

# City of Salinas

TOWN SQUARE



## West Area Specific Plan

December 2019

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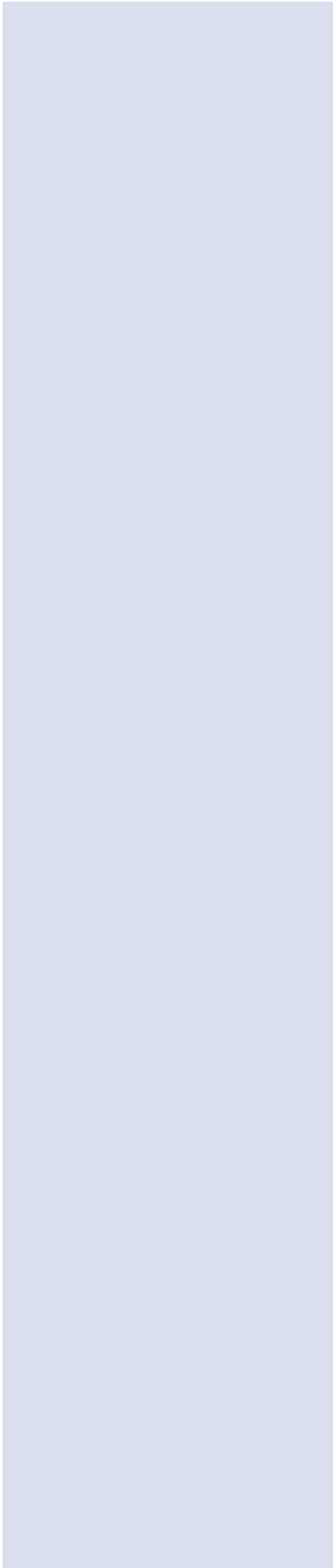
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# 1. Introduction

## 1.1 Purpose and Scope of the Specific Plan

### 1.1.1 Function of Specific Plan

The West Area Specific Plan is prepared pursuant to California Government Code Sections 65450 - 65457 and establishes the land use planning and regulatory guidance including land use and zoning designations and policies, development regulations, and design standards for the approximately 797-acre Specific Plan Area (Figure 1-8, Figure 1-9). The Specific Plan (also referred herein as the “Plan Area” or “Plan” or “West Area”) provides a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies, and implementation programs of the General Plan in that land area included in the North of Boronda Future Growth Area (FGA). The Specific Plan provides a complete blueprint for development of the Plan Area, including:

- A description of proposed land uses;
- Policies, regulations, and standards to support the Specific Plan;
- Infrastructure needed to support the Specific Plan; and
- Implementation and administrative processes needed for plan development.



The West Area Specific Plan provides a framework for the development of a new community with a cohesive identity (example of pedestrian path along arterial street).



The Specific Plan includes standards and regulations for infrastructure and circulation throughout the area.

The **vision** for the West Area Specific Plan is to create a livable and pedestrian-oriented community, planned and designed to implement the tenets of New Urbanism and other General Plan principles, with a diverse mix of housing types and lot sizes, a vibrant mixed use main street and town square, accessible public uses and gathering places, an interconnected bicycle, path and public transit network and well planned infrastructure.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the General Plan, as well as more specific policies and implementation measures contained in other documents. The current City of Salinas Zoning Code (herein referred to as the “Salinas Zoning Code”) applies to development applications and properties within the Specific Plan Area unless specifically superseded by the development standards contained herein. The Specific Plan is supported by several technical analyses, which are referenced in the Specific Plan and/or included in the Appendices.

### 1.1.2 Topics Addressed by the Specific Plan

The Specific Plan establishes the overall land use concept and development framework for the West Area. The specific planning process involves planning, environmental, financial, and engineering analysis; public comment and contribution; developing a document that will guide the future development of the Specific Plan Area; and subsequent implementation measures recommended by the Specific Plan. The contents of the Specific Plan reflect the physical characteristics of the Plan Area, as well as the City’s goals for land use change in general and for the Plan Area in particular.

The Specific Plan is organized into the following nine chapters and appendices:

- Chapter 1. Introduction – This chapter provides the context for the Specific Plan by describing New Urbanism and other design principles, purpose, relationship to and conformance with the General Plan policies, the preparation process, and content of the Plan.
- Chapter 2. Land Use – This chapter identifies the proposed land use plan, General Plan Land Use and Zoning Designations, development intensities, and organization of land uses used to meet the objectives of the Specific Plan.
- Chapter 3. Use Classifications and Development Regulations – This chapter provides the development regulations to implement the land uses contained in the Specific Plan.
- Chapter 4. Design Standards – This chapter provides the standards that guide design and planning of residential and mixed-use commercial development, as well as parks and other amenities.
- Chapter 5. Circulation – This chapter discusses the location and classification of roadways and the circulation infrastructure needed to serve the Plan Area as well as link the Plan Area to the vicinity road and transit network. This chapter also includes an overview of the City-initiated East Boronda Road improvement project, which would widen Boronda Road to four lanes with roundabouts located at the following Boronda Road intersections: McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard.

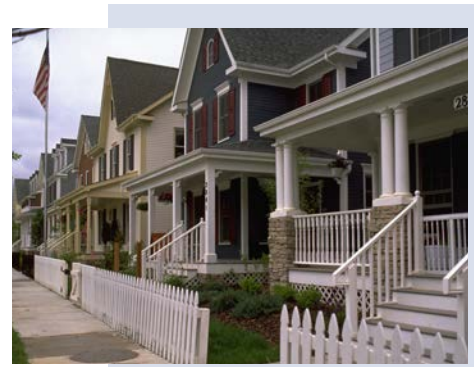
- Chapter 6. Infrastructure Plan – This chapter identifies the public services necessary to serve new dwellings and commercial development, and provides a framework for expansion of utilities and other infrastructure systems.
- Chapter 7. Stormwater and Water Quality Management – This chapter identifies the plan for the parcel-based Low Impact Development (LID) features and supplemental stormwater collection system that are being incorporated into the project.
- Chapter 8. Public Facilities Financing – This chapter identifies the proposed financing plan, project phasing, public facility cost summaries, and funding sources for public facilities needed to support the Plan Area.
- Chapter 9. Implementation and Administration – This chapter addresses the project review processes, actions, and approvals needed to implement and amend the Specific Plan.

### 1.1.3 Vision Statement

A vision statement is a broad expression of the aspirations and values intended to characterize the community when it is completed. It is the most fundamental policy statement, and as such all major components of this Specific Plan flow from, and are referenced to, this vision. As most vision expressions are not directly quantifiable, the vision statement itself cannot directly be implemented. Instead, implementation of the West Area Specific Plan is to be directed by the detailed development descriptions, regulations, and standards contained in individual chapters of the Specific Plan, which are all founded on the vision statement.

The Specific Plan uses an approach to planning and design that implements the tenets of the New Urbanism, which are described throughout this Plan. The Plan also implements design principles of Crime Prevention through Environmental Design (CPTED), Health in All Policies (HiAP), Smart Growth, and Green Building to promote the creation of a vibrant, healthy, safe and sustainable community.

The City has embraced these approaches to planning so that the North of Boronda Future Growth Area (FGA) develops into neighborhoods that residents find to be unique and desirable places to live, work, and play. The desirability and uniqueness of the West Area Specific Plan are attributable in part to the focus of individual neighborhoods, parks, schools, and other civic gathering spaces; the tree-lined streets with houses with porches and other features to promote “eyes on the street”; the emphasis on the pedestrian rather than the automobile including the provision of pedestrian amenities throughout the development; a mixed use main street and town square surrounded by shops and restaurants; a variety of land uses and housing types, and an interconnected bike lane and path network (herein referred to interchangeably as sidewalk or path) that encourages residents to frequently walk and bicycle to the various uses and facilities (and to public transit connections) in their community and beyond.



The West Area Specific Plan reflects principles of New Urbanism.

The land use plan, policies, design standards, and development regulations included in this Specific Plan will implement the vision statement. The regulatory approach in the Specific Plan is derived from the vision and policies contained in the City's General Plan, and implementation of the General Plan through the Salinas Zoning Code New Urbanism District Regulations and Design Standards to guide development of the North of Boronda FGA identified in the General Plan. Because the Specific Plan Area is located adjacent to the previously approved Gateway Center Specific Plan and the two other proposed Specific Plan areas within the North of Boronda FGA, this document considers the development of those nearby areas and has closely coordinated with those planning efforts. Also, in concert with principles of New Urbanism, the Specific Plan is designed to be integrated with already developed portions of Salinas to the south, west, and north.

## 1.2 Project Description

*See Section 2.2.3 Land Use Components and Table 2-2 Summary Land Use Plan for a summary of the proposed land use plan.*

### 1.2.1 Project Location

Salinas is located in northern Monterey County (Figure 1-1), within the Salinas Valley between the Gabilan and Santa Lucia mountain ranges. Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 100 miles south of San Francisco, and 325 miles north of Los Angeles. Salinas is served by several regional transportation routes, including U.S. Highway 101 (U.S. 101), State Routes 68 and 183, and the Union Pacific Railroad line. The Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the City, and the Monterey Regional Airport, a regional commercial and general aviation airport is located approximately 15 miles west of the City of Salinas.

The Specific Plan Area is located within Salinas City limits. It is bounded by San Juan Grade Road on the west, East Boronda Road (herein referred to as "Boronda Road") on the south, Natividad Road on the east, and Rogge Road (and the future extension of Russell Road) on the north (Figure 1-2). Gabilan Creek is east of the Specific Plan Area, while U.S. 101 and North Main Street are to the west (Figure 1-3 and 1-4). Unincorporated land under the jurisdiction of the County of Monterey surrounds the City.

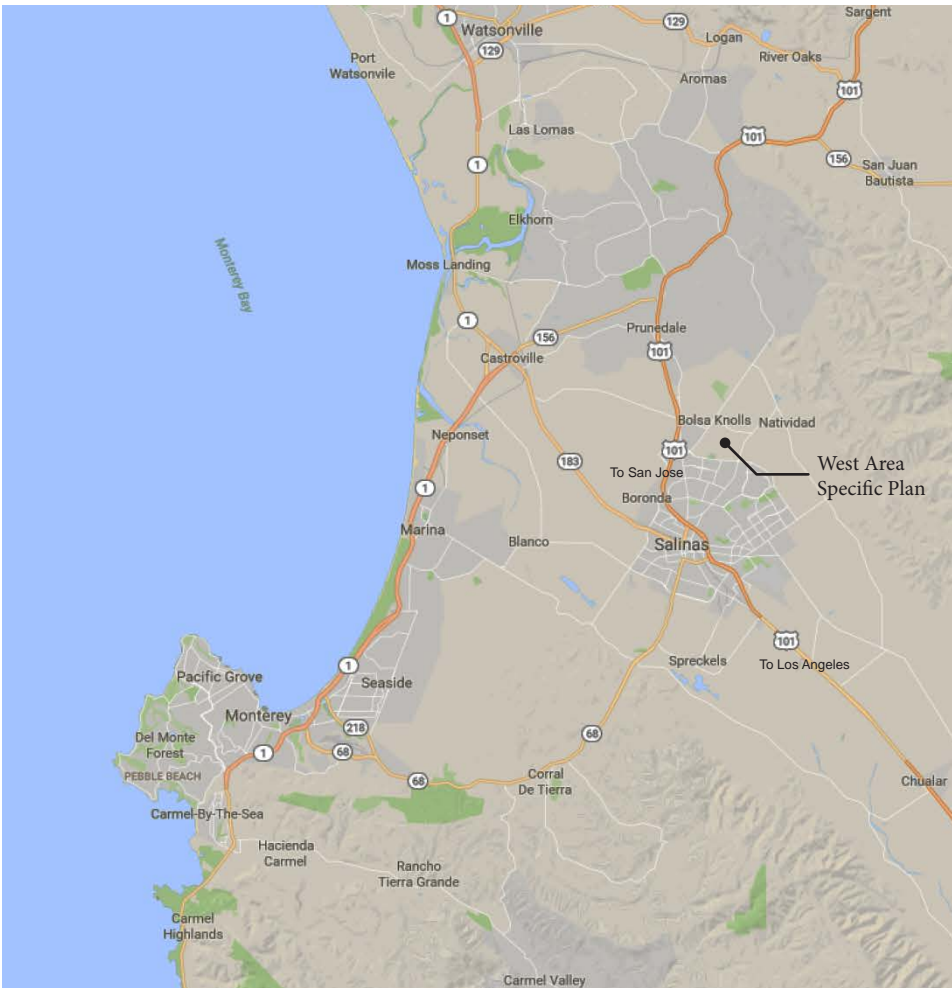
As part of its 2002 General Plan, the City of Salinas designated areas located outside the City limits (at that time) as areas where future growth of Salinas should be directed. One of these areas was the North of Boronda FGA, located to the north and east of the City (Figures 1-3 and 1-4). The West Area falls within the North of Boronda FGA. Figure 1-3 also depicts the existing Salinas General Plan land use designations.

