

Charmaine

Mountain Valley

A PLANNED COMMUNITY

Sconberg Ranch

Precise Plan

City of Salinas

June 2000

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Mountain Valley—A Planned Community

Precise Plan

Prepared for:

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Table of Contents

1.0	Introduction.....	1
1.1	Authorization and Purpose	1
1.2	Planning Area Description.....	1
1.3	Precise Plan Objectives.....	5
1.4	Salinas General Plan.....	5
1.5	City of Salinas Sphere of Influence	9
1.6	Mountain Valley Services and Facilities Plan	11
1.7	Mountain Valley Precise Plan EIR	11
1.8	City of Salinas Zoning Code.....	11
2.0	Precise Plan Elements.....	13
2.1	Overview	13
2.2	Land Use Element	17
2.3	Circulation Element	38
2.4	Open Space Element.....	49
2.5	Conservation Element.....	56
2.6	Public and Semipublic Element.....	57
3.0	Implementation	65
3.1	Lead and Responsible Agency Actions	65
3.2	Entitlement Process.....	66
3.3	Project Features That Lessen or Avoid Potential Environmental Impacts	70
3.4	Additional Conditions of Approval to Avoid or Lessen Potential Environmental Impacts	72
3.5	Financing	73
4.0	Glossary	79
5.0	Literature Cited/Report Preparation.....	81
5.1	Literature Cited	81
5.2	Report Preparation	81

Appendices

Appendix A	Applicable City of Salinas General Plan Policies
Appendix B	Transportation Improvement Program
Appendix C	Affordable Housing Program
Appendix D	Facilities Trip Reduction Program
Appendix E	Mitigation Monitoring Program

List of Figures

Figure 1	Planning Area.....	2
Figure 2	Surrounding Land Uses.....	4
Figure 3	Planning Boundaries.....	10
Figure 4	Land Use Plan	14
Figure 5	Proposed Zoning	15
Figure 6	Airport Local Area of Influence.....	20
Figure 7	Garage Variation in Depth to Front Property Line (4,500 Sq. Ft. Minimum Lots)	23
Figure 8	Garage Variation in Depth to Front Property Line (6,500 Sq. Ft. Minimum Lots)	24
Figure 9	Lot Utilization for Usable Open Space.....	26
Figure 10	Alternative Lot Configuration - Zipper Lots.....	27
Figure 11	Typical Neighborhoods.....	28
Figure 12	Residential Frontage Away from Mountain Valley Blvd.	29
Figure 13	Alternate for Residential Frontage Away from Mountain Valley Blvd. and Blvd. "A"	30
Figure 14	Entry Locations.....	33
Figure 15	Typical Entrance.....	34
Figure 16	Existing Roadway Configuration - Alisal Rd./Bardin Rd.	40
Figure 17	Interim Roadway Configuration - Alisal Rd./Bardin Rd.	41
Figure 18	Ultimate Roadway Configuration - Alisal Rd./Bardin Rd.....	42
Figure 19	Freedom Parkway (Boulevard "A" to East Alisal) and East Alisal Street Extensions.....	44
Figure 20	Freedom Parkway Extension (Williams Road to Boulevard "A").....	45
Figure 21	Williams Road Improvements.....	46

Figure 22	Secondary Collector Streets with Bicycle Lanes.....	47
Figure 23	Secondary Collector Streets without Bicycle Lanes	48
Figure 24	Local Streets	50
Figure 25	Bicycle Lane Locations.....	51
Figure 26	Traffic Calming Features.....	52
Figure 27	Storm Water Detention Pond.....	55
Figure 28	Major Water System Improvements.....	58
Figure 29	Major Sanitary Sewer Improvements.....	60
Figure 30	Major Storm Drainage Improvements	62
Figure 31	Development Phasing Plan	67
Figure 32	Street Phasing Plan - Major Streets and Secondary Collectors.....	68

List of Tables

Table 1	Land Use Overview.....	16
Table 2	Housing Plan.....	18
Table 3	Open Space Facilities.....	53
Table 4	Residential Development Phasing.....	69
Table 5	Capital Improvements Program	75

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:

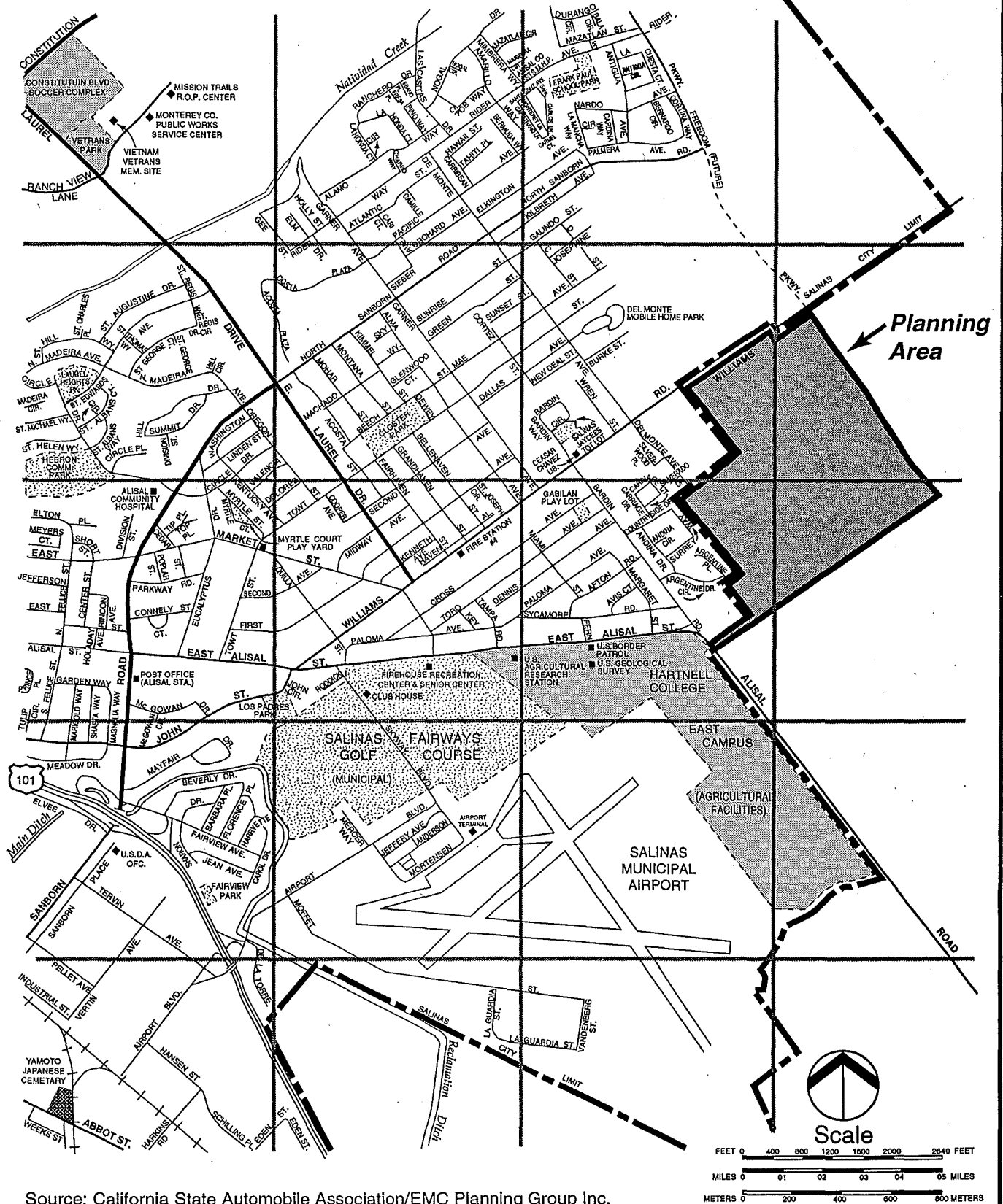
1. Land use;
2. Distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid-waste disposal, energy, and other public facilities and services;
3. Standards and criteria by which development will proceed;
4. A program of implementation 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



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, radicchio, 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.)

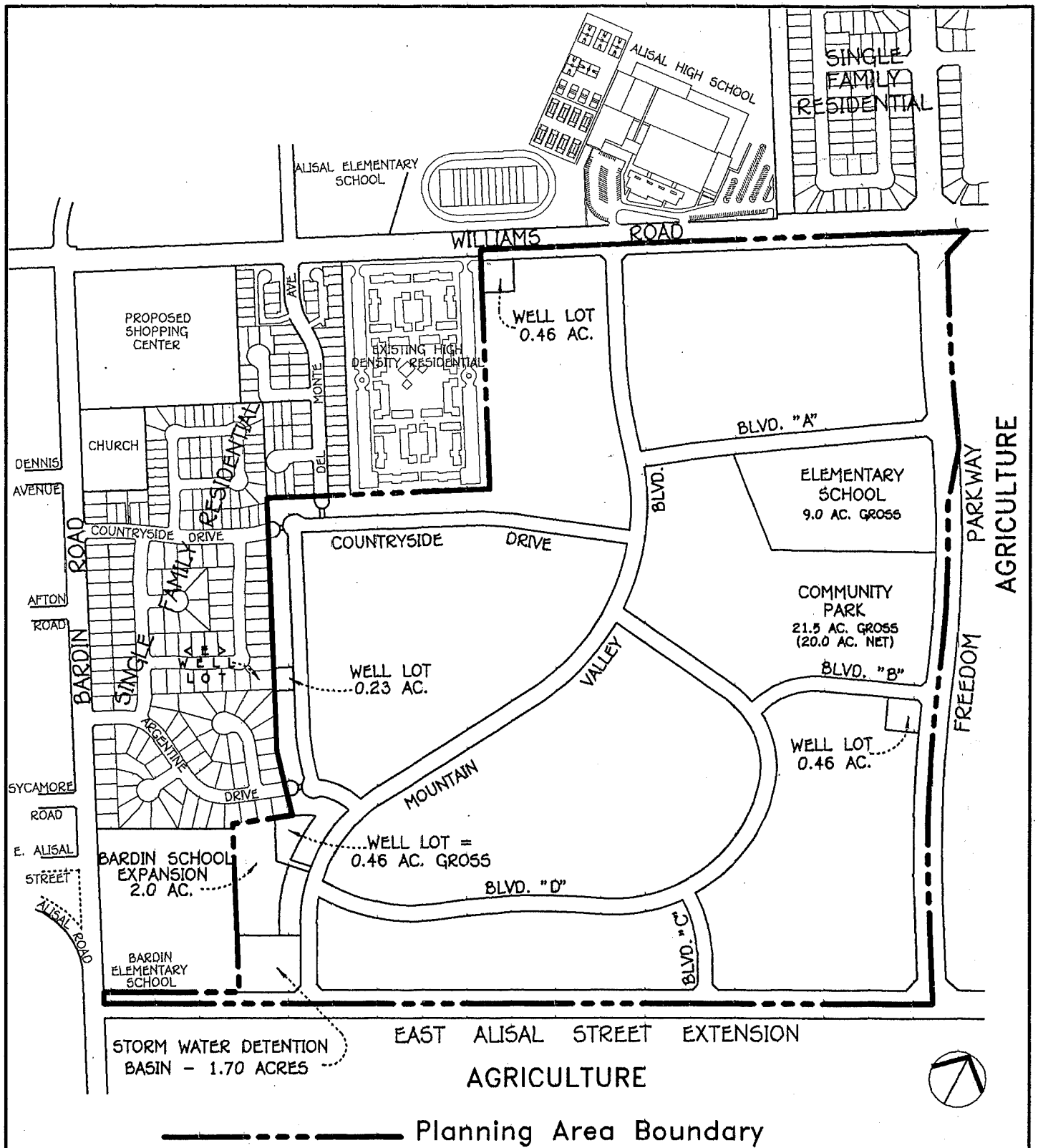
Surrounding Land Uses

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.

0 150 300 600 ft.



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Mountain Valley Precise Plan Surrounding Land Use

Figure
2

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

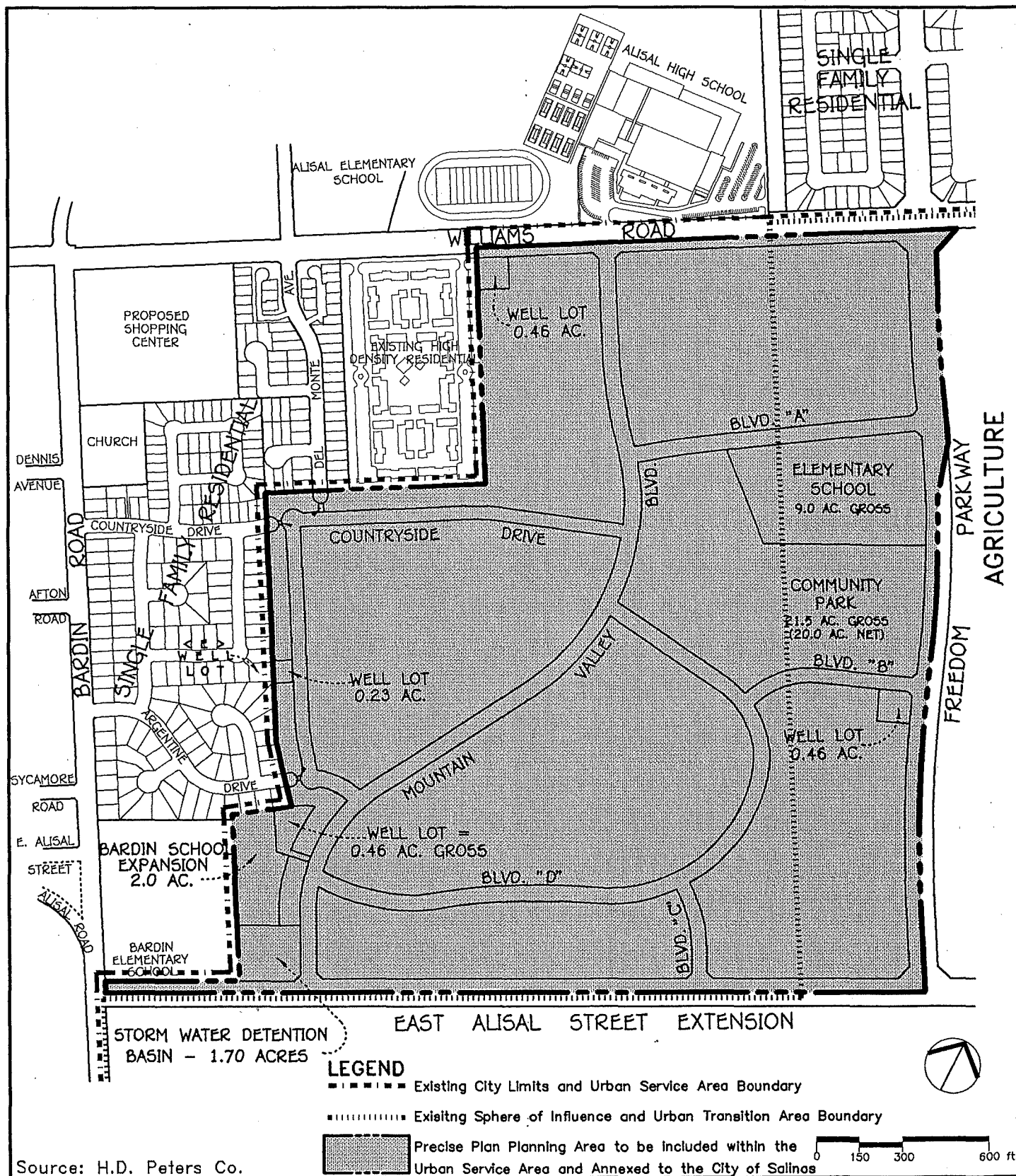
The City of Salinas sphere of influence was adopted in 1981 and amended in 1985. The sphere of influence includes an urban service area (USA) and an urban transition area (UTA). The USA includes land that is projected to be available for development within five years of adoption of the sphere of influence. 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.



