEPARTMENT**

FROM: **Marina Horta-Gallegos, Human Resources Director**

TITLE: **SIDE LETTER AGREEMENT BETWEEN SEIU LOCAL 521 BLUE COLLAR UNIT AND THE CITY OF SALINAS**

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the City Manager to execute and implement a Side Letter Agreement with Service Employees International Union Local 521 Blue Collar Unit to modify section 6 of the Memorandum of Understanding to include a training premium of five percent (5%). Effective 10/4/2022, the City shall pay five percent (5%) toward base pay for employees approved to train new commercial drivers consistent with the side letter agreement.

RECOMMENDATION:

Staff recommends authorization be provided to the City Manager to execute and implement the Side Letter Agreement between Service Employees International Union Local 521 Blue Collar Unit and the City.

BACKGROUND:

Effective February 7, 2022, the Federal Motor Carrier Safety Administration (FMCSA) has established new training requirements for new commercial drivers. In addition to the federal requirements, the Department of Motor Vehicles (DMV) now requires 15 hours of behind-the-wheel training. New drivers will be unable to participate in the DMV's behind-the-wheel commercial driver's license exam until new requirements are met.

Limited training options are currently available. The Human Resources Department conducted extensive research into training opportunities that comply with the new FMSCA and DMV requirements and has developed a "train-the-trainer" program through J.J. Keller & Associates, a well-known Department of Transportation safety and compliance source. The training program includes incumbent employees undergoing a training to become trainers for our new commercial drivers.

The City has met and conferred with SEIU to discuss and develop a training program that conforms to the new requirements. The intended program includes four incumbent commercial drivers

undergoing training and becoming commercial driver trainers at a premium of five percent (5%) of base premium for the time involved training.

CEQA CONSIDERATION:

***Not a Project**. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).*

STRATEGIC PLAN INITIATIVE:

The proposed action meets the Effective and Culturally Responsive Government Council goal within the 2022-2025 Strategic Plan.

DEPARTMENTAL COORDINATION:

The Human Resources Department and Public Works Department coordinated in development of this program.

FISCAL AND SUSTAINABILITY IMPACT:

The Side Letter Agreement will result in an expenditure of approximately five percent (5%) of base pay for each commercial driver trainer consistent with the side letter agreement. The cost of the additional pay can be absorbed in the current Department budget.

ATTACHMENTS:

Side Letter Agreement

SIDE LETTER TO MEMORANDUM OF UNDERSTANDING

BETWEEN THE CITY OF SALINAS AND SEIU LOCAL 521

The City of Salinas (City) and the Blue Collar Unit of the Service Employees International Union, Local 521, (SEIU) recognize that new commercial drivers are subject to new training requirements set by the Federal Motor Carrier Safety Administration (FMCSA) and the California Department of Motor Vehicles (DMV). To meet these requirements, the City intends to assign qualified employees to train other employees to be commercial drivers. The City and SEIU have met and conferred and agree to a Training Premium (Special Assignment Pay) to compensate employees who are routinely and consistently assigned to train employees as new commercial drivers. The City and SEIU have reached the following understanding:

1. To be eligible to be selected as a trainer of new commercial drivers, the employee must:
    a. Be a regular City employee,
    b. Not be a probationary employee,
    c. Hold a Commercial Driver's License (CDL) of the same (or higher) class, and with all endorsements necessary, to operate the Commercial Motor Vehicle (CMV) for which training is to be provided, and
    d. Have at least two years of experience operating a CMV requiring a CDL of the same (or higher) class
2. Human Resources will conduct the selection process.
    a. Eligible commercial drivers will be invited to apply through an abbreviated application process.
    b. Employees will have 10 calendar days from the announcement to submit applications.
    c. Eligible drivers will be invited to interview/test.
    d. Up to four drivers will be selected and at minimum two must have a Class A CDL.
    e. A Commercial Driver Trainer eligibility list will be established and valid for one year.
    f. A decision against selection is not subject to grievance.
3. Each employee selected as a trainer will be required to:
    a. Commit to the assignment for two years.
    b. Rotate out of the assignment after two years, unless Human Resources extends the employee's assignment based on organizational need.
    c. Maintain the employee's CDL in good standing.
    d. Participate in the "Train the Trainer" program through J.J. Keller and Associates or another safety and compliance training program selected by the City (or be a registered FMSCA trainer).
    e. Be registered on the FMCSA trainer list, once trained.
    f. Provide required FMCSA/DMV commercial driver training to City employees as assigned.
    g. Complete required FMCSA/DMV reporting requirements.
4. The City may, in its discretion, remove the trainer assignment. Removal is not subject to grievance.

5. Each employee assigned as a trainer will receive a Training Premium, in the amount of 5% of the employee's base pay, for any approved hours worked in the assignment training new commercial driver trainees or while training on legal updates.

For the City:

Steven Carrigan — Date
City Manager

For SEIU:

9-1-22

Ulises Carrango — Date
SEIU Blue Collar Unit President

9-1-22

Miesha Brown — Date
SEIU Representative

File #: ID#22-550, **Version:** 1

a. **Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, Santa Rita Union High School District, et al. v. City of Salinas et al., Monterey County Superior Court Case No. 20CV000242.

b. **Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, Alisal Union School District, et al. v. City of Salinas, et al., Monterey County Superior Court Case No. 20CV00340.

c. **Real Property Negotiations** - California Government Code Section 54956.8, conference with real property negotiators City Manager Steven S. Carrigan, City Attorney Christopher A. Callihan, Community Development Director Megan Hunter, and Assistant Community Development Director Lisa Brinton, to discuss the terms and sale of real properties located at 219 Salinas Street (APN 002242029000, Parking Lot 1); 210 Salinas Street (APN TNPAPN 000142, Parking Lot 8); 122 Lincoln Avenue (APN 002245008000, Parking Lot 12), 128 Lincoln Avenue (APN 002245007000, Parking Lot 12), 118 Lincoln Avenue (APN 002245005000, Parking Lot 12), 120 Lincoln Avenue (APN 0022458006000, Parking Lot 12), 112 Lincoln Avenue (APN 002245004000, Parking Lot 12).

d. **Performance Evaluation and Labor** - California Government Code §54957 and §54957.6, public employee performance evaluation and labor relations with unrepresented employee (City Manager).

e. **Performance Evaluation and Labor** - California Government Code §54957 and §54957.6, public employee performance evaluation and labor relations with unrepresented employee (City Attorney).