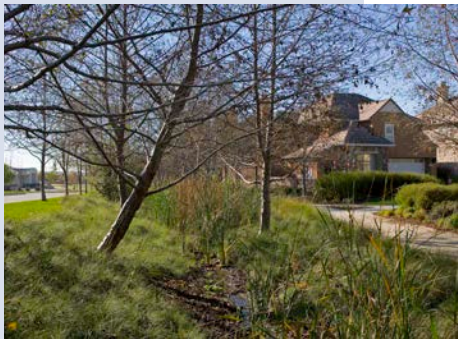
## 1.2.2 Project Characteristics – Existing Conditions

### 1.2.2.1 Physical Characteristics

The Specific Plan Area is approximately 797 gross acres in size. Its topography is nearly flat, with little change in elevation (Figure 1-5). The overall slope from northeast to southwest is approximately 0.3%. There are no natural streams or water bodies present in the Specific Plan area.

Figure 1-1: Regional Map





The principles of the West Area Specific Plan include a mix of land uses, lot sizes, provision of open space, and a diversity of housing options in a dense development.

The Plan Area site is not mapped by the Federal Emergency Management Agency (FEMA) with any significant Special Flood Hazard Areas (SFHAs). The northwest corner of the site is mapped with a shaded Zone X, indicating this portion of the Plan Area is either subject to the .2% annual chance of flood from Santa Rita Creek, or a 1% chance of flood with depths of less than 1 foot from the Santa Rita Creek (Figure 1-2). The rest of the site is in an unshaded Zone X.

This area is currently being farmed. Most agricultural activity on-site and in the immediate vicinity has consisted of cultivation of various types of row crops. The land is considered prime farmland or farmland of statewide importance. The loss of this farmland was previously addressed as part of the Environmental Impact Report (EIR) prepared for the Salinas General Plan and findings of overriding consideration were adopted by the Salinas City Council. None of the parcels within the Plan Area have Williamson Act contracts or other encumbrances protecting agricultural activities. Urban development is located adjacent to the Specific Plan Area, as described in more detail in Section 1.2.2.2 below.

The project site has been disturbed from years of agricultural practices. No sensitive or endangered species currently exist on the site. The project is not in any adopted habitat conservation plan area. Due to long-term use of the land for agriculture, the site has the potential for certain environmental conditions from the use of pesticides and herbicides in the soil. These issues are fully addressed in the West Area Specific Plan EIR.

The Specific Plan Area contains limited existing development. McKinnon Elementary School (Santa Rita Union School District), is located in the southern portion of the Specific Plan Area, near the intersection of Boronda Road and McKinnon Street. This School District provides education to students in the north Salinas area from kindergarten through 8th grade. A few residences and farm structures are clustered within the eastern portion of the area, adjacent to Natividad Road. Other residences with accessory farm structures are located in the northern portion, adjacent to Rogge Road, and in the western portion north of the intersection of San Juan Grade Road and Boronda Road. Salinas Union High School District is constructing a new high school site located on Rogge Road, in the northern portion of the Plan Area.

In addition, there is evidence of structures or development that formerly existed. Close to Natividad Road is an area of bare ground that could have served as a location for activities associated with agricultural operations. Along San Juan Grade Road in the western portion is an area of bare ground with some trees along its northern edge. This was likely once the location of a residence that no longer exists.

Existing infrastructure is currently located along Boronda Road including water, sewer, electricity, storm drainage and dry utilities, which will be extended into the Specific Plan boundaries. Monterey-Salinas Transit (MST) currently provides transit access to the site from existing bus stops located along Boronda Road.





West Area Specific Plan

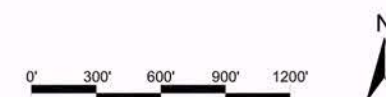


**LEGEND**

- WEST AREA PROJECT BOUNDARY
- PROPERTY OWNERSHIP BOUNDARY
- CROP LAND (FIELD ROADS NOT IRRIGATED)
- NON-IRRIGATED
- FEMA FLOOD HAZARD AREA SHADED ZONE X (ALL AREAS NOT MARKED AS SHADED ZONE X ARE UNSHADED ZONE X)
- TREE 4" CALIPER OR GREATER
- 60 KV POWER LINE

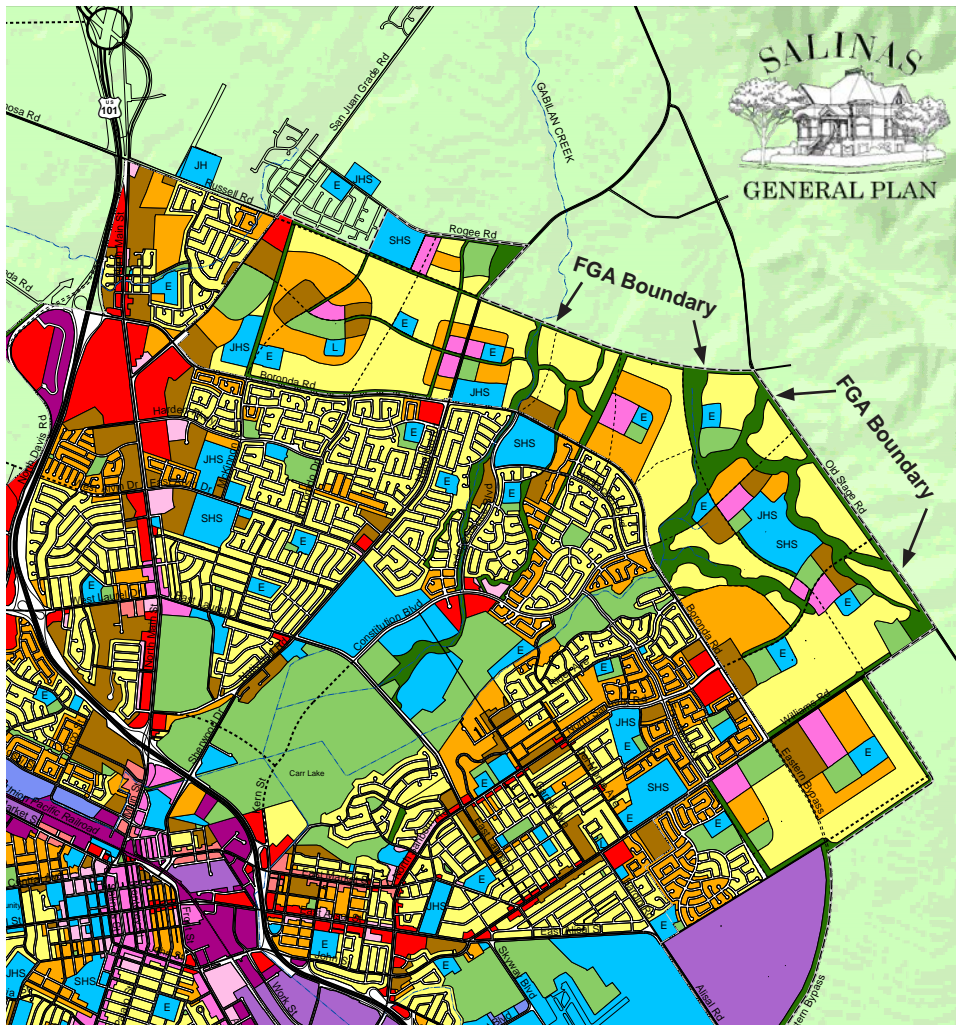
FIGURE 1-2

# Existing Conditions



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Figure 1-3: Existing General Plan Land Use Designations



Source: City of Salinas; and P&D Consultants.

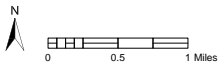
Note: Eastern Bypass Alignment is Conceptual. Actual alignment to be determined by Airport Master Plan. No development is planned for areas inside the Eastern and Western Bypasses.

**General Plan Land Use Designations**

- Residential Low Density (1-8 units/net acre; average 6.5 units/gross acres)
- Residential Medium Density (6-15 units/net acre; average 11.75 units/gross acres)
- Residential High Density (15-24 units/net acre; average 16.75 units/gross acres)
- Retail
- Arterial Frontage
- Office
- Mixed Use
- General Commercial/Light Industrial
- General Industrial
- Business Park
- Public/Semipublic
- Park
- Agricultural
- Open Space

**Circulation System**

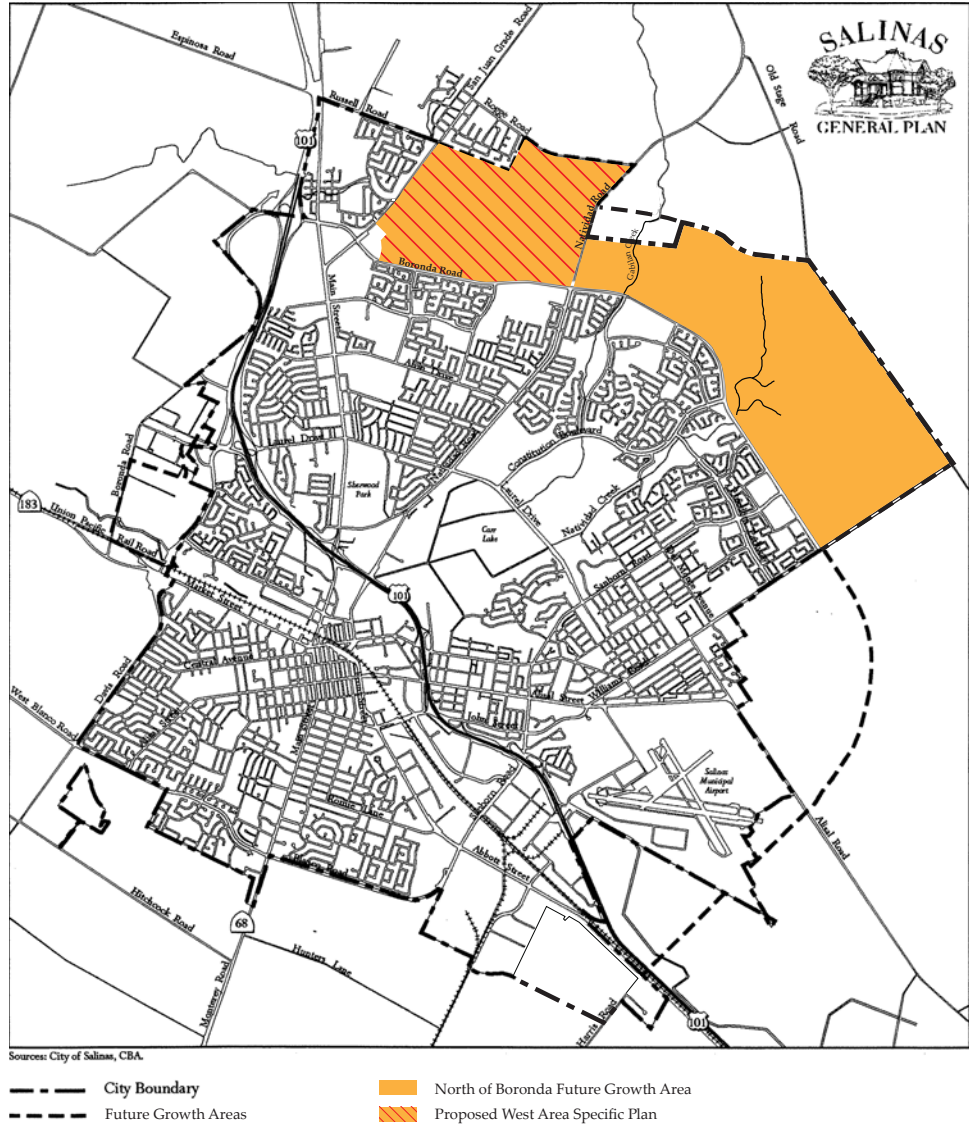
- Freeway/New Interchange
- Highway
- Highway (Proposed)
- Major Arterial
- Major Arterial (Proposed)
- Minor Arterial
- Minor Arterial (Proposed)
- Collector
- Collector (Proposed)
- City Boundary
- Future Growth Area Boundary