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Mountain Valley Precise Plan Planning Boundaries

Figure
3

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

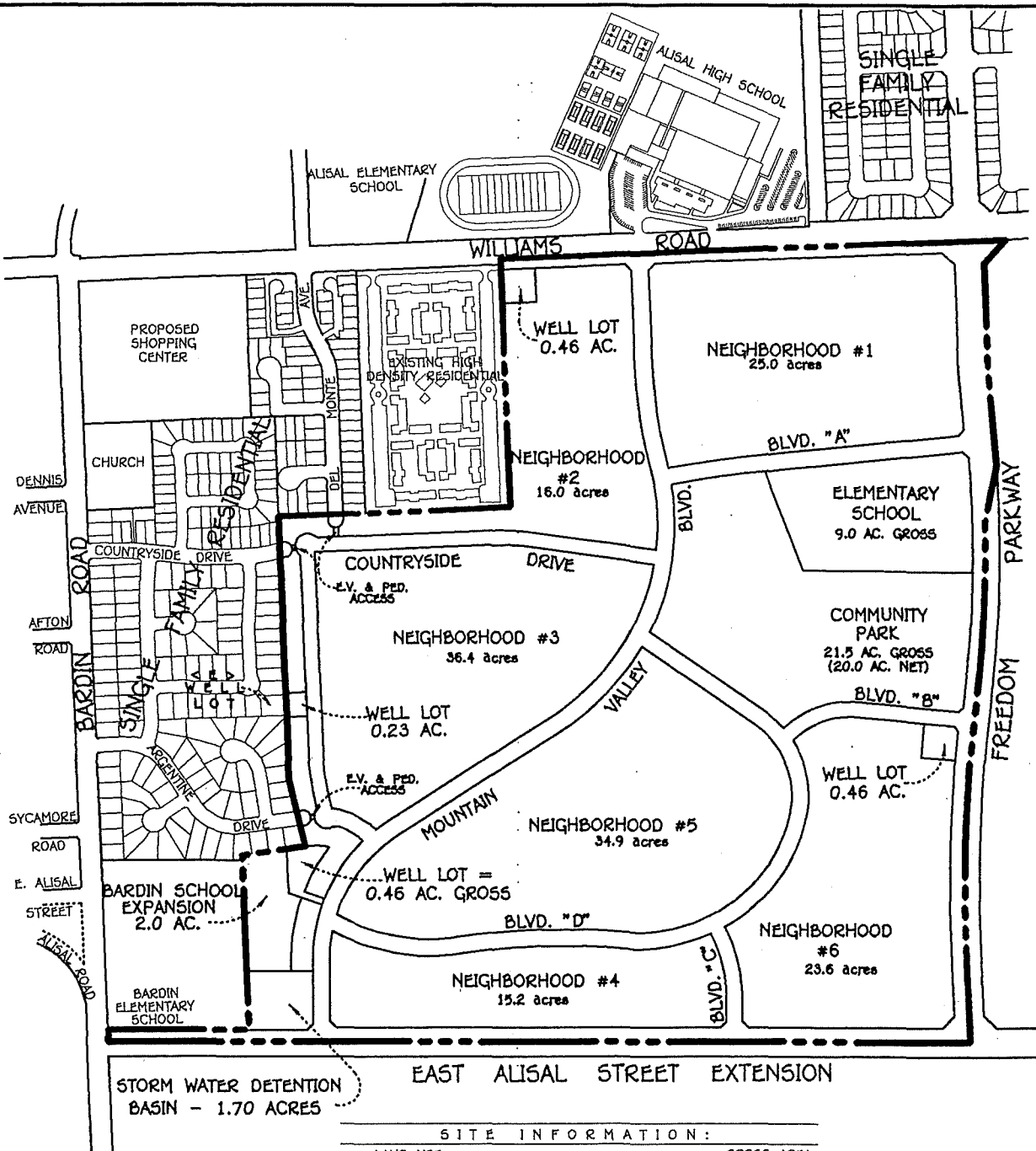
The planning area consists of approximately 199.7 acres. Land use designations include residential and public and semipublic uses. Residentially designated land will be developed in a variety of ways, including residential lots, streets, and landscape buffers. Table 1 lists land uses, approximate acreage 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.

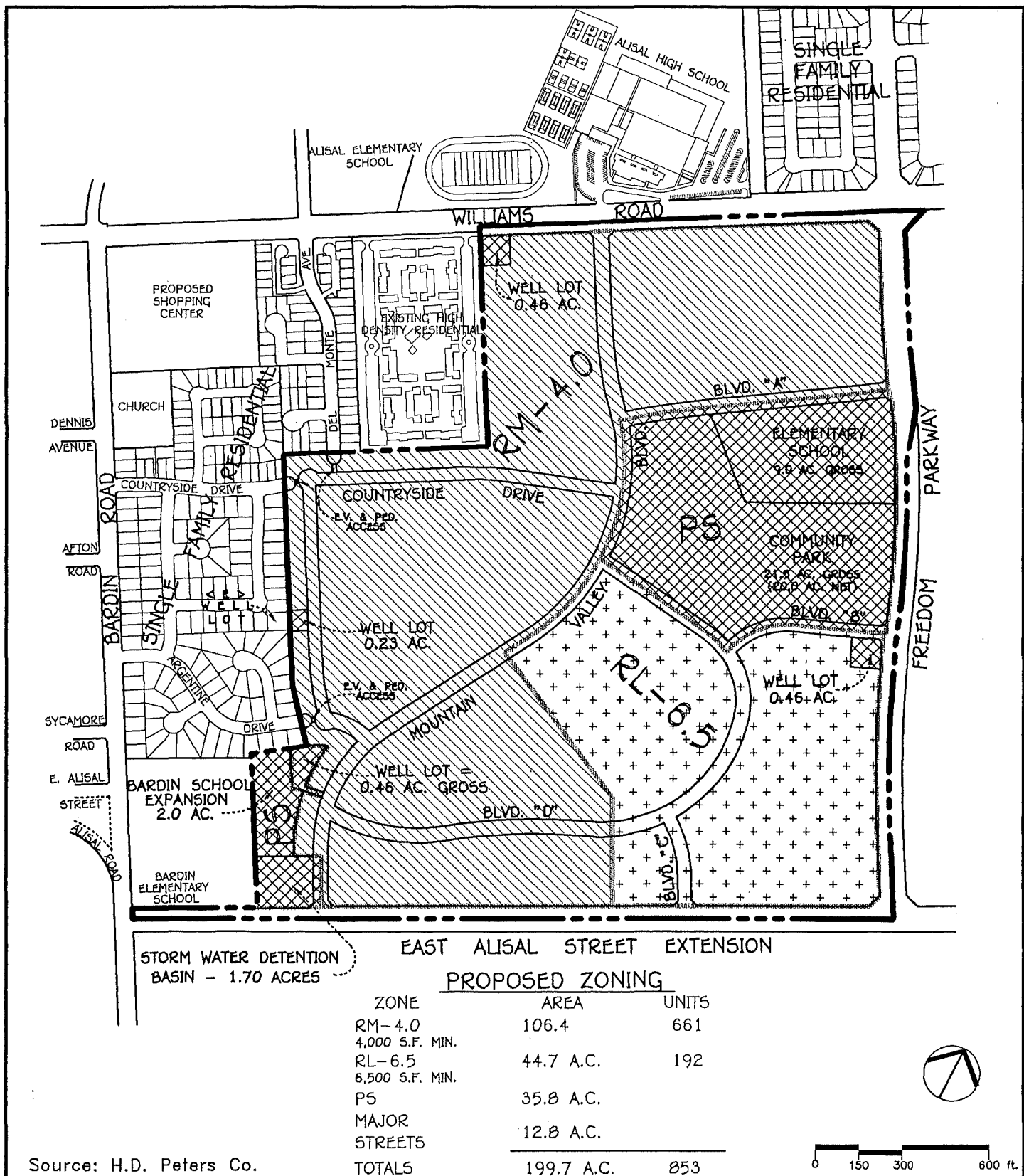
Source: H.D. Peters Co.



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Mountain Valley Precise Plan Land Use Plan

Figure
4



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Mountain Valley Precise Plan Proposed Zoning

Figure
5

TABLE 1
Land Use Overview

Land Use	Gross Acreage	Number of Units
<i>Residential</i>		
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
<i>Public and Semipublic</i>		
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 aviation 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.*

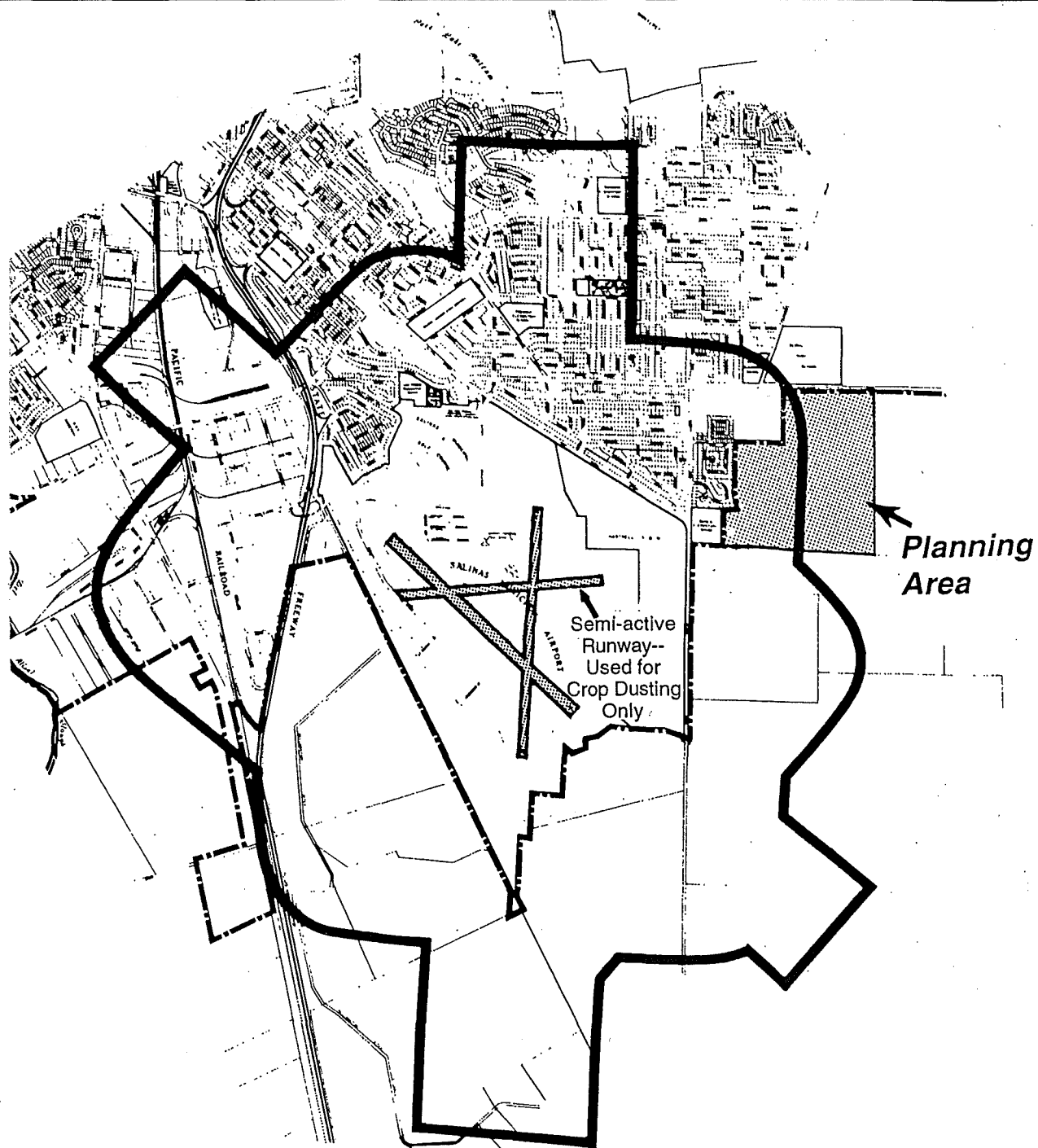
The following implementation measure is provided:

- 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.

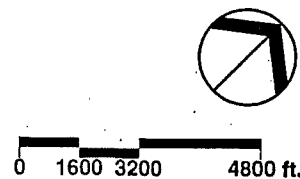
Policy 2. *Provide inclusionary housing, as described in the Mountain Valley Affordable Housing Program.*

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 aviation 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.*

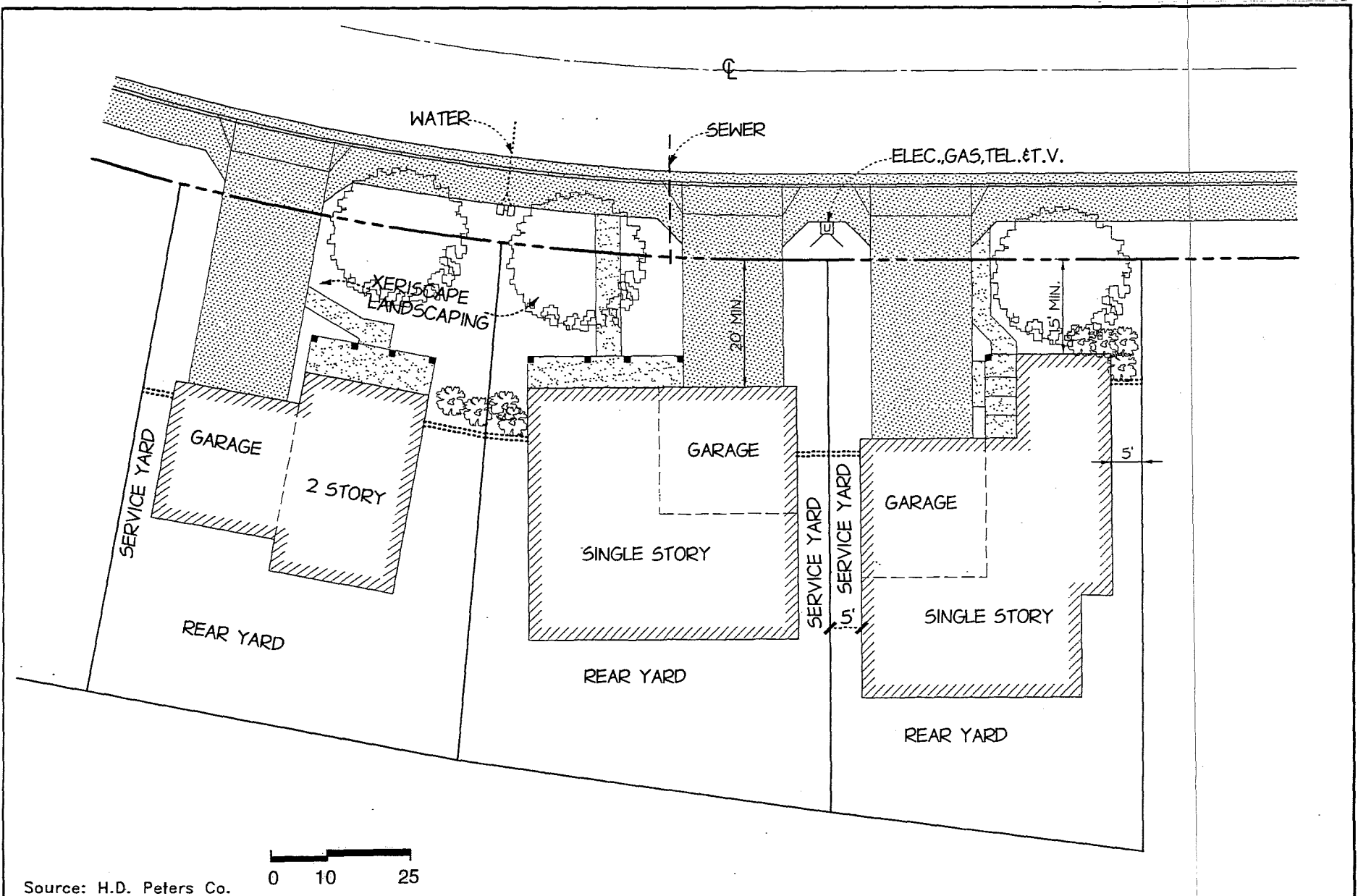
Alternative design standards that create uniqueness in design, encourage neighbor interaction and reduce isolation shall be created to enhance the feeling of community within the planning area. This can be achieved by varying the architecture and plotting of house locations, including varied setbacks, 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.

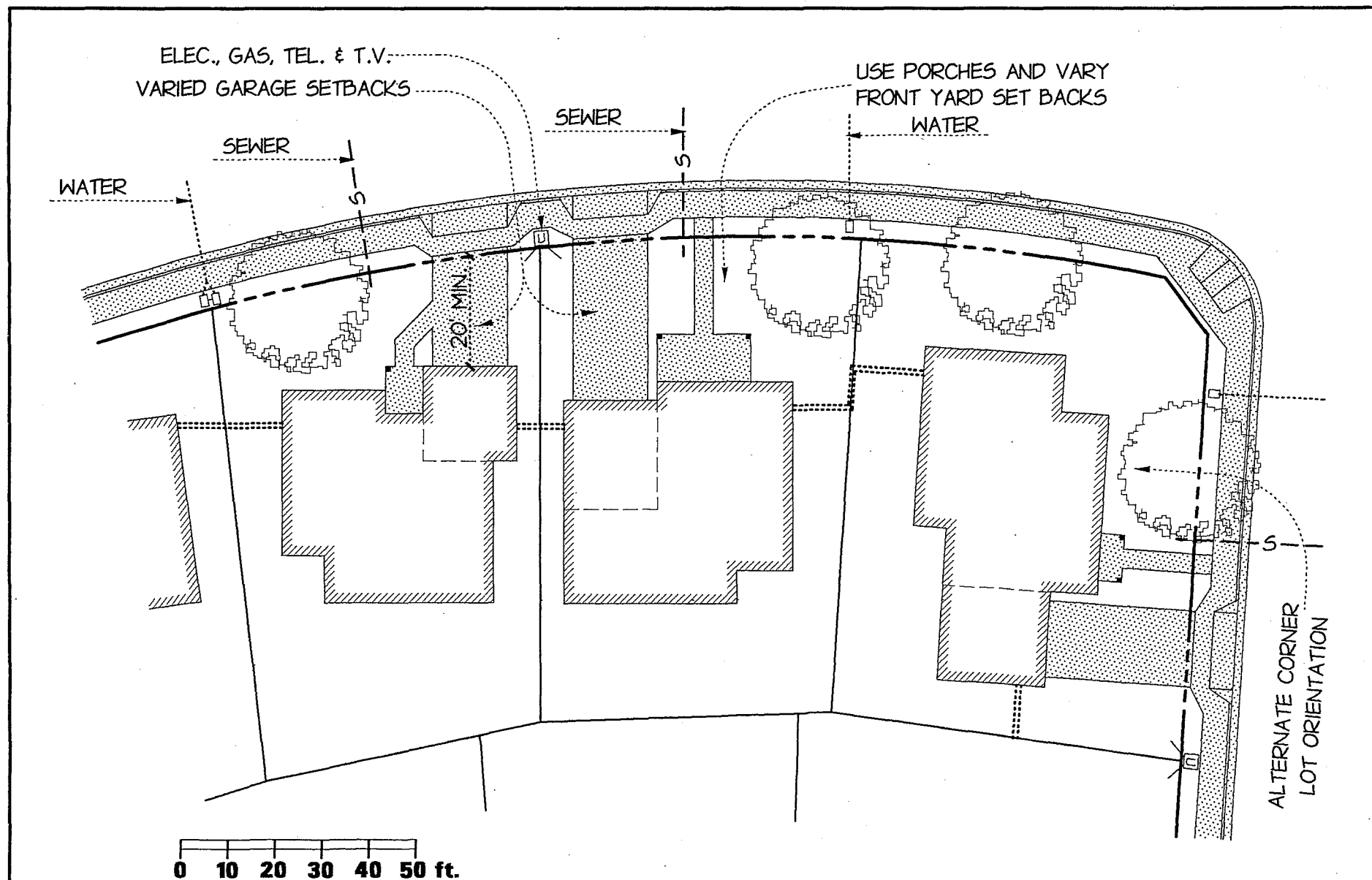
Tentative maps shall include a reference to this section of the Precise Plan. The reference shall state that streetscape appeal and variety is required; and alternative development standards related to lot configuration and required yards are strongly encouraged. It is noted that the nature and purpose 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 **DESIGN GUIDELINES** **(6,500 Sq. Ft. Minimum Lots)**

Figure
8

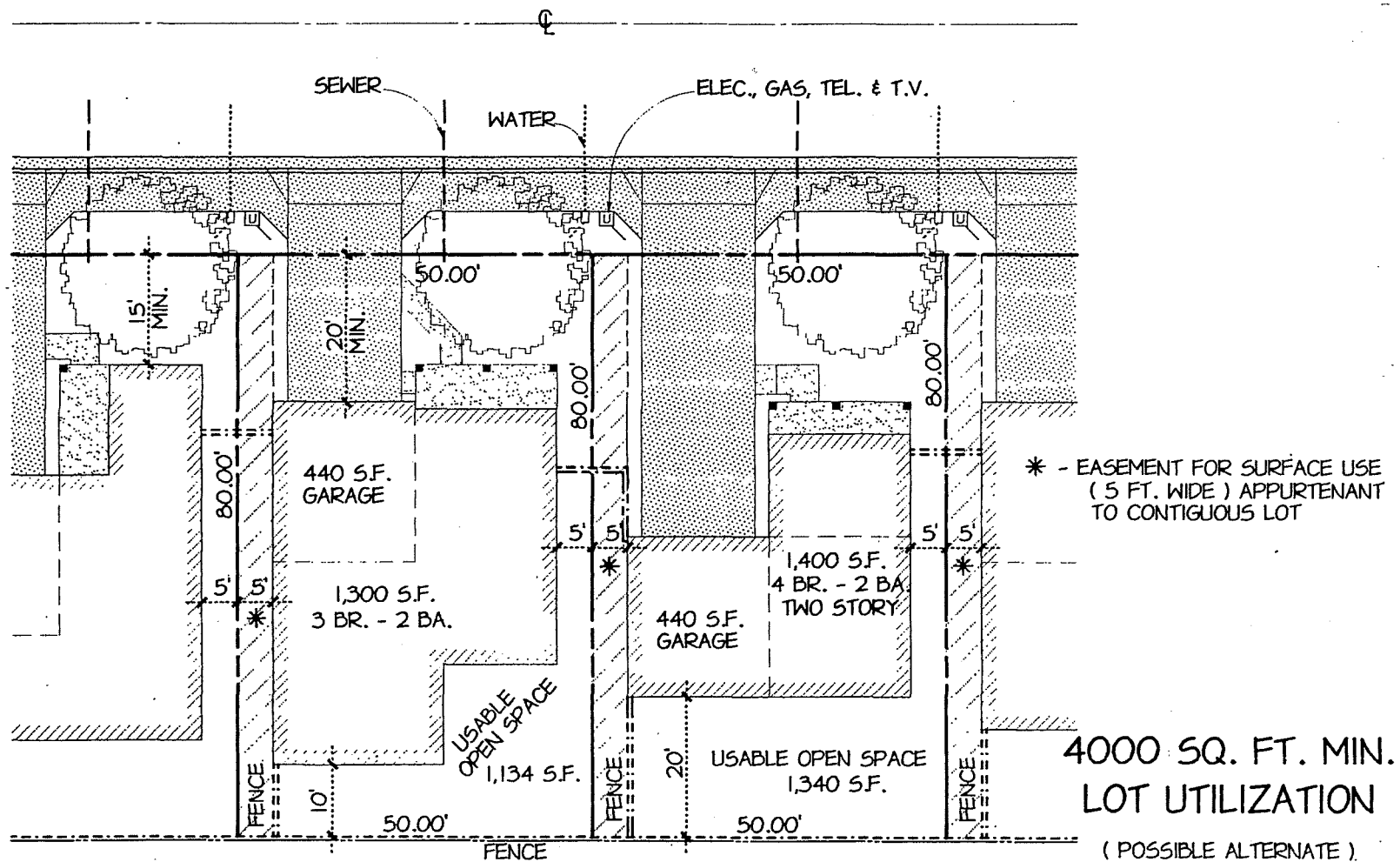
- Covered front porches of 80 square feet or larger shall be allowed to project a maximum of three feet into the required front yard but in no case shall be closer than 15 feet from the front property line. Covered porches shall be utilized throughout the planning area.
- Required front yards shall be 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.

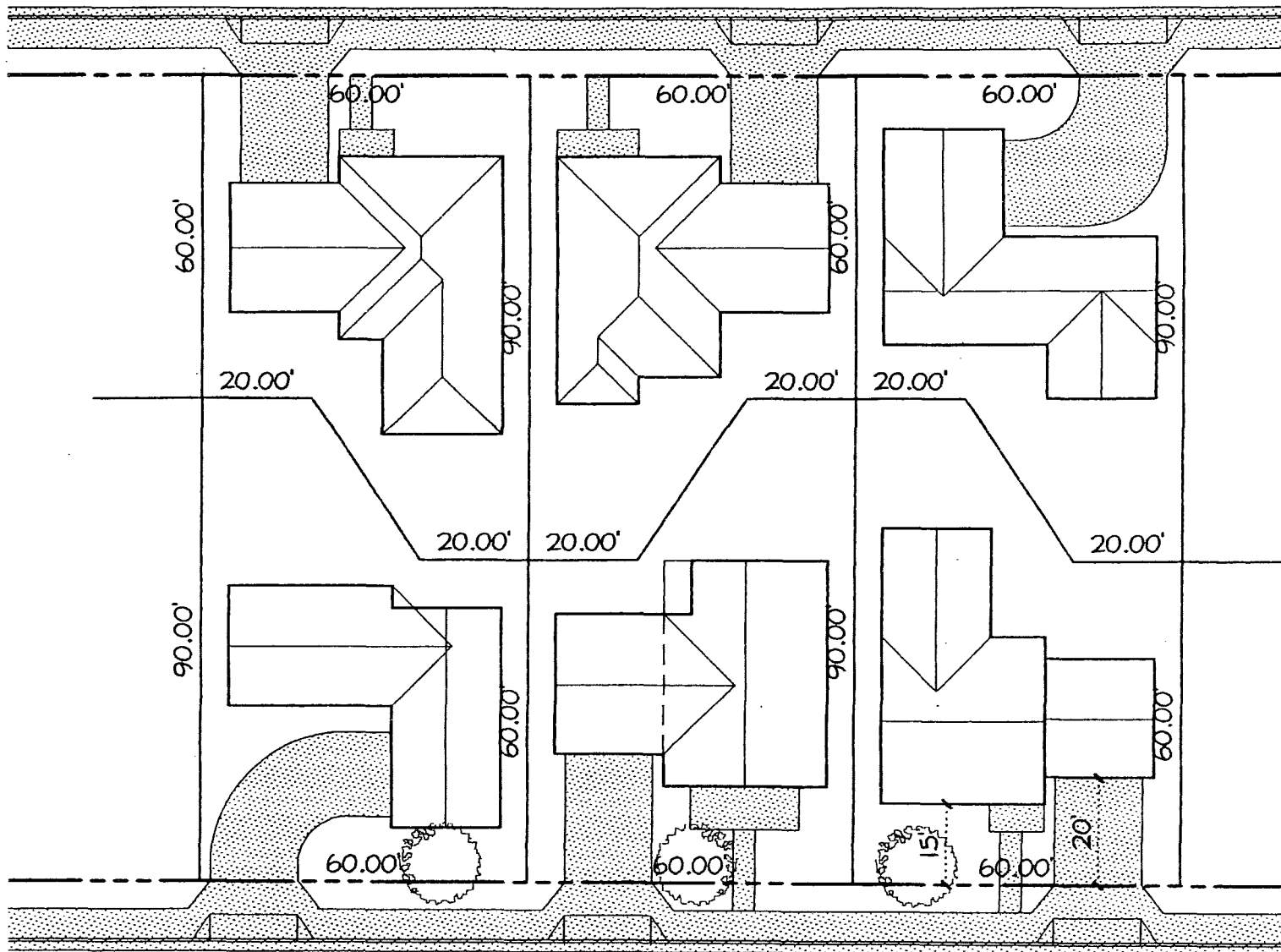


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Mountain Valley Precise Plan