**1.2.2.2 Adjacent Land Use**

The Bolsa Knolls residential area is to the north and northwest of the Specific Plan Area, on the northeastern corner of the intersection of Russell Road and San Juan Grade Road. Scattered residences are also along Rogge Road to the north. Both of these residential areas are in the unincorporated area of Monterey County. The County General Plan land use designation is Medium Density Residential and the zoning is MDR/5 for the Bolsa Knolls area. The County General Plan Land Use designation is Farmlands 40 acre minimum, and the zoning is F/40 for the area north of Rogge Road. Beyond this residential area is a mix of agricultural land; rural residences; and the Club at Crazy Horse Ranch Golf Course, formerly known as the

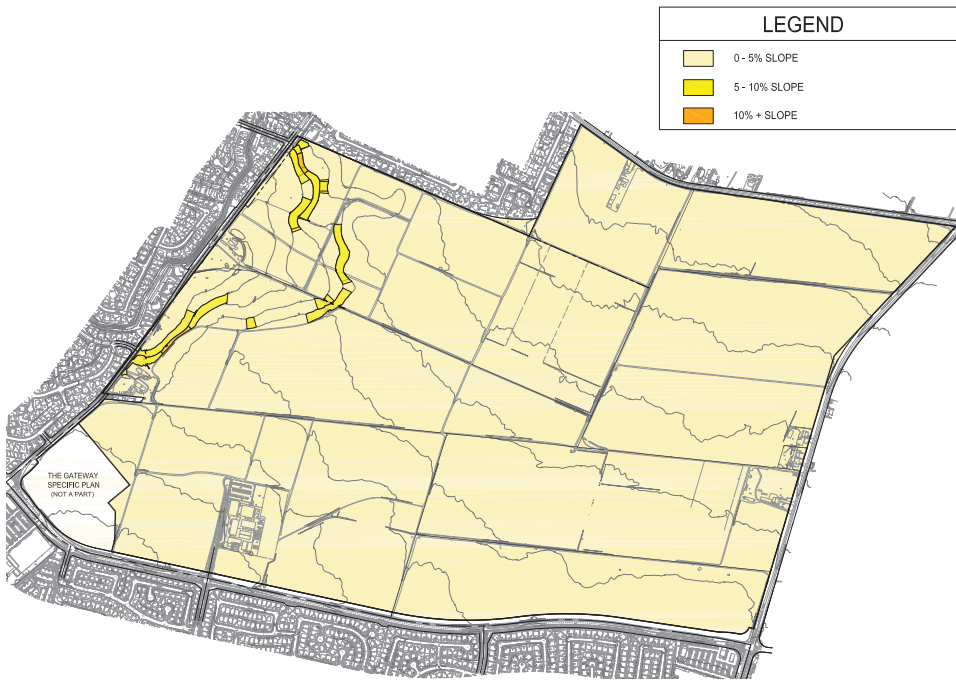
Figure 1-4: City Map and General Plan Future Growth Area



Salinas Golf and Country Club. Further north is the Butterfly Village planned community, County approved but not yet constructed. Located in Monterey County, Butterfly Village will include residential, and mixed use commercial uses and a golf course.

The majority of land east of the Specific Plan Area is also designated as part of the North of Boronda FGA in the Salinas General Plan. This area is known as the Central Area. Although currently used primarily for agricultural production, a Specific Plan for the Central Area has been submitted to the City and is currently being processed. The proposed Specific Plan features a mix of urban land uses, similar to that proposed for the West Area. The area northeast of the West Area is located in the County and is currently used for agricultural production. The County General Plan designation for this area is Farmlands 40 acre minimum, and the zoning is F/40.

Figure 1-5: Slope Map



South of the Plan Area, across Boronda Road, is the 519 acre, fully developed Harden Ranch Planned Community Specific Plan. While approximately 60 acres at the western edge and ten acres on the eastern edge of the Specific Plan area are developed with commercial uses (zoned Commercial Retail with Harden Ranch Specific Plan Overlay), the portion abutting the West Area is primarily residential. Most of the housing is zoned R-L-5.5-SP1 (Low Density Residential 5.5 with Harden Ranch Specific Plan Overlay); mainly single-family homes. However, some R-M-3.6-SP1 (Medium Density Residential 3.6 with Harden Ranch Specific Plan Overlay) and R-H-1.8-SP1 (High Density Residential 1.8 with Harden Ranch Specific Plan Overlay) zoned units are located here as well. Extensive commercial development is located southwest of the West Area, along both North Main Street and U.S. 101. This is the location of several major retail centers in Salinas, including the Northridge Shopping Center Mall (zoned Commercial Retail), Santa Rita Shopping Center (zoned Commercial Retail), and Harden Ranch Plaza (Commercial Retail-Harden Ranch Specific Plan Overlay).

West of the Specific Plan Area is a residential area zoned Low Density Residential 5.5. The residences are a mix of low density and medium density units as well as mobile home parks and higher density residential units (zoned High Density Residential 2.1). The Gateway Center Specific Plan (zoned Commercial Retail with Gateway Specific Plan Overlay) is located at the southeast corner of San Juan Grade Road and Boronda Road and is described in more detail in Section 1.2.3.4.

The Salinas General Plan land use designations for the site (prior to adoption of this Specific Plan) and surrounding areas are illustrated in

Figure 1-3. The zoning for the site (prior to the adoption of the Specific Plan) is New Urbanism Interim with Specific Plan Overlay (NI). The surrounding development and circulation system are also shown in Figures 1-3 and 1-4.

### 1.2.2.3 North of Boronda Future Growth Areas: New Urbanism Principles

The West Area Specific Plan is developed according to, and will be consistent with, the City's New Urbanism District Standards, which are part of the Salinas Zoning Code (Article III, Division 8 of the Zoning Code), as well as relevant Municipal Code provisions applicable to the North of Boronda FGA.

Principles of New Urbanism include the creation of "distinct, identifiable neighborhoods that have traditional neighborhood characteristics." Consistent with this principle, the Specific Plan is organized into four distinct neighborhoods. Near the center of each of the four neighborhoods is a neighborhood center consisting of a park. In the south-central portion of the Specific Plan Area is the Village Center. This is the central core of the community and is proposed to be developed with a mix of residential and commercial uses surrounded by higher density housing, consistent with the City's New Urbanism District Standards goal to place "more people within walking distance of the services."

The Specific Plan proposes a range of housing types, including but not limited to single-family detached, single-family attached (such as rowhouses and townhouses), duplex, triplex and multifamily dwellings. A wide range of land uses are proposed, creating a self-contained community with schools, parks, and commercial opportunities—all within easy walking distance.

Pedestrian opportunities abound throughout the Plan Area, with landscaped planters separating sidewalks along all streets. "Feature Streets" are proposed throughout the Plan Area to connect important origins and destinations of pedestrian and other non-automobile traffic. Feature Streets have a community path and a tree-lined parkway design. These streets radiate out from parks, schools, and other central features of the neighborhoods into the residential areas to encourage walkability.

The proposed circulation system also accommodates automobile traffic, using a modified grid pattern, with many connections to surrounding urban areas outside of the Plan Area. This arrangement offers drivers multiple routes to the same destination, rather than forcing all traffic to collector or major arterial roadways. Traffic calming features such as bulb-outs and mini-circles will be provided to improve pedestrian and bike safety and reduce speeds of motor vehicles.

Both streetscapes and building design are important to the function of the developed Plan Areas. The variety of lot sizes and dwelling types is augmented by a variety of architectural designs as seen in traditional

neighborhoods. Tree-lined streets with separated paths and ROWs (right-of-way) with relatively limited width create human-scaled, usable, and attractive outdoor spaces.

The design of the project also encourages and promotes the use of CPTED and smart growth principles in accordance with the requirements of the General Plan to ensure the community is safe, healthy, and sustainable.

#### 1.2.2.4 Summary of Other Applicable Regulations

All subsequent development review applications and individual development projects are subject to review and approval by the City of Salinas for consistency with the Specific Plan; Municipal Code (including the Salinas Zoning Code and Subdivision Ordinance); and all other applicable local, State, and federal requirements.

### 1.2.3 Planning Background

This section describes the events that led to the creation of the Specific Plan and prior actions related to property that is within the “West” portion of the North of Boronda FGA.

#### 1.2.3.1 Sphere of Influence Amendment and Annexation

In 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey. The intent of the MOU was to preserve agricultural land located to the south and west of Salinas, and to provide certain areas for future urban growth. This future growth was to be predominantly in a northeasterly direction, between San Juan Grade Road to the northwest and Williams Road to the southeast. The West Area is located in the northernmost portion of this North of Boronda FGA, between San Juan Grade Road and Natividad Road.

In 2006, the Boronda MOU was replaced by the Greater Salinas Area Memorandum of Understanding (GSAMOU) adopted jointly by the Salinas City Council and the Monterey County Board of Supervisors. The intent of the GSAMOU was to preserve agricultural lands within Monterey County, provide future growth areas for Salinas and to provide adequate financing for services and facilities for the City and unincorporated lands in the Greater Salinas area.

Subsequently, the City of Salinas began the process of amending its Sphere of Influence (SOI) to include the majority of the designated North of Boronda FGA. This process included an SOI update, Pre-Zoning, a Supplemental EIR for the General Plan EIR, and an application for annexation. The application was submitted to the Monterey County Local Agency Formation Commission (LAFCO) in December 2007. LAFCO approved the application on May 19, 2008, and upon annexation (September 8, 2008), the site was zoned New Urbanism Interim (NI) with a Specific Plan Overlay. In approving the annexation request, LAFCO considered the following key elements in determining the appropriateness of the proposed annexation:

1) Will the project entail premature or unnecessary conversion of



Example of mixed use commercial land use oriented to the street.