Lot Utilization for Usable Open Space

Figure
9



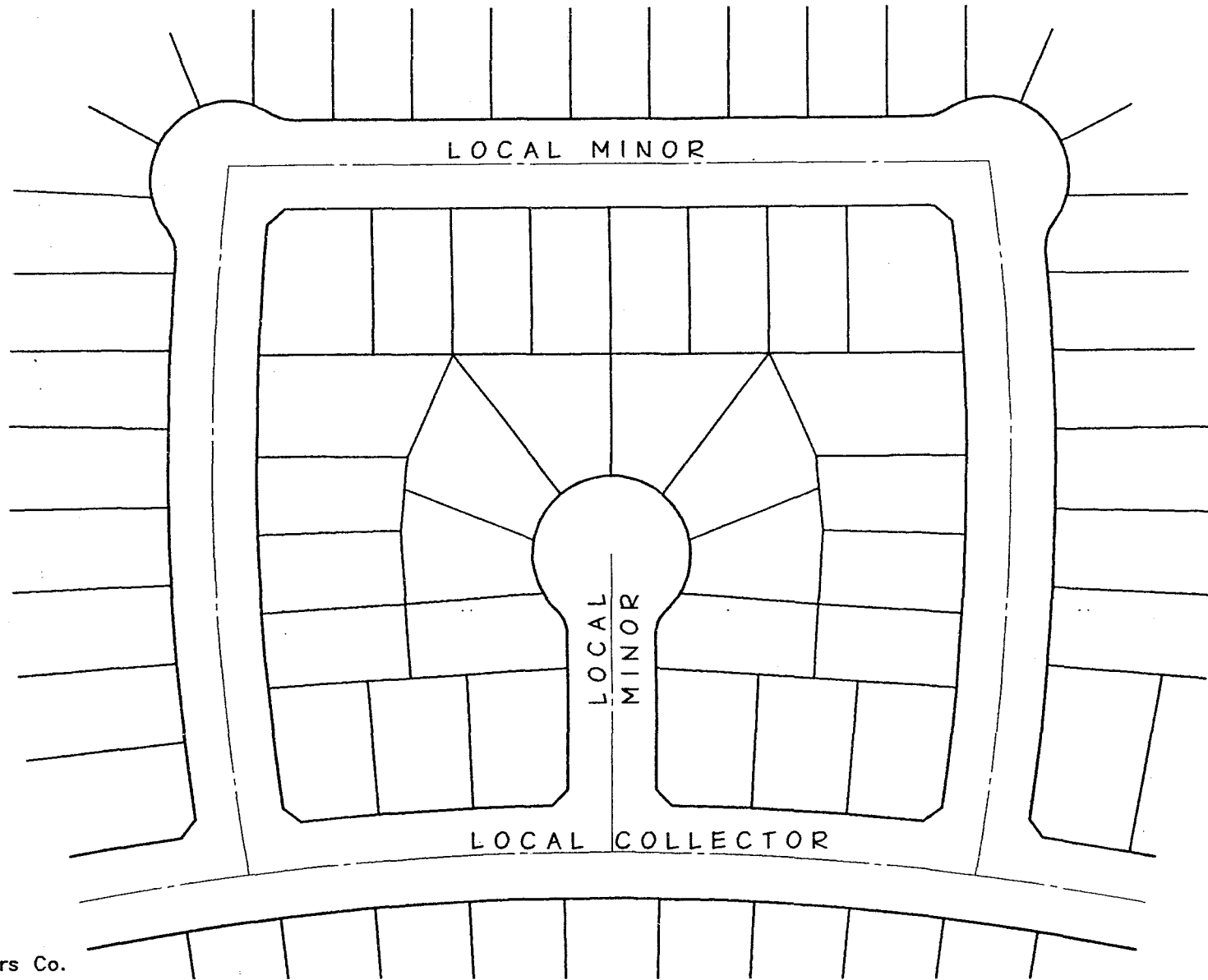
Source: H.D. Peters Co.



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Mountain Valley Precise Plan **Alternative Lot Configuration** **Zipper Lots**

Figure
10



Source: H.D. Peters Co.

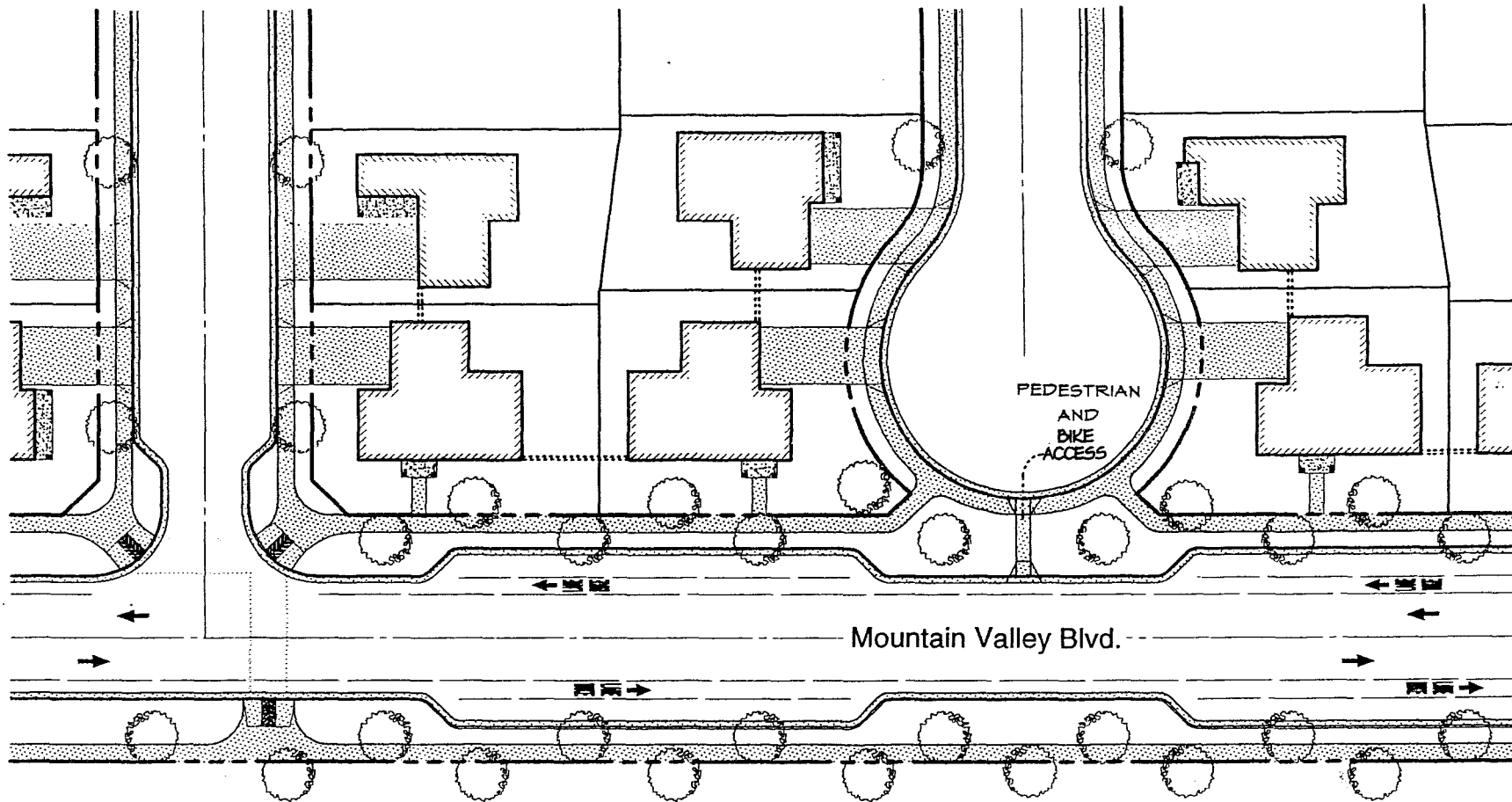


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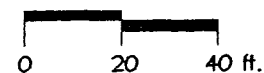
Mountain Valley Precise Plan **Typical Neighborhoods**

Figure
11

FIG-9.DWG



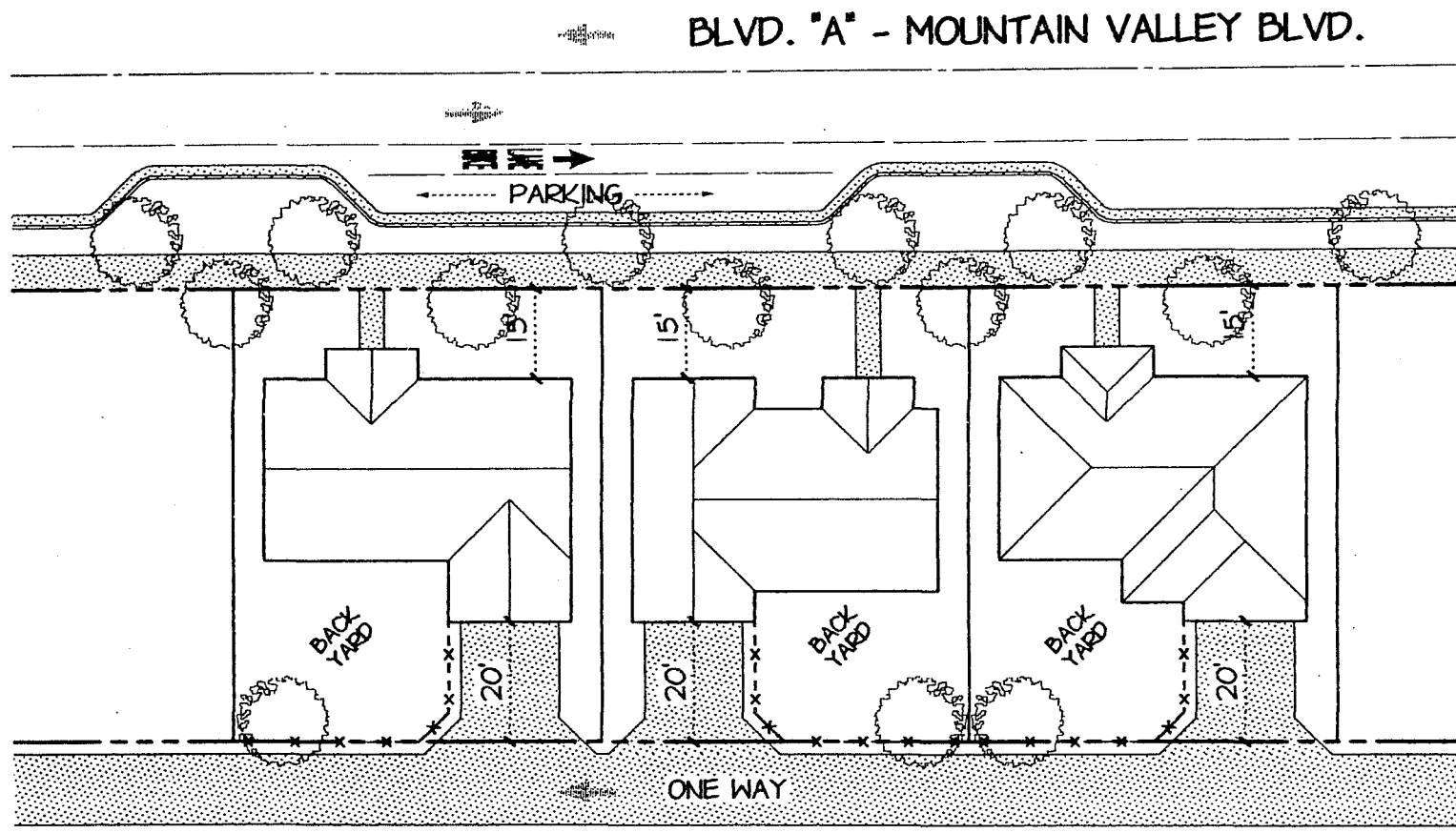
Source: H.D. Peters Co.



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Mountain Valley Precise Plan **Residential Frontage Away from Mountain Valley Blvd. and Blvd. "A"**

Figure
12



Source: H.D. Peters Co.



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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.

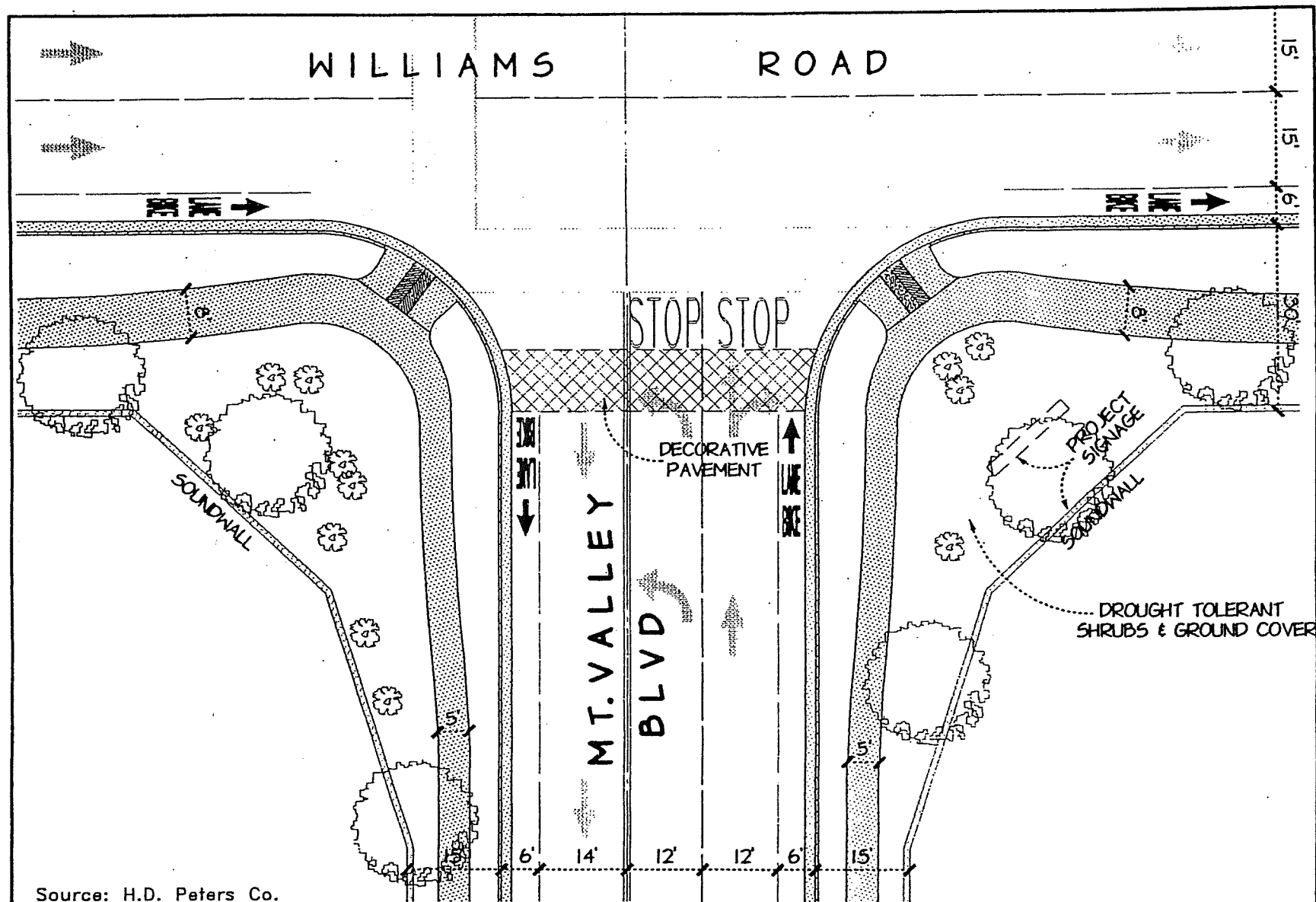
Policy 6. *Provide a variety of housing designs and features to enhance the development of livable communities within the planning area.*

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



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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".*

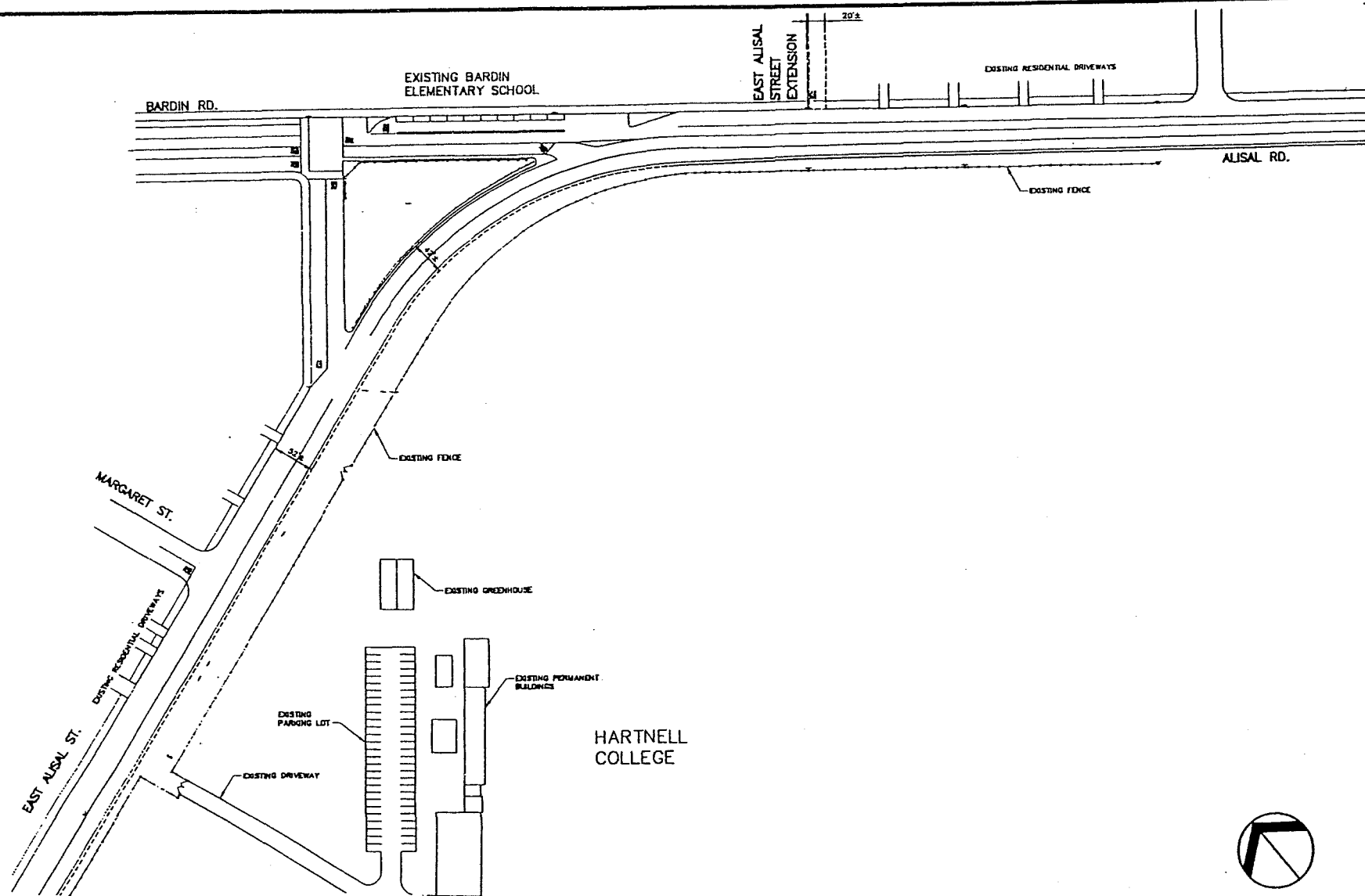
The following implementation measure is provided:

- 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



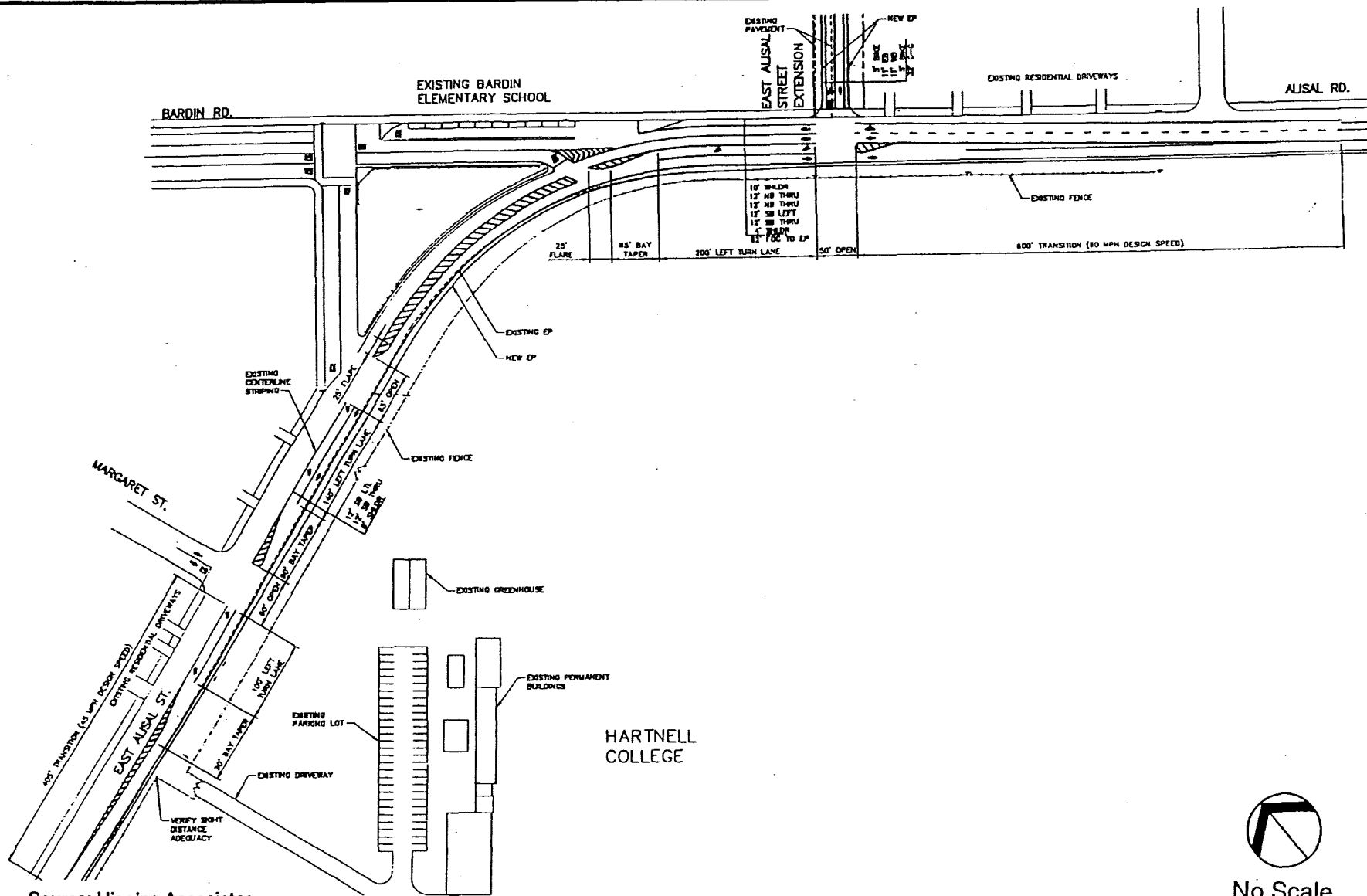
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Mountain Valley Precise Plan
Existing Roadway Configuration
Alisal Rd. / Bardin Road

Figure
16



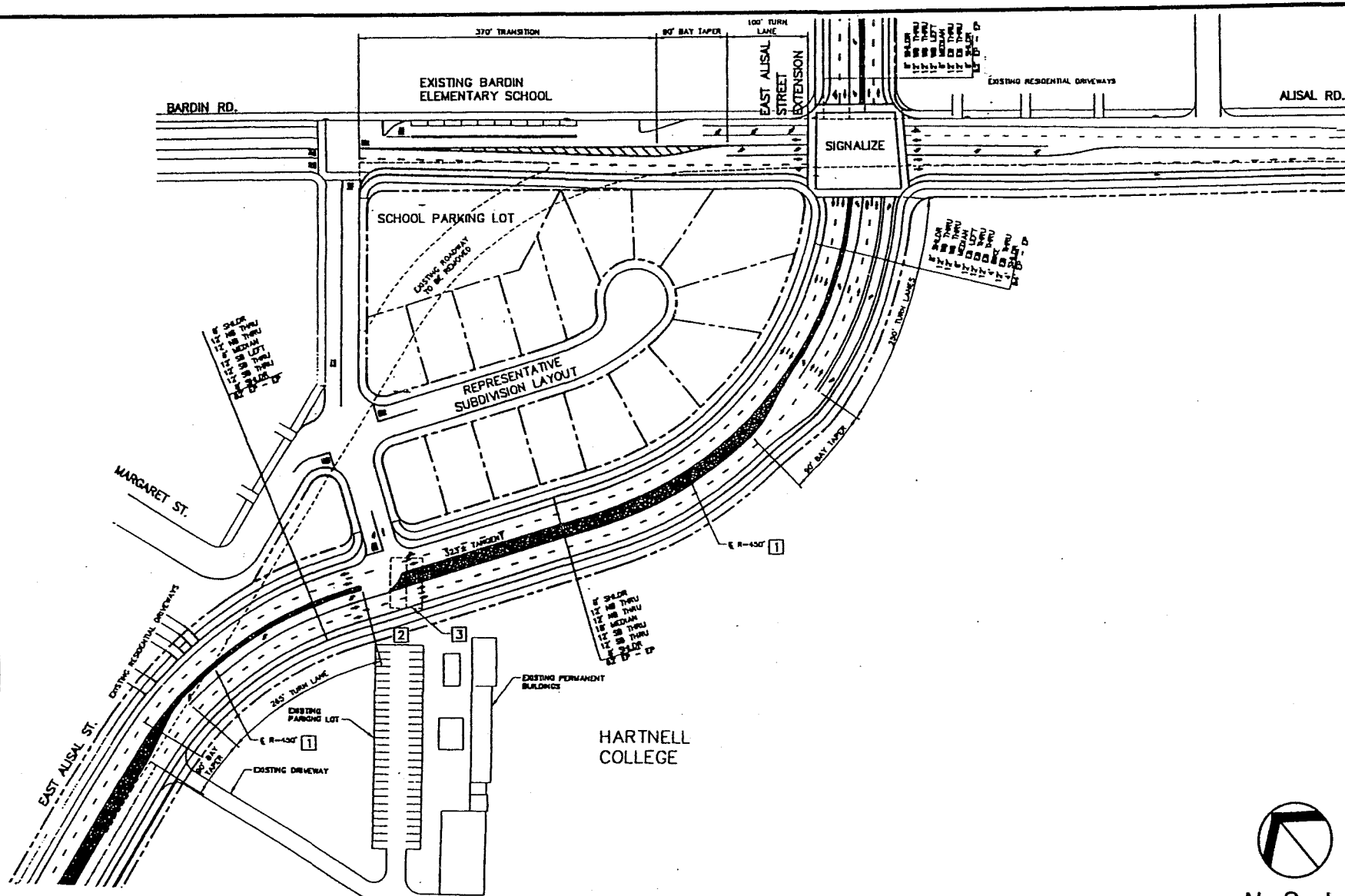
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Mountain Valley Precise Plan **Interim Roadway Configuration** **Alisal Rd. / Bardin Road**

Figure
17



Source: Higgins Associates



No Scale



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Mountain Valley Precise Plan

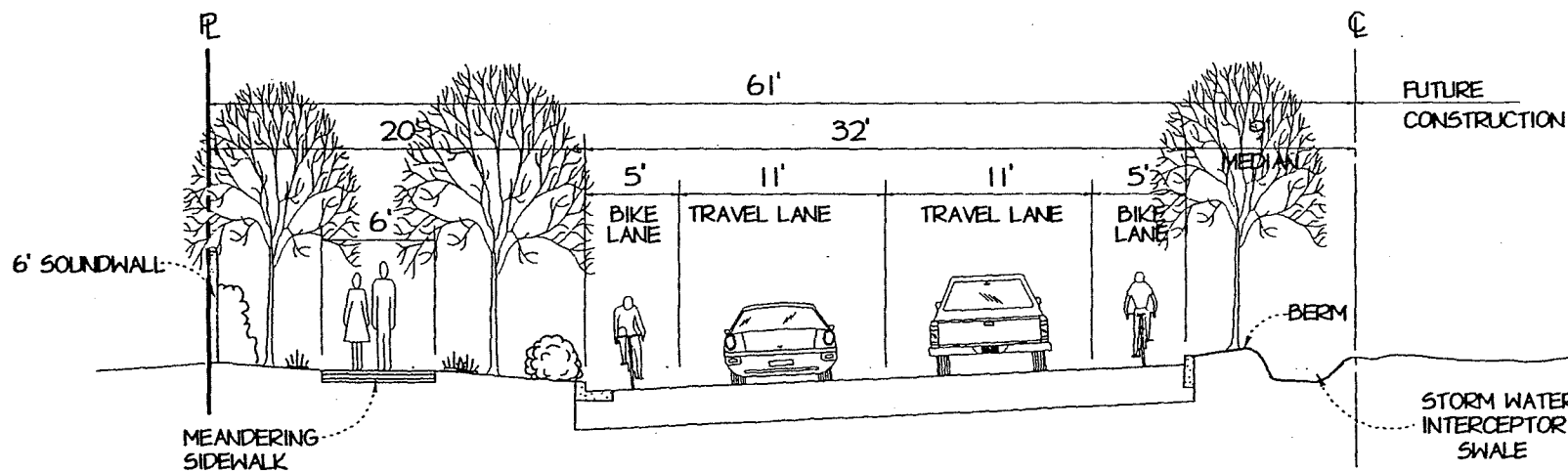
Ultimate Roadway Configuration

Alisal Rd. / Bardin Road

Figure
18

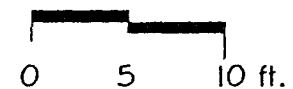
On the street, a five-foot Class II bike lane shall be provided alongside the curb. Dedication and improvements to East Alisal Street Extension from Bardin Road to Mountain Valley Boulevard shall be made during Phase 3, and from Mountain Valley Boulevard to Freedom Parkway during Phase 6 (refer to Figure 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

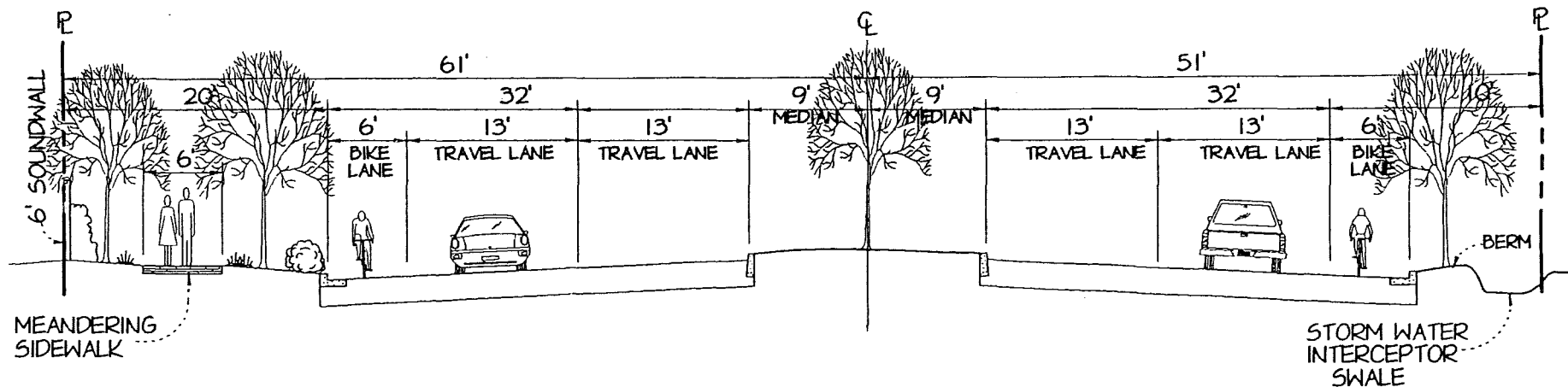
Source: H.D. Peters Co.