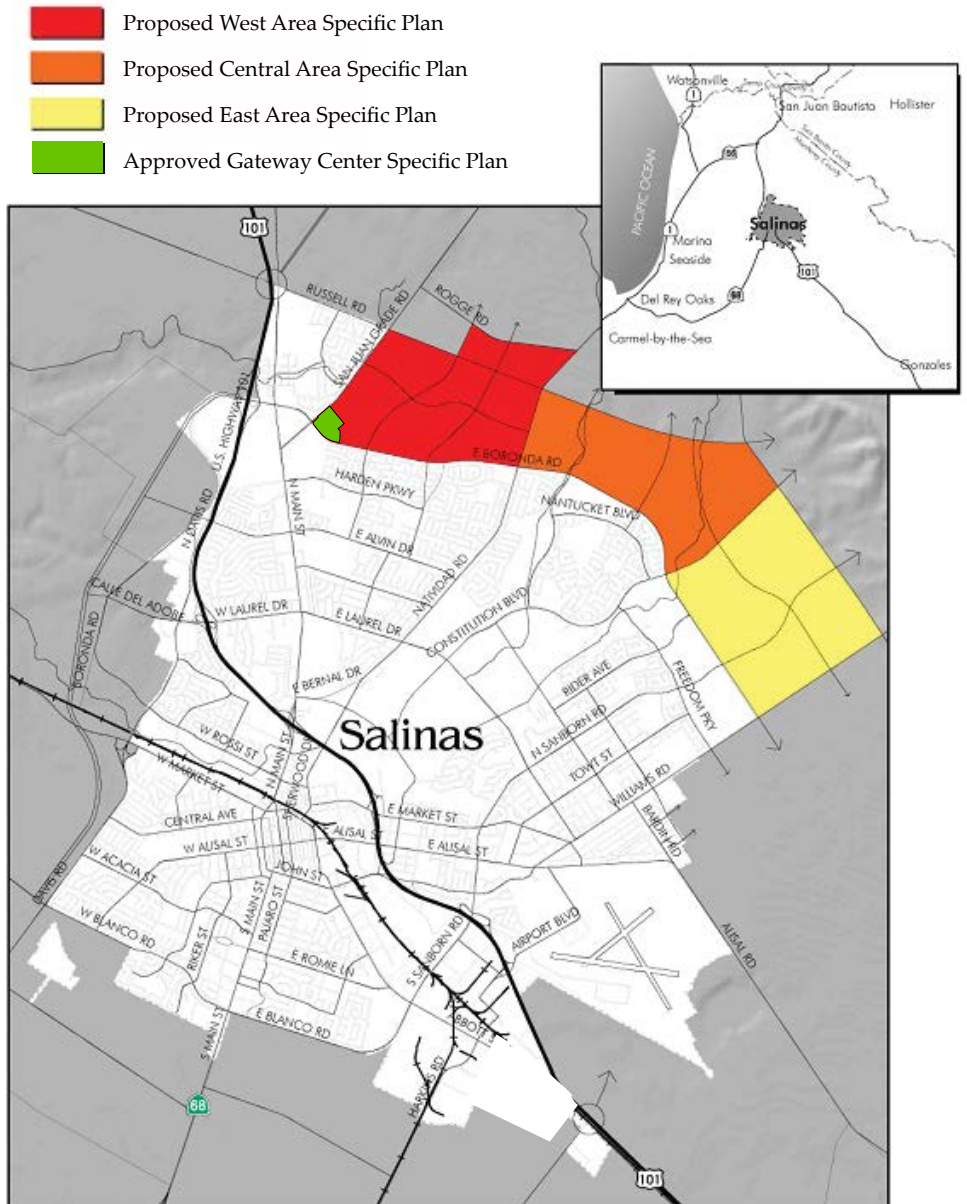
agricultural land?

2) Does the City have the ability to provide the area with public utilities and services in an efficient manner?

3) Will the annexation constitute a logical expansion of the City boundary?

4) Will the project provide affordable housing?

Figure 1-6: Specific Plan Locations





### 1.2.3.2 Specific Plan Initiation

The Salinas General Plan, which was developed with substantial input from the community and decision makers alike, identifies several areas outside City boundaries for future development, including the North of Boronda FGA.

The General Plan requires that Specific Plans be approved by the City Council prior to any development in the North of Boronda FGA. Additionally, the General Plan suggests the City develop a set of New Urbanism development regulations and standards that guide development within the North of Boronda FGA.

Subsequent to the adoption of the General Plan, for planning purposes, the FGA was generally divided by the City into three separate proposed Specific Plan areas: the West Area, the Central Area, and the East Area. A fourth Specific Plan (consisting of approximately 20 acres) known as the Gateway Center Specific Plan was eventually carved out of the West Area to facilitate the development of a large commercial retail shopping center. The Gateway Center Specific Plan is further discussed in Section 1.2.3.4. All of these Specific Plan areas are illustrated in Figure 1-6. Property owner groups, based on the boundaries of these Specific Plan areas, have organized in the west and central areas to guide and finance the Specific Plan process. Infrastructure development has been coordinated among the Specific Plan areas through the overall planning process. Circulation improvements have been similarly coordinated.

**Table 1-1: West Area Specific Plan Property Ownership**

APN	Property Identification	Approximate Land Area (Gross Acres)
211231067000	Cloverfield	72.04
211231068000	Cloverfield	62.49
211231016000	Harden	67
211011002000	Sbrana	118.53
211231012000	Kantro	60
211231013000	Bondesen	40
211011003000	Kantro	153.8
211011009000	Madalora	109.88
211231059000	Santa Rita Union School District	11.5
211011011000	Salinas Union High School District	38.97
211011008000	Mortensen	55.85
211011010000	Osequera	1.71
211011001000	Piffero	0.78
<b>Total</b>		<b>796.55</b>

### **1.2.3.3 Plan Area Properties and Planning Process**

The West Area includes 13 parcels and 11 property owners (Table 1-1 and Figure 1-7). A majority of the property owners have met over the course of several years to discuss planning the Specific Plan Area.

The Salinas General Plan (Table LU-3, Development Capacity of the General Plan) identified the level of development that would be allowed within the North of Boronda FGA, including the West Area. The number of housing units and total commercial floor area were a starting point for the planning process followed by the identification of opportunities and constraints to development for the Specific Plan Area. The actual distribution of land uses within the Specific Plan is dependent on opportunities and constraints on the site and the relationship between the Specific Plan Area and surrounding developed and developing areas. Based on those factors, conceptual land use diagrams were prepared that implement the General Plan within the Specific Plan Area, then more detailed maps and project description materials were prepared to integrate City direction and City staff review of conceptual diagrams. The overall level of development in the Specific Plan was planned to match the level of development for the area as anticipated in the General Plan. Finally, this Specific Plan has been prepared to provide direction for key aspects of the physical development of the Specific Plan Area.

### **1.2.3.4 The Gateway Center Specific Plan**

In 2011, the City of Salinas approved The Gateway Center Specific Plan. This 20.23 acre specific plan is located at the northeast corner of Boronda Road and San Juan Grade Road (Figure 1-6). This area was originally part of the Plan Area but was removed and approved as a separate Specific Plan Area. The Gateway Center Specific Plan Area is not part of or included in the West Area Specific Plan and is shown as “Not a Part” in the figures and maps. However, the two specific plans have been coordinated with respect to buffers, path connections, supplemental detention/retention basin design, and other plan features.



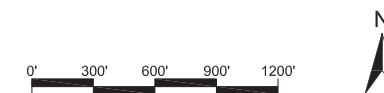
West Area Specific Plan



**LEGEND**

- WEST AREA PROJECT BOUNDARY
- PROPERTY OWNERSHIP BOUNDARY

FIGURE 1-7  
**Property Ownership**



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## 1.3 Regulatory Authority and Compliance

### 1.3.1 Specific Plan Authority

The adoption of the West Area Specific Plan is authorized by the California Government Code, Title 7, Division 1, Chapter 3, Article VIII, Sections 65450 through 65457. Specific plans are also subject to the requirements of Article VI, Division 15: Specific Plans of the Salinas Zoning Code. According to State law, specific plans must, at a minimum, contain the following information in text and/or figures:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the Specific Plan;
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the Specific Plan and needed to support the land uses described in the plan;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources where applicable;
- A program of implementation measures including land development regulations, capital improvement programs, public works projects, and financing measures necessary to carry out the above items; and
- A statement of the relationship of the Specific Plan to the General Plan.

The Salinas General Plan requires the approval of specific plans for all properties located in the FGAs of the City prior to any development in these areas. Given this fact, the West Area Specific Plan has been prepared in conformance with this requirement.

The Specific Plan serves both a planning and regulatory function, and implements the Salinas General Plan for the property addressed by the Specific Plan. The Specific Plan can be adopted by Resolution or Ordinance. The Specific Plan has been developed based on recommendations in the General Plan for development of the North of Boronda FGA, which includes the Specific Plan Area. An overview of the consistency between the Specific Plan and the General Plan is discussed in Section 1.3.2 of this Specific Plan. Consistency between the Specific Plan and the Salinas Zoning Code is discussed in Section 1.3.3.

There are several areas within the City that have approved specific plans including Harden Ranch, Williams Ranch, Westridge, Boronda Crossing, Mountain Valley (now known as Monte Bella), the Salinas Ag-Industrial Center (Uni-Kool) project, the Gateway Center, and the Salinas Travel Center. These existing specific plans are incorporated by reference into the General Plan.



Example of dwelling with deep-recessed garage.



Connectivity throughout neighborhoods is a prime element of the Specific Plan, including all modes of mobility.

## 1.3.2 Relationship to the Salinas General Plan

### 1.3.2.1 General Plan—North of Boronda Future Growth Area

The Salinas General Plan was adopted by the City Council in September 2002. Portions of the 2002 General Plan have subsequently been amended (e.g., the Housing Element Update in 2015 and the Economic Development Element, 2017). The General Plan provides the framework for future growth, development, and conservation in the incorporated Salinas City limits and in the surrounding Planning Area. Figure 1-3, taken from the General Plan illustrates the Land Use Designations for the site (prior to adoption of the Specific Plan).

According to the General Plan, prior to approving development proposals within identified new growth (Future Growth) areas, the City requires preparation and adoption of a specific plan to provide “a comprehensive planning approach that implements the New Urbanism principles.” On December 14, 2010, the City Council adopted Resolution No. 19958, clarifying that the Specific Plans will specify the ultimate distribution, location, and intensity of land uses in the FGA in accordance with the total development capacities provided under the General Plan for these areas. Development in the FGA will be in accordance with land use goals and policies applicable to the area. The General Plan Land Use Designations shown for land located within the FGA boundaries are provided for generally illustrative purposes, provide no land use entitlements, and are subject to adjustment and refinement as part of the Specific Plan approval process. As such, upon adoption of the West Area Specific Plan, the distribution, location, and intensity of the General Plan Land Use Designations for the Specific Plan Area will be in accordance with Figure 1-8 and as further discussed in Chapter 2.

Development in the FGA is also required to be in accordance with the General Plan goals, policies, and implementation measures applicable to those areas. The General Plan establishes policies that reflect community values and move toward implementation. The detailed discussion of Specific Plan conformance with each of the applicable General Plan policies is included in Appendix C. Based on the General Plan, the development program for the West Area allows up to 4,340 residential units and 571,500 square feet of mixed use development.

The General Plan has identified the FGA as areas where the City’s future urban development will be directed. The General Plan further establishes the portion of the FGA known as the North of Boronda FGA will be developed into compact urban neighborhoods using the principles of New Urbanism. The plans developed under this strategy will have identifiable neighborhoods and a development intensity that is relatively higher around neighborhood centers and relatively lower at the edges.

The General Plan contains the following additional guidance for North of Boronda FGA development, which serves as the basis for the Specific Plan:

### *Summary of General Plan Principles*

- Create distinct identifiable neighborhoods that have traditional neighborhood development (TND) characteristics; promote a safe environment consisting of the CPTED principles (“eyes on the street”); and are pedestrian, bicycle, and transit-friendly.
- Each neighborhood or group of neighborhoods within the North of Boronda FGA shall provide for a balanced mix of housing, workplaces, retail, commercial services, and public/semipublic uses including schools and land designated for public parks/recreation.
- To preserve and minimize disruption of agricultural lands, and to achieve the other benefits of compact urban design, new neighborhoods shall be required to achieve a minimum average density of 9 dwelling units per net residential developable acre, exclusive of open space, parks, schools, streets, and other non-developable areas.
- New residential development shall not achieve the required minimum average density of 9 dwelling units per net residential developable acre (defined in Section 2.2.3 and Appendix) through an exclusive mix of low density and high density units. From 35% to 45% of the dwelling units shall be within a density range of 7-14 dwelling units per net residential developable acre and 15% to 25% within 16-24 dwelling units per net residential developable acre.
- Residential developers shall be encouraged to design new residential developments with as many discreet lot sizes and housing types as is feasible, in the interest of offering a greater number of choices across the broad range of housing prices. Several lot sizes and housing types within each block shall be encouraged, to provide variety and texture within the block, as well as throughout each neighborhood. Clustering a large group of any single housing type in several large blocks shall be avoided (refer to Appendix B Terminology Definitions – Housing Type/Style).
- Development in the Future Growth Area will participate in maintenance assessment districts to help fund on-going operation and maintenance of certain facilities and services.