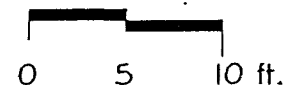
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Mountain Valley Precise Plan
**Freedom Parkway (Boulevard "A" to East Alisal)
and East Alisal Street Extensions**

Figure
19



ILLUSTRATIVE SECTION
FULL WIDTH FREEDOM PARKWAY
(WILLIAMS RD. TO BOULEVARD "A")



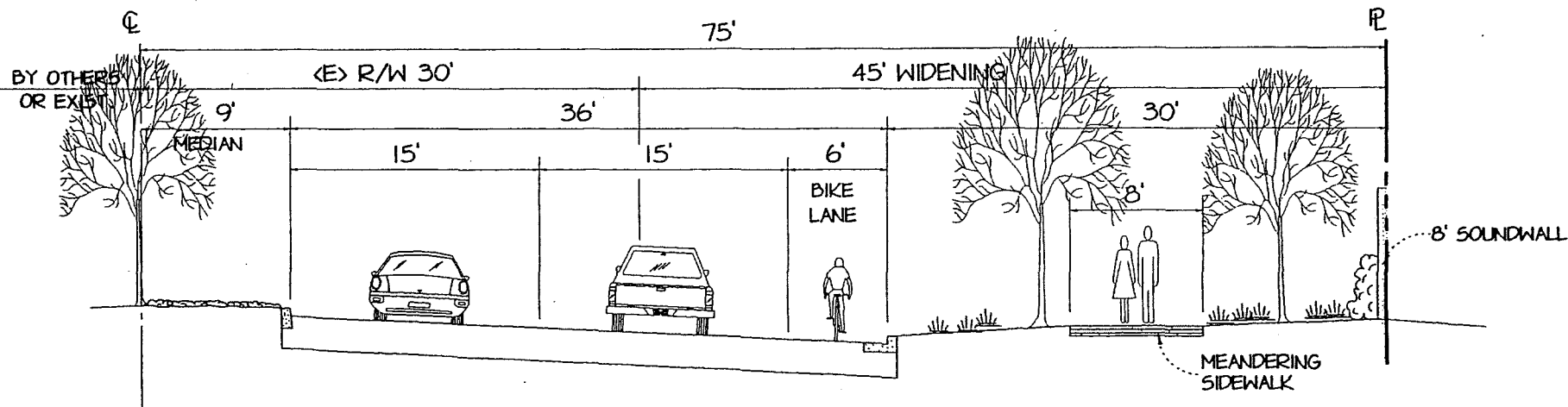
Source: H.D. Peters Co.



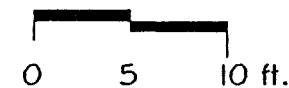
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and Design Firm

Mountain Valley Precise Plan Freedom Parkway Extension (Williams Road to Boulevard "A")

Figure
20



ILLUSTRATIVE SECTION
WILLIAMS ROAD



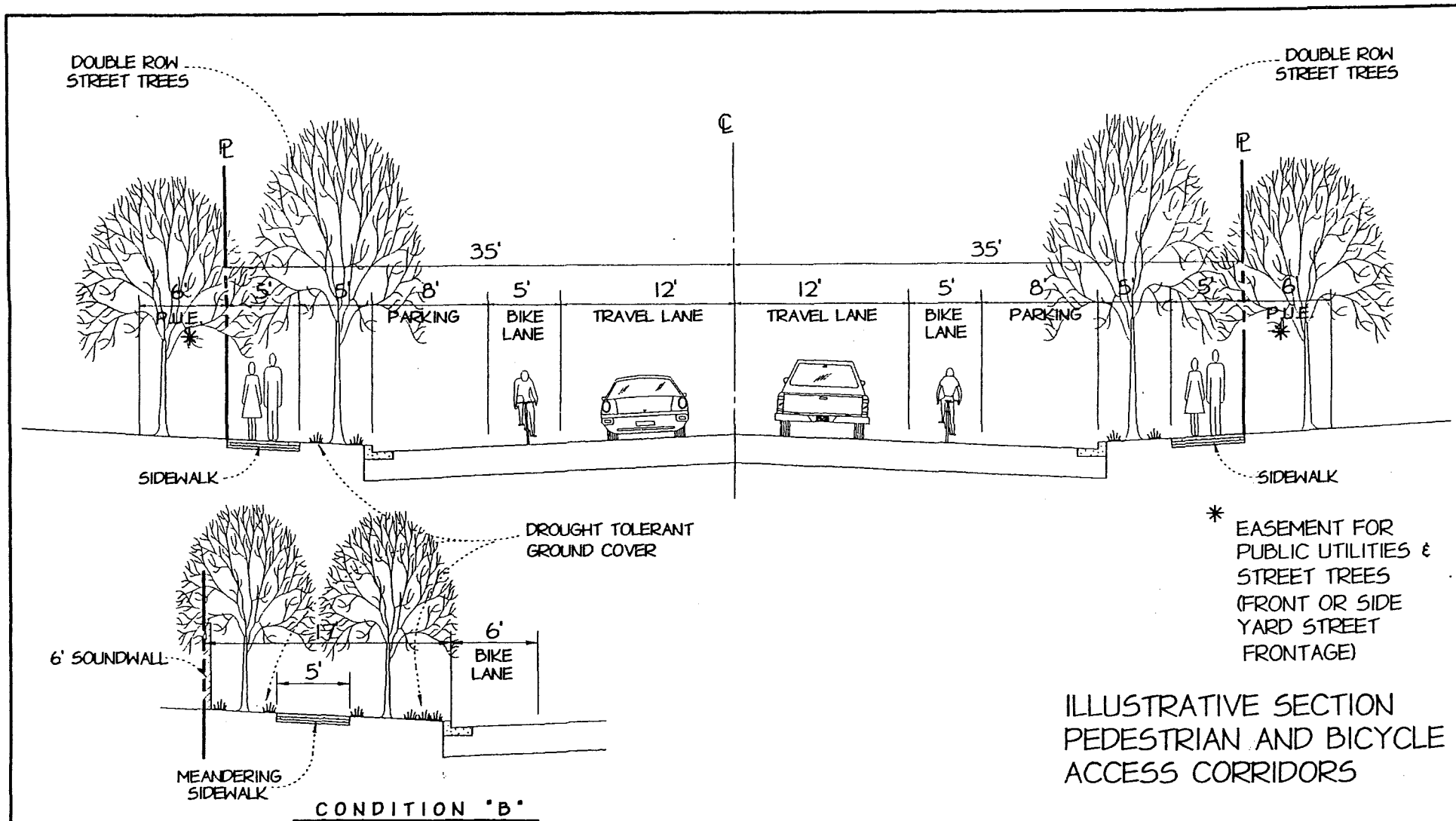
Source: H.D. Peters Co.



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Mountain Valley Precise Plan **Williams Road Improvements**

Figure
21



Source: H.D. Peters Co.

ENTRANCE BLVD. "A" AND
MOUNTAIN VALLEY BLVD.

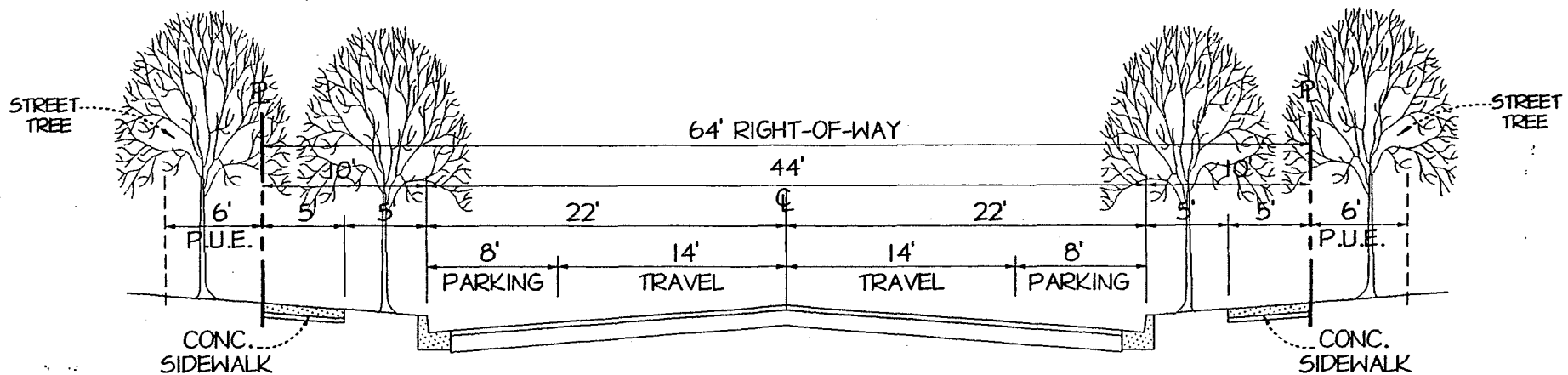


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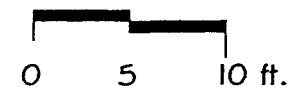
Mountain Valley Precise Plan Secondary Collectors Street With Bicycle Lanes

Figure
22

FIG-9.DWG



COUNTRYSIDE DRIVE, BLVD'S. "B", "C," AND "D"



Source: H.D. Peters Co.



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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.

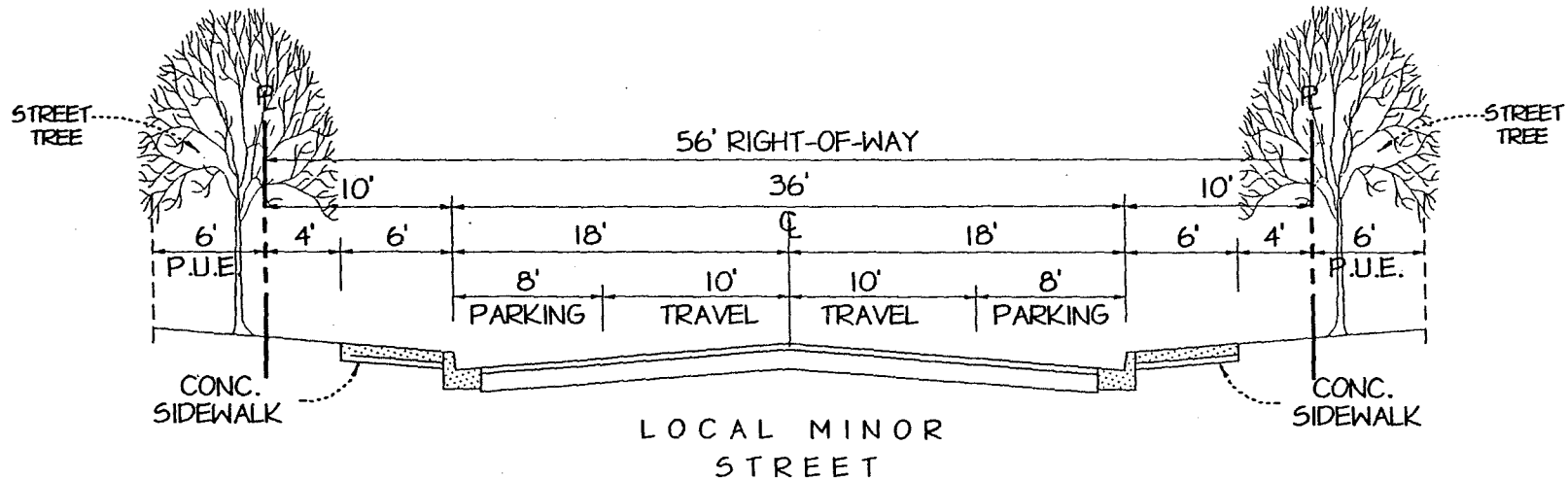
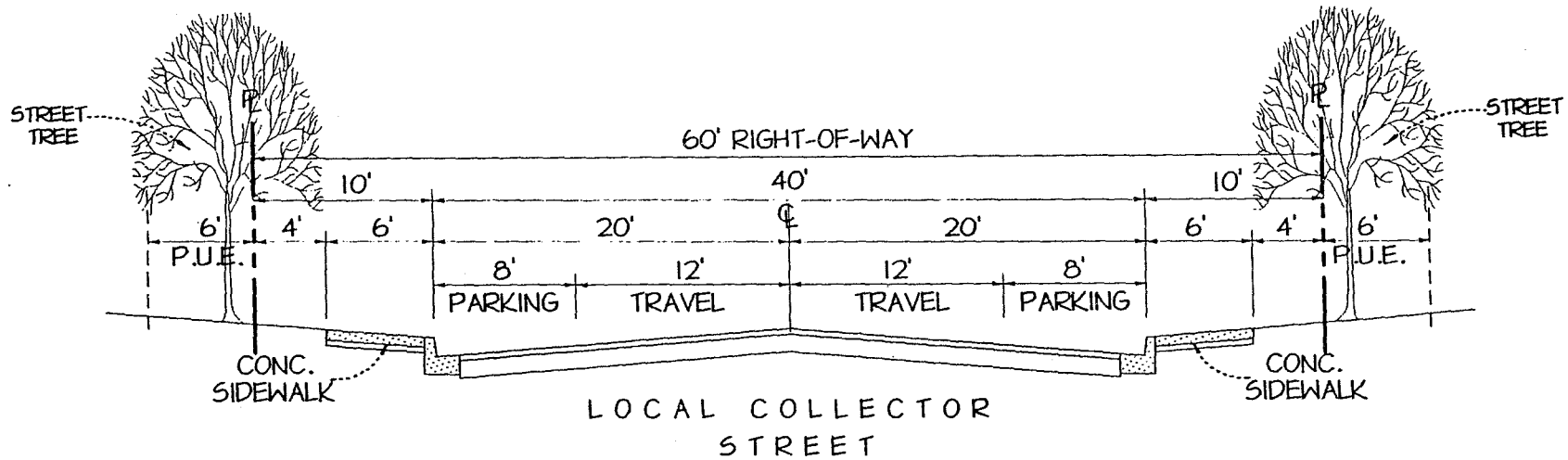
Policy 19. *"Traffic-calming" features on secondary collector and local streets throughout the planning area shall be provided.*

The following implementation measure is provided:

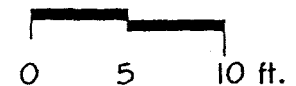
- Secondary collector and local streets shall utilize "traffic-calming" features such as narrowing the streets at selected intersections and increasing the landscaping in these areas. Narrowing the streets at selected intersections would eliminate parking on both sides of the street from 20 to 30 feet 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.