“The Future Growth Area is the appropriate area for expansion of urban uses since it is located away from the best agricultural lands in the south and west, and will allow the rational extension of public services and facilities.”

– City of Salinas  
General Plan



The West Area Specific Plan includes elements of New Urbanism like traditional neighborhood form, pedestrian-oriented Village Center, and a network of roads and paths to encourage alternative transportation use. Varied residential designs also help create a traditional neighborhood form.

The General Plan also has established principles for transportation systems in the North of Boronda FGA, upon which the Specific Plan is based and summarized below:

- Traffic shall be channeled from major arterials around groups of neighborhoods on collector roadways.
- Collector roadways may be used to channel traffic from major arterials and collector roadways to, but not through, neighborhood commercial centers. Front setbacks shall progressively decrease as residential areas approach the neighborhood center.
- Each neighborhood shall be connected in as many locations as possible to collector roadways to disburse and calm the traffic as it leaves and enters the residential neighborhood.
- Open spaces, schools, and parks shall be fronted by streets or public spaces, and shall not be privatized behind backyards.
- “Gated” single-family home communities shall not be permitted.
- Individual blocks should generally average less than 600 feet in length and less than 1,800 feet in perimeter, measured at the right-of-way (ROW) line. The average length and perimeter measurements should be along the property lines.
- Cul-de-sacs shall be avoided unless natural terrain demands them.
- The street network shall be thoroughly interconnected.
- Streets in the neighborhood commercial center shall have parking on both sides. Head in and angle parking is preferred in the commercial center.
- To slow traffic, standard residential streets shall be no more than 34 feet wide with parking on both sides.
- Rear alleys will be considered. Rear alleys must be paved and landscaped; must meet applicable City line-of-sight requirements and other requirements to promote safe ingress and egress as required by the City Engineer; and must be maintained by a landscape and lighting district, or comparable, permanent financing mechanism. Schools are not required to utilize rear alleys as their means of primary access.



### 1.3.2.2 Overall General Plan Consistency

The West Area Specific Plan is consistent with the requirement of the General Plan that states that the North of Boronda FGA development shall be consistent with the principles of New Urbanism and other design principles such as CPTED and Smart Growth. The following specific elements of the Specific Plan respond to those principles:

- A hierarchical system of small parks (0.5 +acre), neighborhood parks (2+ acres), and a community park (approximately 30 acres), providing residents a 5- to 10-minute walk to a park;
- A network of paths to connect the parks, schools, and mixed use Village Center;
- A mixed use Village Center with a main street connecting to Boronda Road and terminating in a town square park;
- Four mixed density residential neighborhoods, each with a neighborhood center comprising a park and other public uses;
- Each of the four neighborhoods to contain high, medium, and low density zoning to provide a variety of housing types and lot sizes;
- Density flexibility within each of these zoning districts to promote a variety of housing types and lot sizes;
- An interconnected street system that allows the maximum number of access points to the surrounding major roadways and allows internal circulation routes between residences, schools, parks, and the mixed use Village Center; and
- Residential units fronting parks to increase security and visual focus on these important community facilities.

### 1.3.3 Relationship to the Salinas Municipal Code

The Salinas Municipal Code and the Salinas Zoning Code, which is contained within Chapter 37 of the Municipal Code, are integral to implementation of the General Plan and identification of allowable land uses, allowable intensity of use, and development and performance standards.

The Salinas Zoning Code regulates the development and redevelopment of properties in the City. The West Area Specific Plan contains development standards that are consistent with the goals and policies of the General Plan, and are generally consistent with New Urbanism development principles, but which differ in some respects when compared to the existing land use regulatory scheme. The City has authorized preparation of a Specific Plan with development regulations and design standards to direct the urban development of the area consistent with the community's vision for the North of Boronda FGA as expressed in the General Plan.

The Specific Plan identifies development regulations that vary from current Salinas Zoning Code requirements where it is necessary to achieve General Plan and, by extension, Specific Plan goals for the Plan Area. In instances where the requirements of this plan conflict with the Salinas Zoning Code or other City standards (except for Building Code, Fire Code,

and Stormwater Program requirements, including National Pollutant Discharge Elimination System [NPDES] Permit/Stormwater Development Standards [SWDS]/ Stormwater Standard Plans [SWSP]), the West Area Specific Plan regulations and standards shall control. Conversely, if this plan is silent on an issue, the Salinas Zoning Code regulations or other adopted City standards and regulations shall prevail.

As used in this document, the “Director”, “City Planner,” “City Engineer,” and other references to City employees are those officially designated City employees and their designees referred to in the Salinas Municipal Code and Salinas Zoning Code.

The Zoning Map shown in Figure 1-9 will take effect upon adoption of this Specific Plan.

### **1.3.4 Compliance with the California Environmental Quality Act**

The Specific Plan is a Project under the California Environmental Quality Act (CEQA) and is subject to environmental review and documentation as specified in CEQA. CEQA requires that the City, as the Lead Agency, disclose and consider the environmental consequences of proposed projects for which they have discretionary authority prior to taking action on approval. CEQA also requires that the City avoid significant environmental impacts wherever feasible, and mitigate impacts to less-than-significant levels wherever feasible. It was determined by the City that an Environmental Impact Report (EIR) is the appropriate document to address the impacts of the Specific Plan. The City directed the preparation of a West Area Specific Plan Environmental Impact Report (EIR), the certification of which is required prior to approval of the Specific Plan. The EIR for the Specific Plan was prepared as a Program EIR pursuant to CEQA Guidelines Section 15168.

Though environmental issues are addressed in certain sections of this Specific Plan, readers are directed to the West Area Specific Plan EIR and supporting documentation for a more thorough evaluation of environmental impacts of Specific Plan implementation. The West Area Specific Plan EIR, once certified, is intended to serve as the primary environmental clearance document for the subsequent project applications referenced in the Specific Plan. The need for additional site-specific environmental review, if any, will be determined through one of the processes described in detail in Section 9.6 (Environmental Review) of the Specific Plan.



West Area Specific Plan



**FIGURE 1-8**  
**General Plan Land Use Designation Upon Adoption of Specific Plan**

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West Area Specific Plan



**FIGURE 1-9**  
**Zoning Map**  
**Upon Adoption**  
**of Specific Plan**

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### 1.3.5 Project Applications

Project applications filed include applications for a Specific Plan, Rezoning and Development Agreement. Applications for Parcel Maps, Tentative Tract Maps and other site specific entitlements, as indicated in Chapter 9, have not been filed at this time, but will be filed in the future. The Rezoning and the Development Agreement will be acted upon concurrently with the Specific Plan. As previously indicated, an EIR has been prepared and will be certified by the Salinas City Council prior to or concurrent with the approval of the Specific Plan. The following is a brief discussion of each application.

**CEQA Document:** The California Environmental Quality Act (CEQA) classifies the Specific Plan as a “project” subject to evaluation of potential adverse impacts on the environment. CEQA requires that lead agencies (in this case the City of Salinas) disclose and consider the environmental consequences of projects for which they have discretionary authority prior to taking action on approval. A Supplement to the Salinas General Plan Final Program EIR was prepared and adopted by the City in 2007 in connection with the annexation of the Specific Plan Area to the City. As previously noted, the appropriate environmental document for this Specific Plan is a Program Environmental Impact Report as provided in Section 15168 of the CEQA Guidelines. The Program EIR provides the “first tier” environmental review of the Project, and also provides the City with a single environmental document as a baseline to evaluate subsequent development projects within the Specific Plan Area. The processes available to the City for reviewing individual projects within the Specific Plan boundaries are described in detail in Section 9.6.

**Specific Plan:** As previously noted, because the area is part of the City’s FGA, the City’s General Plan requires that a Specific Plan be adopted for the property prior to allowing any development on the site. A Specific Plan is a planning and regulatory tool made available to local governments by the State of California (Government Code Sections 65450 – 65457) and implemented by the City pursuant to Sections 37-60.1150 – 37-60.1240. Specific Plans implement a City’s General Plan policies and must be consistent with the City’s General Plan.

**Rezoning:** In conjunction with the adoption of the Specific Plan, the site will be rezoned from the New Urbanism Interim (NI) Zoning District with a Specific Plan Overlay to the Zoning District Designations noted in Figure 1-9.

**Development Agreement:** Development agreements provide a process that, upon approval of a project, allows the project to proceed in accordance with existing policies, rules, and regulations, subject to the conditions of approval, thus vesting certain development rights in the property.

Development agreements are authorized by Sections 65864 – 65869.5 of the California Government Code, and Sections 37-60.760 – 37-60.870 of the Salinas Municipal Code. The City is authorized to enter into a development agreement with any person having a legal or equitable interest in real property within the Specific Plan Area. Because this Specific Plan encompasses a number of ownerships, it is possible that a number of development agreements may be entered into in connection with the implementation of this Specific Plan.

Parcel Map: An initial parcel map may be submitted by each owner within the Specific Plan Area in order to subdivide, re-subdivide, or consolidate existing legal parcels for the purpose of adjusting boundaries, creating “master parcels” for development, creating phasing components, or otherwise facilitating the development of the land. Parcel maps shall be prepared and processed in conformance with Chapter 31 of the Salinas Municipal Code. Parcel maps containing five or more parcels may be utilized if the proposed division meets the applicable provisions contained in Chapter 31 of the Salinas Municipal Code.

Tentative/Vesting Tentative Map: Each owner/developer of a subdivision consisting of five or more parcels, or five or more condominiums within the Specific Plan Area will be required to submit and obtain approval of a Tentative or Vesting Tentative Map, which meets the applicable provisions of Chapter 31 of the Salinas Municipal Code, prior to any development within the proposed subdivision.

Other Development Review Applications: Individual development projects within the Specific Plan Area may also require Administrative Permits, Site Plan Reviews (SPRs), Conditional Use Permits (CUPs), Variances, Planned Unit Development Permits, or other Development Review application, as applicable. When one or more discretionary actions are required for a single project, all required applications may be filed concurrently. When filed concurrently, the applications will be reviewed and processed concurrently and will be subject to the processing requirements of the application requiring the most stringent review (Section 37-60.110, Salinas Municipal Code).





West Area Specific Plan  
December 2019

## 2. Land Use

### 2.1 Introduction

This chapter describes the land use plan and other land use related issues for the West Area Specific Plan.

The West Area Specific Plan envisions a balanced, walkable community of four diverse residential neighborhoods supported by a mixed use Village Center, three elementary schools, a middle school, and a high school, all linked by an extensive park and path system. Each component of the Plan Area may be developed independently from one another over build-out based on market conditions. The residential land uses (dwelling units) may be developed in many phases, with the associated infrastructure and community facilities. However, all infrastructure improvements required to serve a phase or mitigate environmental impacts associated with the Specific Plan, will need to be in place prior to or concurrent with each phase as determined by the City. Responsibility for development of public schools lies with the respective school districts; in this case the Santa Rita Union School District and the Salinas Union High School District.

The design of the residential neighborhoods features a variety of lot sizes, yards (building setbacks), and dwellings designed to actively engage the street and which feature porches oriented toward the street. This design is intended to create comfortable and inviting streetscapes that encourage pedestrian activity, passive visual surveillance, and social interaction.



A diversity of land uses that are appropriate to Salinas is delineated in the Specific Plan.



Each neighborhood will be organized around a neighborhood park.

At build-out, the plan will include approximately 15,928 residents, up to 571,500 square feet of mixed use commercial floor area, three elementary schools, a middle school, a high school, and 11 parks.

The extensive path system unifies the individual land uses and various amenities proposed within the Planning Area into a cohesive community. The interconnected system of streets is designed to disperse traffic efficiently, thus reducing the need for wide and high-speed internal collector roads. The hierarchy of streets provides for easy navigation through the neighborhoods to the Village Center and the centrally-located community park. The roadways also include separated sidewalks and street trees that shade the paths (sidewalks), while creating a comfortable spatial scale to further encourage pedestrian activity.

The pedestrian, bicycle and vehicular circulation system is designed to incorporate “Green Street” features such as narrowed streets, landscaped curb extensions and other traffic calming techniques; separated paths and 8-foot wide landscaped planters (with trees, shrubs and other plants) located along all streets; a variety of Low Impact Design (LID) features and infrastructure improvements; and an interconnected system of paths, bicycle lanes/routes and potential transit stops. These features and others serve to promote and enhance pedestrian and bicycle access and safety, improve water quality and mitigate stormwater impacts, reduce carbon footprints, and enhance the aesthetic quality and livability of the Plan Area.

## 2.2 Overview of the Land Use Plan

### 2.2.1 Goals

Land Use Plans include goals, which are a description of some desired future condition, as a basis for objectives, policies, implementation measures, and other tools used for achieving the goals. The goals for this Specific Plan are based on the Salinas General Plan, especially as it applies to the North of Boronda FGA and the principles of New Urbanism developed by the City to implement the General Plan as well as the Salinas NPDES Permit, SWDS and SWSP. The Specific Plan also implements design principles of CPTED, Health in All Policies, Smart Growth, and Green Building/ Streets to promote the creation of a vibrant, healthy, safe, and sustainable community. The Specific Plan goals are as follows:

- a. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit-friendly.
- b. Provide a variety of land uses within easy walking distance of housing, including a mixed use Village Center, parks, and schools, to lower vehicle miles traveled.
- c. Provide parks and other public green spaces in accordance with General Plan standards that are designed to be safe and easily accessible to residents.
- d. Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.
- e. Provide public services and infrastructure improvements that achieve and maintain City service standards.
- f. Provide an inviting, tree-lined street system that incorporates traffic calming and other measures.

- g. Establish an interconnected path and open space system throughout the development that links to the greater North of Boronda FGA and City as a whole.
- h. Create a sense of place and unique identity through use of entry treatments, landscaping, streetscapes, public art, decorative street lighting at a pedestrian scale, pedestrian amenities, and other elements.
- i. Provide a reasonable jobs/housing balance.
- j. Provide opportunities for senior and/or affordable housing.
- k. Provide for site/parcel-based post-construction Stormwater Control Measures (SCMs)/ LID to the maximum extent practicable (MEP).

### 2.2.2 Land Use Concept

The West Area Specific Plan responds to direction contained in the Salinas General Plan and other City regulations, calling for the development of well-designed, high-quality communities within the North of Boronda FGA, based on the principles of New Urbanism, CPTED, Health in All Policies, Smart Growth, LID, and Green Building/Streets.

The Specific Plan builds upon the land use designations and policy directions contained in the General Plan, resulting in a complete description, or “blueprint,” of the allowable land uses and infrastructure necessary to support and serve those land uses. In addition, the Specific Plan contains policies, development regulations, and design standards that address in detail, a variety of issues associated with development.

These principles are reflected in the following key features of the West Area Specific Plan:

- a. The Plan Area has four neighborhoods that are generally organized around a neighborhood park. These parks serve as the “neighborhood center,” a public gathering space for neighborhood residents and visitors. Neighborhood and community paths (sidewalks) connect residential areas to each central public space.
- b. Each neighborhood contains a mix of housing types and residential densities in accordance with the General Plan requirements for medium and high densities.
- c. Parks are located so that almost all residents are within a 5-minute walk of a neighborhood park or small park and a 10-minute walk of the community park (Figure 2-6).
- d. A central community core of public facilities and services serve all four neighborhoods and residents of the surrounding area. The central community core is bounded by Boronda Road, Road A, El Dorado Drive, and Rogge Road. It comprises the Village Center with retail and professional services, a community park, a middle school, and a high school. It also includes a mix of medium and high density residential uses between these public facilities.
- e. The Plan Area accommodates child-care facilities and pre-schools in the various zoning districts; all within walking distance of



The Specific Plan includes small, neighborhood and community parks.



The Specific Plan will include a mixed use Village Center and residential areas of varying densities.



Example of supplemental stormwater detention and retention basins landscaped to have a natural appearance.

schools and homes.

- f. A network of paths and pedestrian-friendly streets connect the public facilities in the Specific Plan Area including the neighborhood centers, small and neighborhood parks, the community park, elementary schools, middle school, and high school. Two of these streets and associated paths (the southerly and northerly greenways) extend through the entire length of the Plan Area (from east to west) and into the proposed Central Area Specific Plan and the greater North of Boronda FGA. Both greenways link to bike lanes/routes and other paths located both in the Plan Area and to existing developed areas located to the north, south, and west. The southerly greenway street includes a 10-foot wide shared-use off-street path to accommodate both pedestrians and bicyclists.
- g. Driveways for individual dwelling units are prohibited along both the southerly and northerly greenway (collector) streets to create a pedestrian and bicycle-friendly streetscape. Common driveways for multifamily dwellings may be permitted in limited locations on these streets where approved by the City Engineer and the City Planner. Additionally, the front (primary) pedestrian entrance to dwelling units located on these streets will be oriented to face, and take pedestrian access from these streets.
- h. The perimeter of the Plan Area (along arterial roadways) includes sound attenuation walls. To facilitate pedestrian connectivity, openings and paths are provided through the perimeter walls at strategic locations. The locations of these openings are shown on Figure 5-28 of the Specific Plan. Additionally, pedestrian paths are provided through the supplemental basins as shown on Figure 5-28.
- i. The Village Center provides a mix of housing and commercial uses and is easily accessible to the surrounding neighborhoods by local streets and pedestrian paths and, importantly, is also accessible to vehicular traffic on Boronda Road. The Village Center also provides potential employment opportunities for residents of the Plan Area and others in the City.
- j. A main street and town square are the primary focal points that create a sense of place and community in the Village Center.
- k. The vehicular circulation system makes the maximum number of connections to the surrounding arterial street system consistent with safety and maintenance of the traffic-carrying capacity of these roadways while fostering the efficient and safe distribution of traffic trips. Traffic calming is incorporated at key intersections and other locations near parks, schools, and other areas to slow traffic and enhance pedestrian and bicycle safety.
- l. The vehicular circulation system also maintains connectivity through the neighborhoods and to surrounding existing and future neighborhoods.
- m. Decorative street lighting and pedestrian amenities are incorporated throughout the Specific Plan Area. The northerly and southerly greenway streets have unique decorative street lighting to distinguish

these streets and associated paths as east-west connectors that will ultimately extend easterly beyond the Plan Area as noted above.

- n. To create parkway themes for major thoroughfares, the Plan incorporates a variety of setbacks, open space areas, development and building orientation, landscaping, and path/pedestrian connections.
- o. LID features have been incorporated throughout the development. Site/parcel-based SCMs to the (MEP) have been included to eliminate the need for traditional “Grey” infrastructure with large, unattractive, industrial-looking detention/retention basins. Instead, supplemental stormwater facilities, where needed, will include varied slopes through grading and the use of plants and trees and other elements to create a more natural appearance in accordance with the City’s Stormwater Development Standards. Off-site mitigation will require additional documentation to demonstrate compliance.
- p. Leadership in Energy and Environmental Design (LEED) measures and design principles have been incorporated into the project, and are encouraged in subsequent development.

These features are incorporated in the Specific Plan Land Use Map and Illustrative Plan (Figures 2-1 and 2-2, respectively) and other figures throughout this Specific Plan. Figure 2-2 also depicts possible internal residential street layouts for illustrative purposes only. The ultimate and final design of the neighborhood subareas, streets, and lot configurations will ensure that dwelling units do not back to streets (except for arterial streets and at limited locations near the Specific Plan’s street entrances, where required for noise attenuation and approved by the City Engineer and City Planner).

All final street layouts are subject to approval of the City Engineer and the City Planner. Proposed land uses in the Specific Plan are summarized in Table 2-2. Section 7 of the Specific Plan addresses LID requirements per the City’s NPDES Permit, SWDS, and SWSP.

Table 2-1: West Area Specific Plan Residential Development Program

Neighborhood by Ownership	Framework Acres	Planning Area Density	Projected Target Residential Units				Total
			NE	VC	NG-1	NG-2	
<b>Neighborhood 1</b>							
<b>Cloverfield</b>							
Planning Area 1.1 (1)	16.63	5.9	98				98
Planning Area 1.2 (1)	17.96	6.3	113				113
Planning Area 1.3	12.34	9.7			120		120
Planning Area 1.4 (1)	14.45	10.0			144		144
Planning Area 1.5	9.95	8.5			85		85
Planning Area 1.6 (1)(3)	7.66	20.4				156	156
Planning Area 1.7 (3)	21.23	10.1			214		214
Village Center (portion) (2)(3)	1.55	20.0		31			31
<b>Total Neighborhood 1</b>	<b>101.77</b>	<b>9.4</b>	<b>211</b>	<b>31</b>	<b>563</b>	<b>156</b>	<b>961</b>
<b>Neighborhood 2</b>							
<b>Sbrana</b>							
Planning Area 2.1	7.64	5.4	41				41
Planning Area 2.2	12.75	8.1			103		103
Planning Area 2.3 (1)	10.40	9.5			99		99
Planning Area 2.4	7.95	16.6				132	132
Planning Area 2.5	7.08	11.2			79		79
Planning Area 2.7 (portion) (1)	3.05	16.4				50	50
Planning Area 2.8 (portion) (1)	9.63	6.2	60				60
<b>Subtotal:</b>	<b>58.50</b>	<b>9.6</b>	<b>101</b>	<b>0</b>	<b>281</b>	<b>182</b>	<b>564</b>
<b>Kantro</b>							
Planning Area 2.6	7.25	8.1			59		59
Planning Area 2.7 (portion) (1)	4.91	16.3				80	80
Planning Area 2.8 (portion) (1)	4.02	6.2	25				25
Planning Area 2.9	26.14	5.8	151				151
Planning Area 2.10	34.50	5.6	194				194
Planning Area 2.11	7.82	9.6			75		75
Planning Area 2.12	11.25	16.0				180	180
<b>Subtotal:</b>	<b>95.89</b>	<b>7.9</b>	<b>370</b>	<b>0</b>	<b>134</b>	<b>260</b>	<b>764</b>
<b>Total Neighborhood 2</b>	<b>154.39</b>	<b>8.5</b>	<b>471</b>	<b>0</b>	<b>415</b>	<b>442</b>	<b>1,328</b>
<b>Neighborhood 3</b>							
<b>Harden</b>							
Planning Area 3.1 (1)(3)	8.57	18.7				158	158
Planning Area 3.2 (1)	6.93	8.2			57		57
Planning Area 3.3	10.89	5.7	62				62
Planning Area 3.4 (portion)	14.45	6.8	92				92
Village Center (portion) (2)(3)	3.00	20.0		60			60
<b>Subtotal:</b>	<b>43.84</b>	<b>9.8</b>	<b>154</b>	<b>60</b>	<b>57</b>	<b>158</b>	<b>429</b>

Table 2-1: West Area Specific Plan Residential Development Program (Continued)