ILLUSTRATIVE SECTION



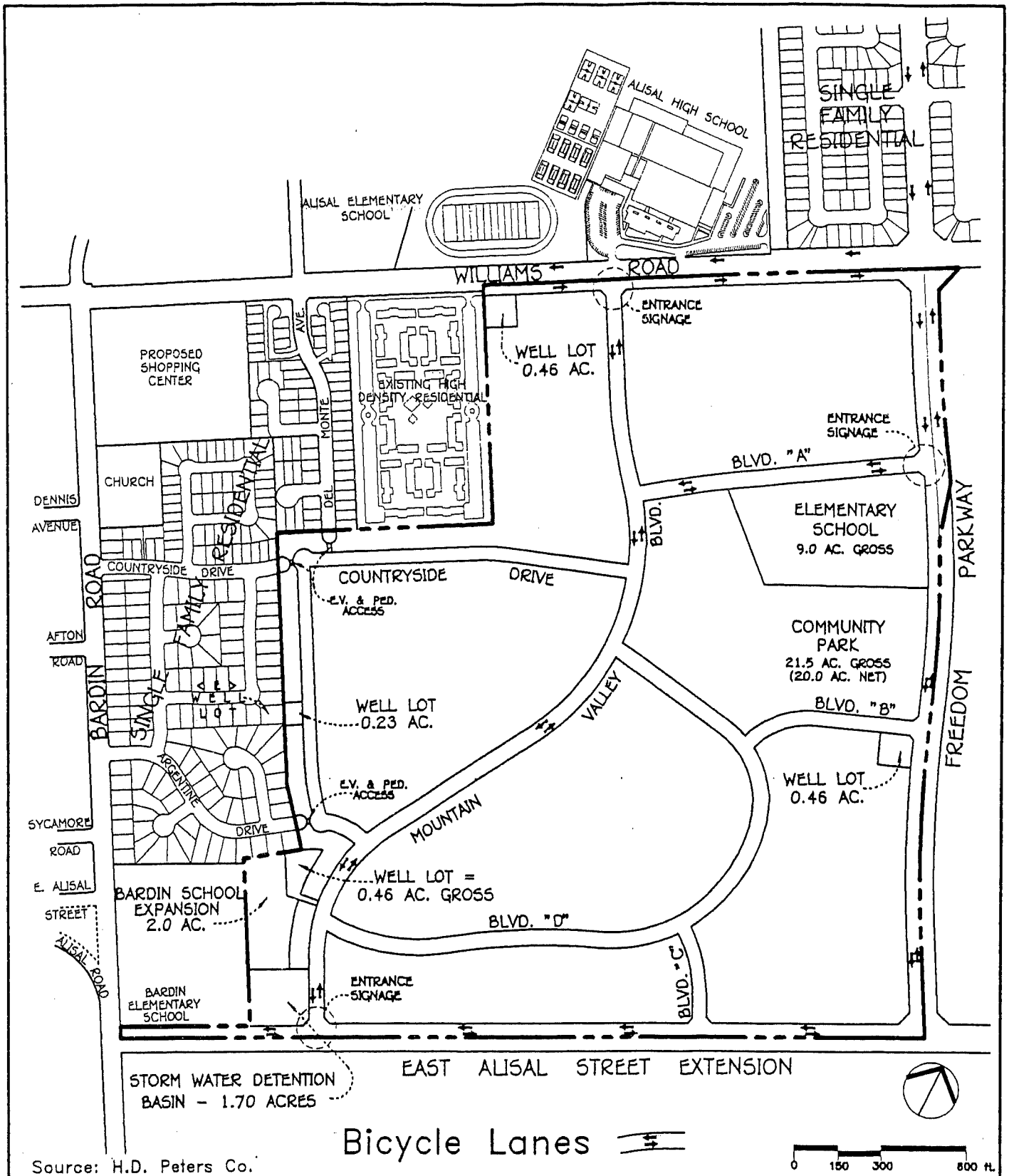
Source: H.D. Peters Co.

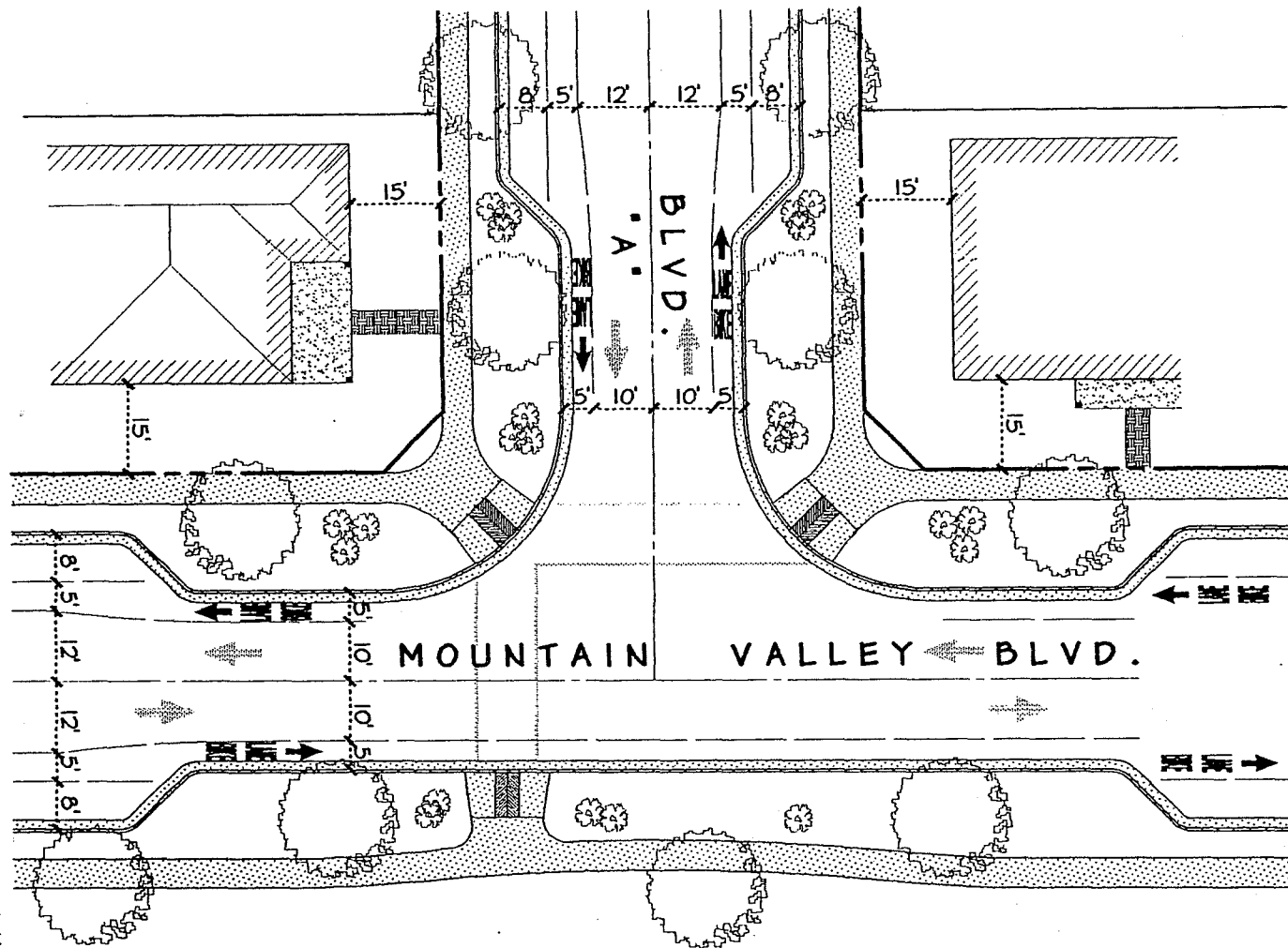


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Mountain Valley Precise Plan Local Streets

Figure
24





Source: H.D. Peters Co.

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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

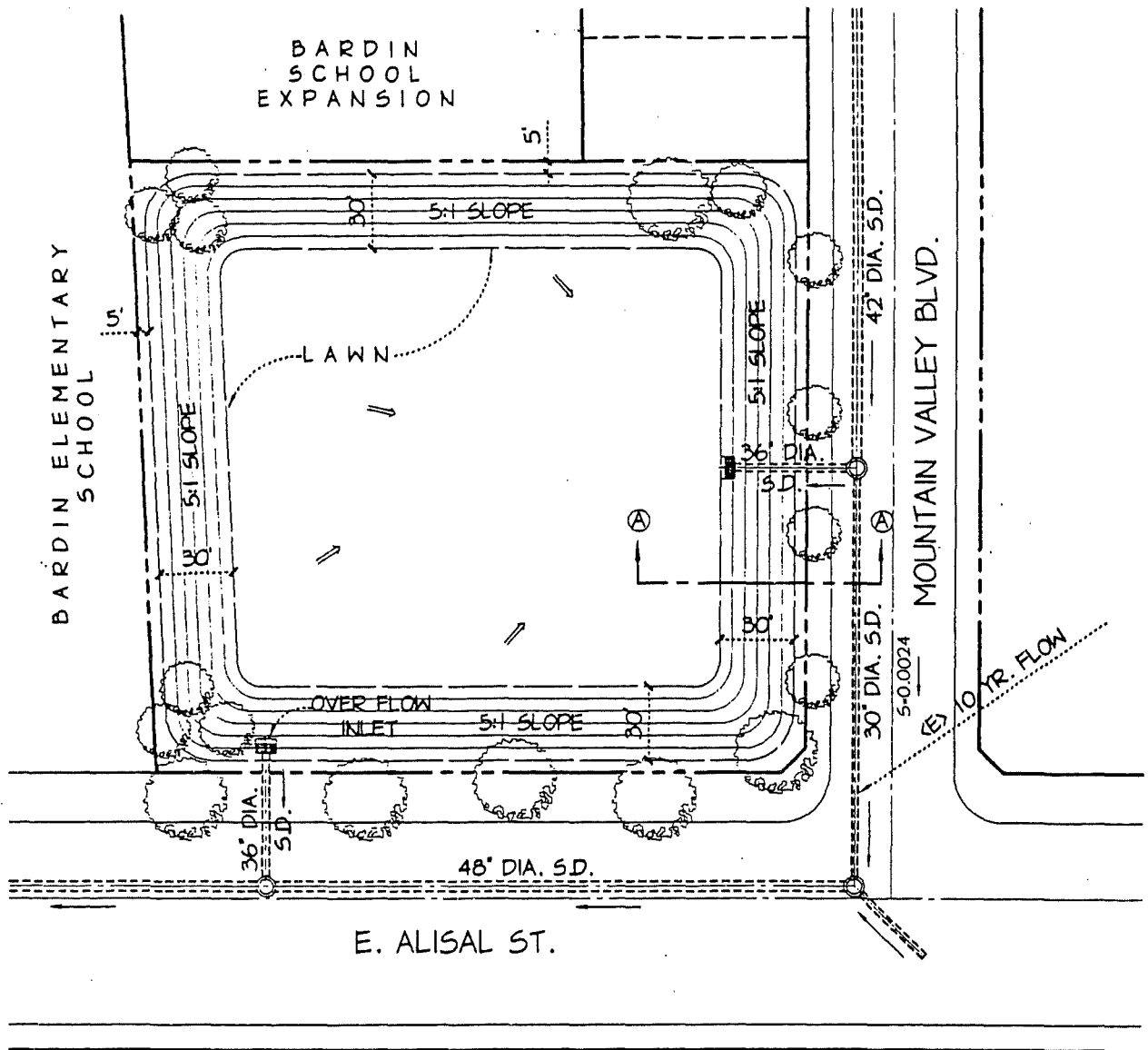
Policy 21. *Donate land for a storm water detention basin and provide improvements to allow for recreational use of the site.*

The following implementation measures are provided:

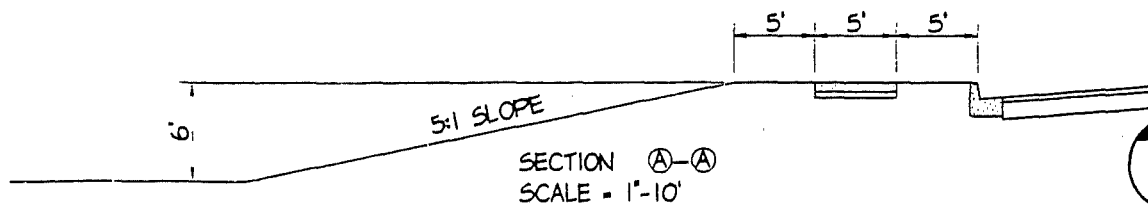
- A 1.7-acre area located in the southwestern corner of the planning area north of the East Alisal Street extension shall be donated to the City of Salinas as open space and improved by the developer for a storm water detention basin during Phase 3, as illustrated in Figure 27. The detention basin shall 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

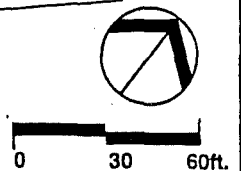
Policy 22. *Unless otherwise noted, landscaping and irrigation in open space and landscape areas will be installed by the developer and maintained by a landscape and lighting district or other appropriate financing method.*



USABLE POND VOLUME = 3.5 A.F.
 MAXIMUM WATER DEPTH = 4.0 FT.



Source: H.D. Peters Co.



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 Group Inc.
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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.