Neighborhood by Ownership	Framework Acres	Planning Area Density	Projected Target Residential Units				Total
			NE	VC	NG-1	NG-2	
<b>Bondesen</b>							
Planning Area 3.4 (portion) (1)	7.12	6.5	46				46
Planning Area 3.5 (1)(3)	8.07	16.7				135	135
Planning Area 3.6	22.55	11.8			265		265
Planning Area 3.7	14.22	6.6	91				91
Planning Area 3.8 (portion) (1)	7.23	8.6			62		62
<b>Subtotal:</b>	<b>59.19</b>	<b>10.1</b>	<b>137</b>		<b>327</b>	<b>135</b>	<b>599</b>
<b>Mandolora</b>							
Planning Area 3.8 (portion) (1)	7.02	7.7			54		54
Planning Area 3.9	18.40	5.9	109				109
Planning Area 3.10	8.50	8.9			76		76
Planning Area 3.11	7.90	11.0			87		87
Planning Area 3.12	6.24	24.0				150	150
<b>Subtotal:</b>	<b>48.06</b>	<b>9.5</b>	<b>109</b>		<b>217</b>	<b>150</b>	<b>476</b>
<b>Total Neighborhood 3</b>	<b>151.09</b>	<b>9.9</b>	<b>400</b>	<b>60</b>	<b>601</b>	<b>443</b>	<b>1,504</b>
<b>Neighborhood 4</b>							
<b>Madolora</b>							
Planning Area 4.1	18.82	6.3	118				118
Planning Area 4.2	8.37	9.3			78		78
<b>Subtotal:</b>	<b>27.19</b>	<b>7.2</b>	<b>118</b>		<b>78</b>	<b>0</b>	<b>196</b>
<b>Mortensen</b>							
Planning Area 4.3 (NG-1)	3.50	8.0			28		28
Planning Area 4.3 (NG-2)	2.14	20.6				44	44
Planning Area 4.4	11.69	6.4	75				75
Planning Area 4.5	13.17	9.0			118		118
Planning Area 4.6	14.61	5.4	79				79
<b>Subtotal:</b>	<b>45.11</b>	<b>7.6</b>	<b>154</b>		<b>146</b>	<b>44</b>	<b>344</b>
<b>Total Neighborhood 4</b>	<b>72.30</b>	<b>7.5</b>	<b>272</b>		<b>224</b>	<b>44</b>	<b>540</b>
OTHERS	1.00	7.0	7				7
<b>TOTAL WEST AREA</b>	<b>480.55</b>	<b>9.0</b>	<b>1,361</b>	<b>91</b>	<b>1,803</b>	<b>1,085</b>	<b>4,340</b>
Total West GP Target			1,671	97	1,519-1,953	651-1,085	4,340
General Plan % Range			N/A	N/A	35%-45%	15%-25%	
GP % Density Ranges (du/ac)			4.5 to 7	10 min.	9-15	16-24	
			4.5 to 7	10 min.	7 to 14	16 to 24	
<p>(1) Assumes boundary adjustments between property owners in some areas to make each Planning Area a single ownership or the proportion of units projected for ownerships that remain in two ownerships.</p> <p>(2) Assumes density of 20 du/nra for the General Plan allocation of units for the Village Center (minimum density 10 du/nra). The conversion of commercial floor area to dwelling units may be applied within the Village Center in accordance with Section 3.9.3.</p> <p>(3) The provision for the conversion of commercial floor area to dwelling units may be applied to the Village Center and subareas that abut the Village Center (Subareas 1.6, eastern five-acre portion of 1.7, 3.1, and 3.5) (see Section 3.9.3). These areas may be built at a minimum density of 30 du/nra to a maximum of 40 du/nra as long as the General Plan required density mix is met.</p> <p>NOTE: See Table 3-6 for refined density calculations.</p>							

### 2.2.3 Land Use Components

Table 2-1 summarizes the proposed residential land uses, acreages (also referred to as planning area acres), planning area density, and projected number of dwelling units (for low, medium and high density, and mixed use). Additionally, Table 2-2 summarizes the non-residential planning area acres and the mixed use commercial square footage for the West Area Specific Plan.

Residential development will include low density housing in the range of 6 to 8 dwelling units per net residential developable acre (designated NE), medium density housing in the range of 9 to 15 dwelling units per net residential developable acre (designated NG-1), and relatively high density multifamily development in the range of 16 to 24 dwelling units per net residential developable acre (designated NG-2). The Village Center includes residential dwelling units, live-work units, offices, retail, and professional services. Designated areas shown in Figure 2-1 may be developed at a minimum of 30 dwelling units per net residential developable acre to a maximum of 40 dwelling units per net residential developable acre to provide additional housing sites in accordance with the Housing Element and State law (including Assembly Bill 2348). “Net residential developable acres” also referred herein as “net residential acres (NRA) or du/nra” are the private lands zoned for residential uses exclusive of streets, parks, and other non-residential uses. “Average density” is the total dwelling units in that district divided by the net residential acres.

At buildout, the Specific Plan will include approximately 15,928 residents, up to 571,500 square feet of mixed use commercial floor area, three elementary schools, a middle school, a high school, and 11 parks (totaling approximately 49 acres). Parks and schools are distributed throughout the Plan Area and the four residential neighborhoods to allow convenient access by the maximum number of residents.



Table 2-2: Summary Land Use Plan

Land Use		Framework Acres	Projected Dwelling Units or Square Feet
Residential Planning Areas	NE (Low)	227.72	1,361 du
	NG-1 (Medium)	188.44	1,803 du
	NG-2 (High)	59.84	1,085 du
	VC (Village Center)	4.55	91 du
	<b>Total</b>	<b>480.55</b>	<b>4,340 du</b>
Mixed Use Village Center (1)		20.13	571,500 sq. ft.
<b>Total Residential and Village Center</b>		<b>500.68</b>	
High School		38.97	
Middle School		20.78	
Elementary School #1		10.98	
Elementary School #2		10.00	
Elementary School #3		10.00	
Community Park		30.83	
Neighborhood Parks		12.52	
Small Parks		6.41	
Supplemental Detention/Retention Basin Open Space		35.03	
Water Wells/Water Treatment		1.50	
<b>Total Public Facilities</b>		<b>177.02</b>	
Circulation Roadways (2)		118.85	
<b>TOTAL</b>		<b>796.55</b>	
<p>(1) The Cloverfield-owned portion of the Village Center is allocated 171,500 square feet; the Harden-owned portion of the Village Center is allocated 400,000 square feet. Total Village Center is 571,500 square feet.</p> <p>(2) Circulation roadways as shown in Figure 2-1 Specific Plan Land Use Map and Figure 5-2 Vehicular Circulation Plan.</p>			

## 2.3 General Plan Land Use and Zoning District Designations

The existing General Plan Land Use Designations (prior to the adoption of the Specific Plan) for the Specific Plan Area are shown in Figure 1.3. The existing zoning (prior to the adoption of the Specific Plan) is New Urbanism Interim (NI) with a Specific Plan Overlay. As previously discussed in Section 1.3.2.1 of the Specific Plan, upon the adoption of the Specific Plan, the location, distribution, and intensity of the General Plan Land Use Designations for the Plan Area will be in accordance with Figure 1-8 of the Specific Plan and as described below. The site will also be rezoned from New Urbanism Interim (NI) with a Specific Plan Overlay to the corresponding Zoning District Designations, which are shown in Figure 1-9 of the Specific Plan and described below. The exact boundaries of each Zoning District may be slightly adjusted as necessary upon the recordation of each final map in the Specific Plan Area subject to the approval of the City Planner and City Engineer.

Table 2-3: General Plan Designations and Corresponding Zoning Districts

General Plan Land Use Designation	Corresponding Zoning District Designations
Residential Low Density	Neighborhood Edge (NE)/Low Density Residential*
Residential Medium Density	Neighborhood General 1 (NG-1)/Medium Density Residential*
Residential High Density	Neighborhood General 2 (NG-2)/High Density Residential*
Mixed Use	Village Center (VC)*
Open Space	Open Space (OS)*
Park	Park (P)*
Public/Semipublic	Public/Semipublic (PS)*
*All Zoning District Designations include a Specific Plan Overlay in accordance with the requirements of the General Plan. The Zoning Districts are more fully described in Chapter 3.	

## 2.4 Residential Land Use

### 2.4.1 Summary Description of Neighborhoods 1 through 4

The Specific Plan proposes four residential neighborhoods, each with an identifiable public gathering place, a mix of land uses, and a variety of residential densities (Figure 2-4). The neighborhoods are each centered around a distinct neighborhood center. The neighborhood centers, and the Specific Plan, as a whole, will be designed to provide convenient and easy access for pedestrians and bicyclists, while accommodating vehicular trips. Traffic calming features are provided at key street intersections within each neighborhood to calm traffic and facilitate safe pedestrian crossings. Taken together, the target count for housing units in the four neighborhoods combined is 4,242 dwellings (additional housing units are planned for the Village Center and two other limited areas).

At this time, the neighborhoods and neighborhood subareas are not named; therefore, they are referenced by number below.

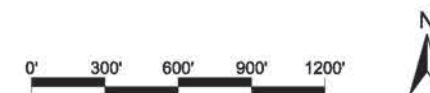


West Area Specific Plan



Note: Turn restrictions may be required to minimize traffic impacts along existing streets and driveways fronting or accessing on San Juan Grade Road.

FIGURE 2-1  
Specific Plan  
Land Use Map



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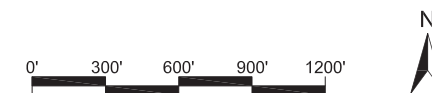
West Area Specific Plan



- LEGEND**
- CENTRAL COMMUNITY CORE
  - NEIGHBORHOOD EDGE RESIDENTIAL (NE)
  - NEIGHBORHOOD GENERAL 1 RESIDENTIAL (NG-1)
  - NEIGHBORHOOD GENERAL 2 RESIDENTIAL (NG-2)
  - MIXED USE VILLAGE CENTER
  - SCHOOLS
  - COMMUNITY PARK
  - NEIGHBORHOOD PARKS
  - SMALL PARKS
  - OPEN SPACE
  - OPEN SPACE / SUPPLEMENTAL STORM WATER DETENTION / RETENTION
  - WATER WELL / TREATMENT SITES
  - REALIGNED POWER LINE (PRELIMINARY)