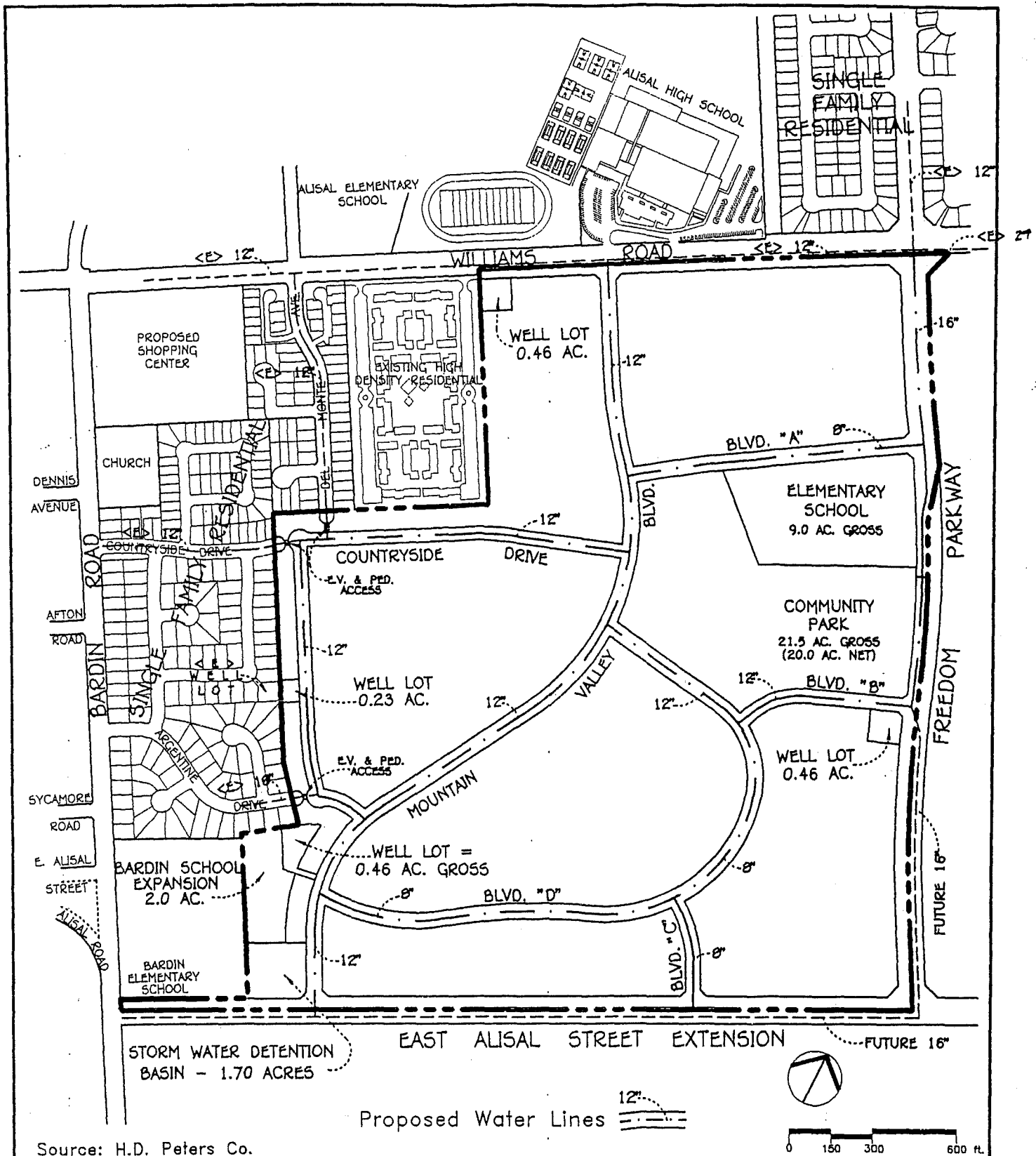
2.6.1 Water System

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**

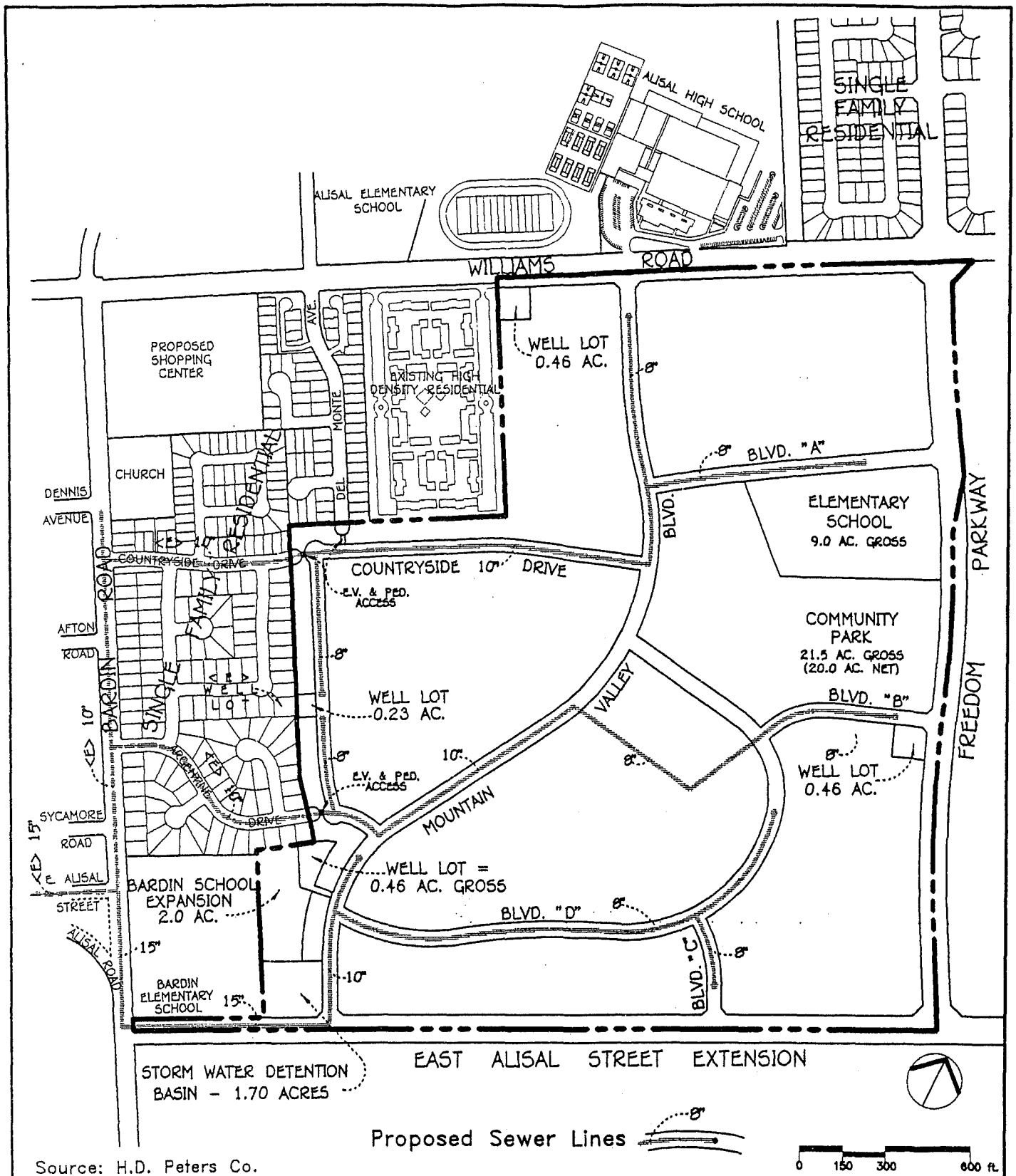
Figure
28

- 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.



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Mountain Valley Precise Plan **Major Sanitary Sewer Improvements**

Figure
29

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.

- 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

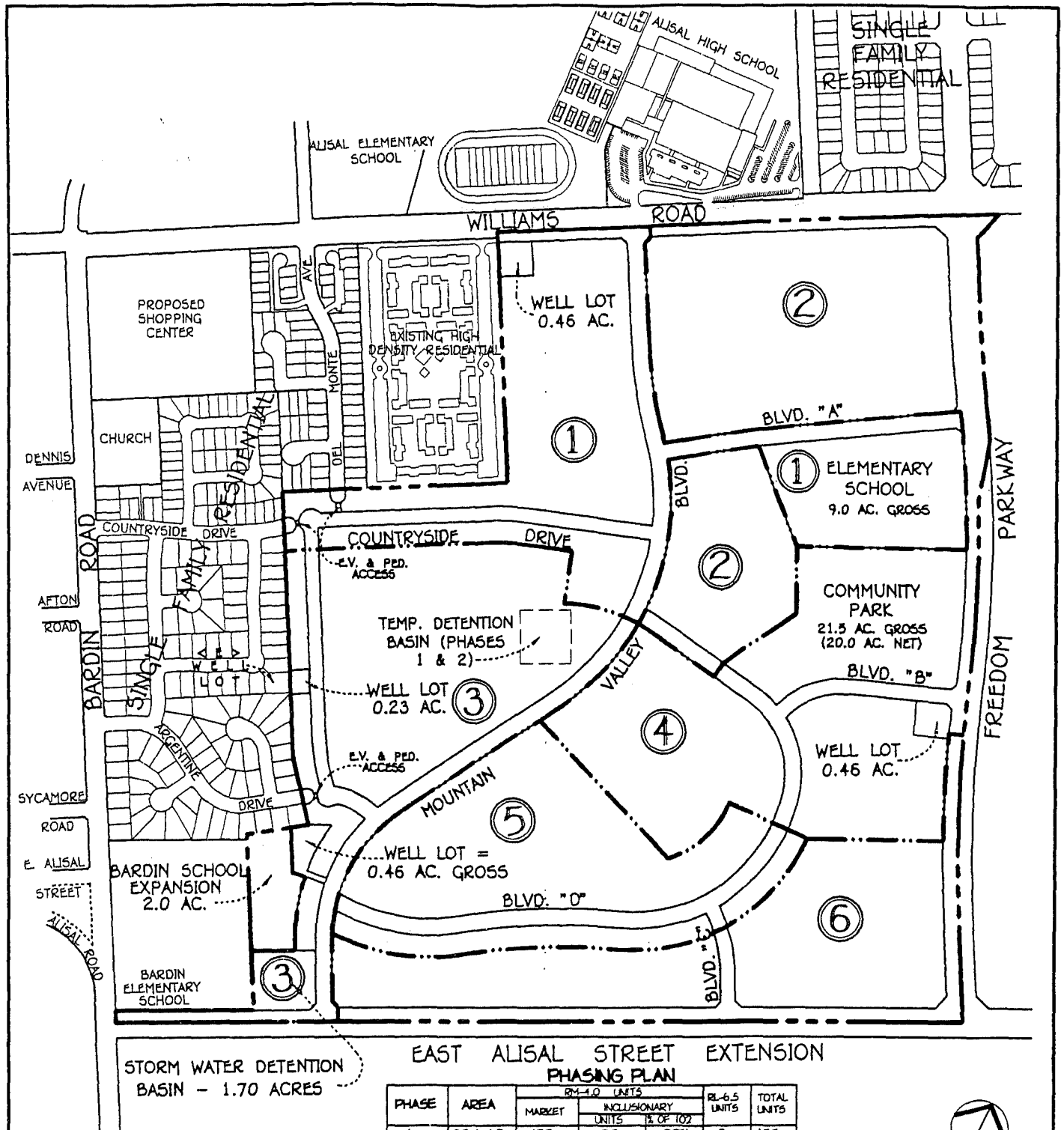
Before any property is subdivided, a tentative map of the proposed subdivision must be approved by the City in accordance with the City's Subdivision Ordinance. As a result of lot configurations, the number of residential units may decrease as tentative and final maps are prepared.

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.



Source: H.D. Peters Co.



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Mountain Valley Precise Plan Development Phasing Plan

Figure
31

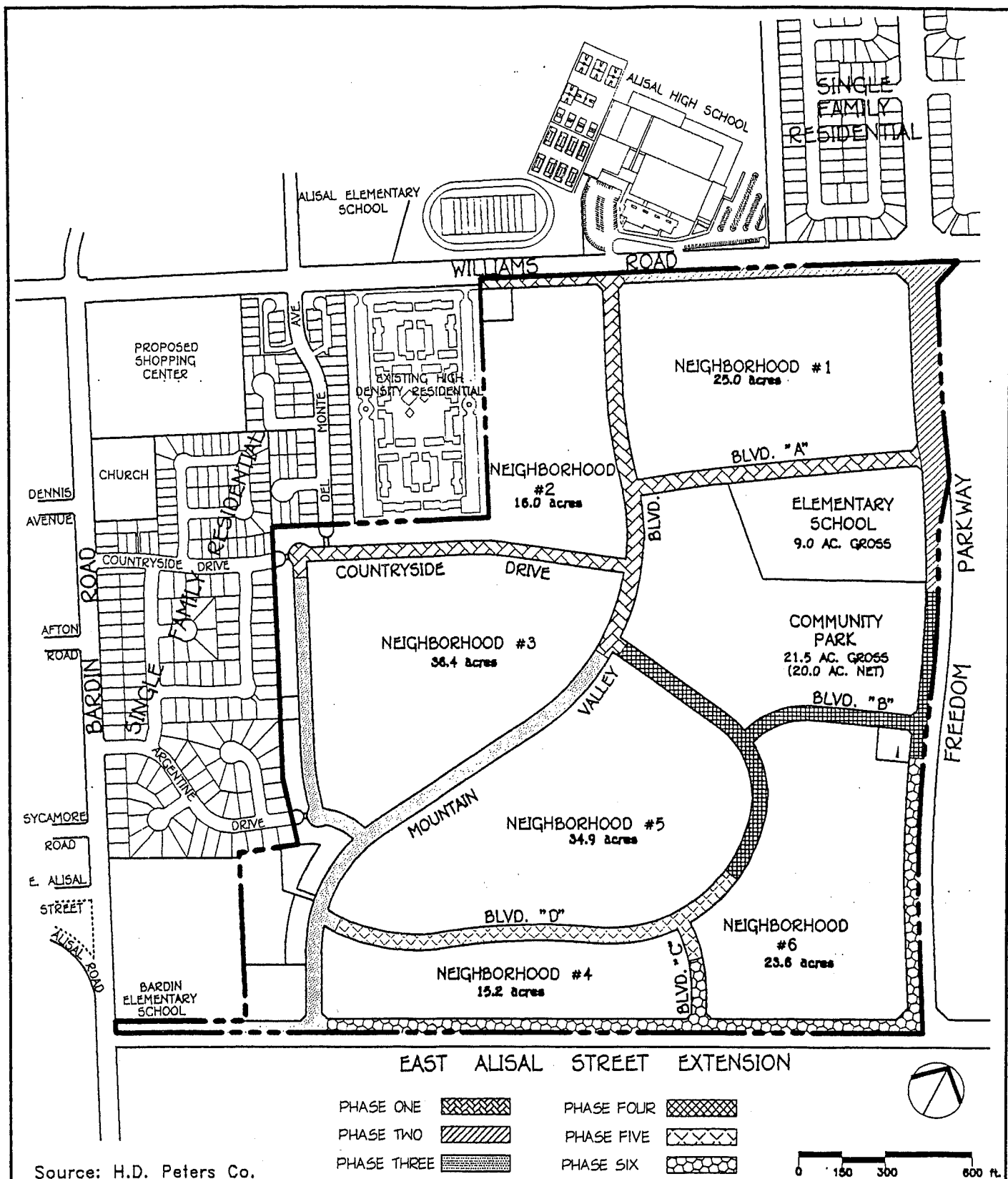


TABLE 4
Residential Development Phasing

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 improvements during 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 aviation 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: <u>Mountain Valley Precise Plan</u> Address: <u>Williams Road and Freedom Parkway</u> Assessor Parcel Number(s): <u>153-011-035 and 153-011-621</u>
Applicant	Name: <u>Sconeberg Ranch Partnership</u> Address: <u>P.O. Box 5969</u> City: <u>Salinas</u> State: <u>CA</u> Zip Code: <u>93915</u> Phone: () FAX: ()
<input type="checkbox"/> Property Owner or <input checked="" type="checkbox"/> Authorized Agent	Name: <u>Bill Shaw c/o Shaw Development</u> Address: <u>325 East Alisal St, Suite A</u> City: <u>Salinas</u> State: <u>CA</u> Zip Code: <u>93901</u> Phone: (408) <u>754-1911</u> FAX: (408) <u>422-5533</u>

ii. To be completed by applicant:

Salinas 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 measures that will result in a total reduction of 7 percent or more. Each measure selected is subject to approval by the Community 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. <i>(Note: Attach description).</i>	Varies	
Other site amenities	Provide site amenities that reduce the need for vehicle trips based on documentation of trip reduction. <i>(Note: Attach description).</i>	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. <i>(Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).</i>	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. <i>(Note: Attach description)</i>	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. <i>(Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).</i>	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. <i>(Note: Attach description).</i>	Varies	
RESIDENTIAL TOTAL <i>(Must total 7 percent or more)</i>			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 by carpools 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		MONITORING	VERIFIED
NUMBER	MEASURE	RESPONSIBILITY	IMPLEMENTATION SCHEDULE	RESPONSIBILITY	BY / DATE
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.

MOUNTAIN VALLEY PROJECT - MITIGATION MONITORING PROGRAM

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	

MOUNTAIN VALLEY PROJECT - MITIGATION MONITORING PROGRAM

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 451" 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				

MOUNTAIN VALLEY PROJECT - MITIGATION MONITORING PROGRAM

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	

MOUNTAIN VALLEY PROJECT - MITIGATION MONITORING PROGRAM

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.	

MOUNTAIN VALLEY PROJECT - MITIGATION MONITORING PROGRAM

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.	