FIGURE 2-2  
**Specific Plan /  
 Illustrative Plan**

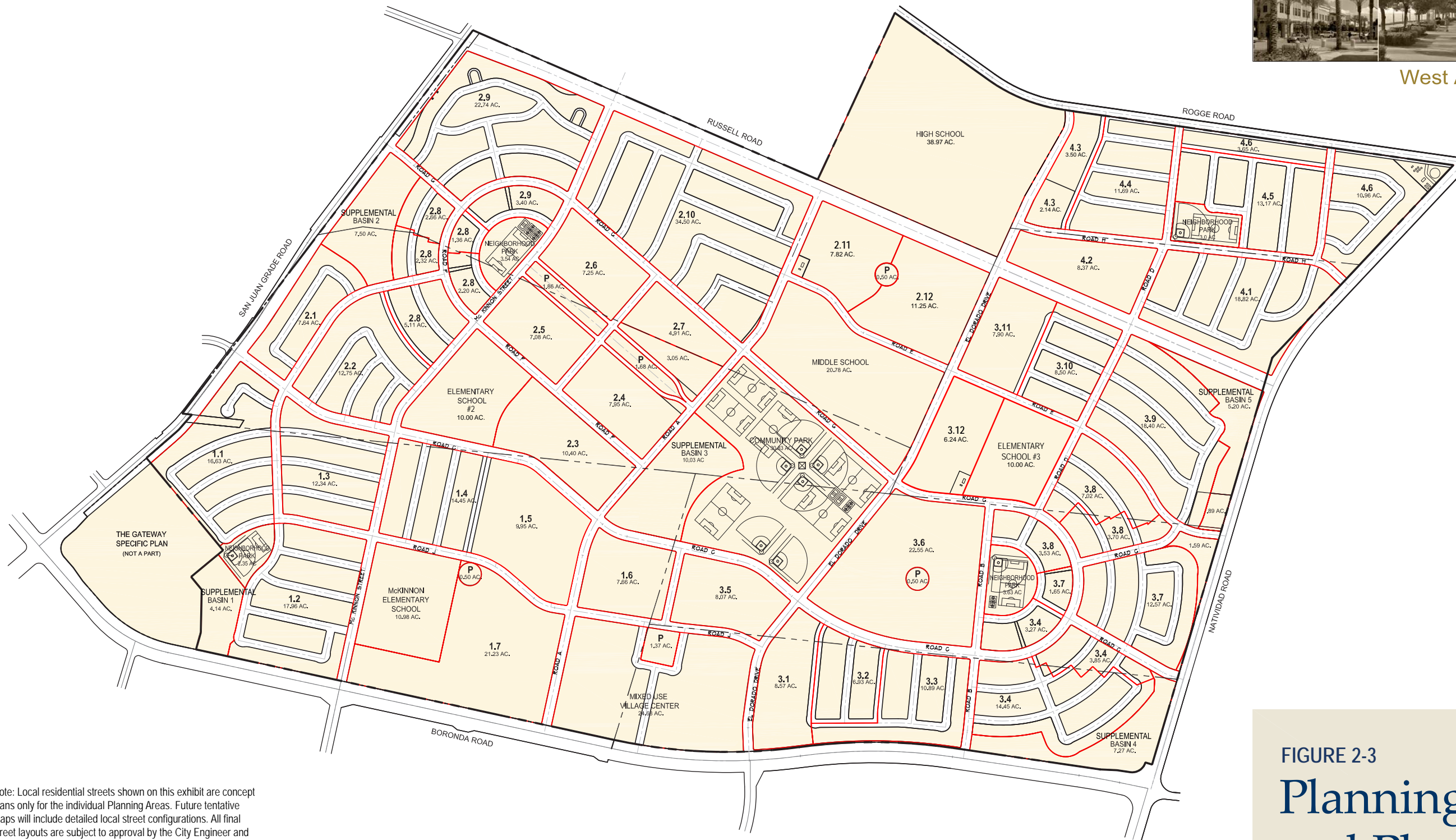
Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations. All final street layouts are subject to approval by the City Engineer and the City Planner.



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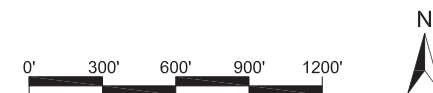


West Area Specific Plan



Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations. All final street layouts are subject to approval by the City Engineer and the City Planner.

FIGURE 2-3  
Planning Areas  
and Planning  
Area Acreage



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West Area Specific Plan



Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations. All final street layouts are subject to approval by the City Engineer and the City Planner.

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## Neighborhood 1 with Illustrative Street Plan



Each neighborhood will be distinct and provide a variety of housing types.

### *Neighborhood 1*

Neighborhood 1 is located in the southwestern portion of the Specific Plan Area (see Figure 2-4 and Illustrative Street Plan above). The existing McKinnon Elementary School is located in this neighborhood and will not be altered by the Specific Plan. McKinnon Elementary School currently serves residential areas south of Boronda Road and west of San Juan Grade Road. McKinnon Elementary School, as well as the neighborhood park, serve as community gathering spaces for this neighborhood.

Adjacent to the southwest corner of Neighborhood 1 is the Gateway Center Specific Plan Area (See Section 1.2.3.4). This Specific Plan was approved by the City in 2011 and is not a part of the West Area Specific Plan. However, the Gateway Center Specific Plan area and the West Area Specific Plan area are integrated in two important ways: 1) a path is proposed to connect the two areas, allowing West Area residents to access the retail services in the area; and 2) the supplemental detention/water quality and retention basin, designed as part of the Gateway Center Specific Plan, is planned to be expanded to provide additional capacity to support the West Area Specific Plan and supplement the site/parcel-based LID required per the City SWDS.

One small park is located within Neighborhood 1. Subarea 1.6 is also part of the central community core. This neighborhood is estimated to accommodate approximately 961 housing units.



Each neighborhood will have a distinct character and center.

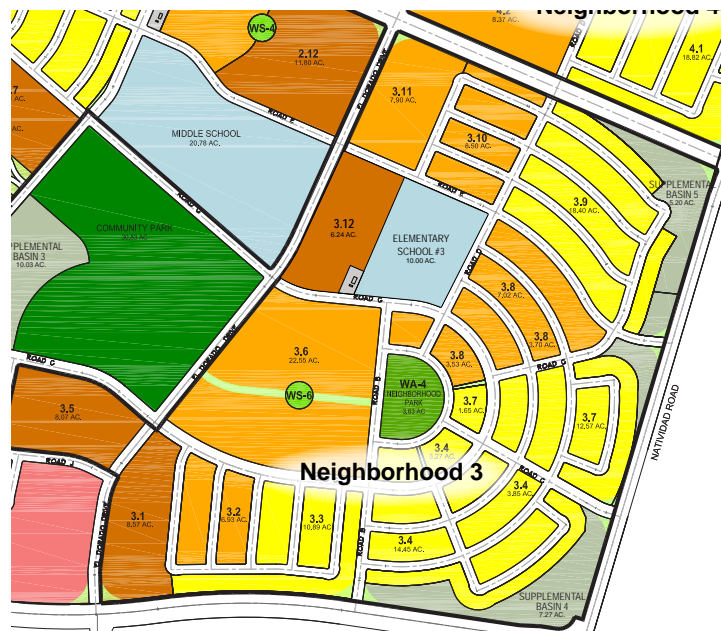
### Neighborhood 2 with Illustrative Street Plan



#### Neighborhood 2

Neighborhood 2 is located in the northwestern portion of the Plan Area (see Figure 2-4 and the Illustrative Street Plan above). The neighborhood is focused on a linear park oriented roughly east to west. The linear park extends through the neighborhood and connects with the community park in the center of the Plan Area. The neighborhood includes an elementary school, middle school, a second small park and a neighborhood park, which provides additional community gathering spaces in this neighborhood. Subareas 2.11 and 2.12 are also part of the central community core. Approximately 1,328 housing units are estimated for Neighborhood 2, which focuses most of its medium and higher density residential areas near the proposed linear park and community park, the middle school and the adjacent high school.

### Neighborhood 3 with Illustrative Street Plan



**Neighborhood 3**

Neighborhood 3 is located in the southeastern portion of the Specific Plan Area (see Figure 2-4 and the Illustrative Street Plan above). The neighborhood includes an elementary school, neighborhood park, and one small park, which together are the focal points and community gathering spaces of the neighborhood. The majority of the medium and high density residential areas are located near the Village Center, community park, elementary school or the adjacent middle school. Subarea 3.5 is also part of the central community core. This neighborhood is estimated to accommodate approximately 1,504 housing units.



The mixed use Village Center is the commercial and activity focus of the entire Plan Area.

**Neighborhood 4 with Illustrative Street Plan**



**Neighborhood 4**

Neighborhood 4 is located in the northeastern portion of the Plan Area (see Figure 2-4 and the Illustrative Street Plan above). The neighborhood includes a centrally located neighborhood park, which serves as the focal point and community gathering space for this area. Residential dwelling units and the other neighborhoods located to the south and west connect to the park via paths and enhanced street crossings at key intersections. The medium and high density residential areas are located near the high school and neighborhood park. The high school is located within the western portion of this neighborhood. The high school is also part of the central community core. This neighborhood is estimated to accommodate approximately 540 housing units.

**The Village Center and Central Community Core**

The Village Center is the mixed use commercial and activity focus of the central community core. The mix of neighborhood-serving commercial and entertainment opportunities help the Plan Area to function as a mostly self-reliant community, with many necessary goods and services available within walking or bicycling distance of residences. The mix of



Single family dwellings reflect a variety of distinct architectural styles.

uses in the Village Center could include a grocery store, and a complement of shops, restaurants, residential units, mixed use buildings (residential over commercial), live-work units, offices, retail, and professional services. On the north side of the Village Center is a town square/public plaza. Refer to Section 2.5.2 for more detail on the Village Center.

The portion of the central community core located north of the Village Center consists of the community park, the middle school, the high school and high and medium density residential land uses, which are further described in Subareas 1.6, 2.11, 2.12 and 3.5 respectively.

## 2.4.2 Residential Concept

Residential land uses in the Specific Plan are planned to promote walking, human interaction, healthy living and long-term neighborhood sustainability. Parks, schools and other land uses are located within easy walking distance of the residences they serve, with pedestrian paths providing access.

A mix of residential densities (low, medium and high) is provided within the Specific Plan Area, consistent with requirements of the General Plan. Generally, higher density residential areas are located adjacent to the central community core and the Village Center. Housing in and surrounding the Village Center consists of a mix of housing types (as applicable by Zoning District) that may include multifamily dwellings; senior housing; mixed use buildings (residential over commercial), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and live-work units in limited locations. Housing directly surrounding the Village Center is to be sited and designed to be compatible with and complementary to the planned land uses in the Village Center.

Porches and shallow setbacks will integrate the homes within the Plan Area into the overall neighborhood fabric. A wide variety of architectural styles and features will be exhibited throughout the Plan Area, both among residential developments of different sizes and densities, and among homes of the same size and overall development density. Each neighborhood includes a variety of housing types, lot sizes, styles, and densities. Ancillary units (accessory dwelling units) are also permitted in the Plan Area.

Front yard setbacks will decrease moving from neighborhood edge to the center. Single-family detached dwellings with alley-loaded garages are encouraged. Street-loaded garages are allowed only when set back from the front or corner side façade of the principal dwelling as provided for in Chapters 3 and 4 of the Specific Plan.

Attached single-family dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings include a combination of private and common outdoor spaces, street addresses, and individual identity. The use of on-street parking for visitor parking is encouraged (except near schools) for these housing types, where feasible and approved by the City Planner. All multifamily dwellings shall have

parking to the rear or side of the dwelling units. Single-family attached dwellings and duplex and triplex dwellings shall have rear or alley-loaded garages or parking, as applicable.

The development of neighborhoods will be phased in a manner that ensures necessary infrastructure and services are available to each phase of residential development upon occupancy.

The Specific Plan proposes a variety of housing types and densities in conformance with the residential low, medium and high density land use designations in the General Plan. The corresponding Zoning District for each General Plan Residential Land Use Designation is discussed in Section 2.3 and illustrated in Figure 1-9 of the Specific Plan. Residential densities for each Zoning District in the Plan Area, including the associated housing (dwelling) types are summarized below. The Zoning Districts are further described in Section 3.4 of the Specific Plan.

#### ***Neighborhood Edge/Low Density Residential (NE) Zoning District***

The NE Zoning District provides for the development of single-family detached dwellings as well as duplex and triplex dwellings adjacent to parks, schools, and other limited locations. The designation allows a minimum density of not less than 6.0 du/nra and a maximum density of not more than 8.0 du/nra without density bonus.

#### ***Neighborhood General 1/Medium Density Residential (NG-1) Zoning District***

The NG-1 Zoning District provides for the development of a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), triplex and duplex dwellings and multifamily dwellings adjacent to parks, schools and other limited locations. Allowable multifamily uses include apartment buildings and condominiums. The designation allows a minimum density of not less than 9.0 du/nra and a maximum density of not more than 15.0 du/nra without density bonus. However, the conversion of commercial floor area to residential dwelling units may be permitted in the eastern five-acre portion of Subarea 1.7 to allow a minimum density of 30 du/nra to a maximum density of 40 du/nra (see Table 3.6 and Section 3.9.3 of the Specific Plan).

#### ***Neighborhood General 2/High Density Residential (NG-2) Zoning District***

The NG-2 Zoning District provides for the development of single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, multifamily dwellings, and live-work units in limited locations. The designation allows a minimum density of not less than 16 du/nra and a maximum density of not more than 24.0 du/nra without density bonus. However, the conversion of commercial floor area to residential dwelling units may be permitted in three NG-2 subareas (1.6,



Examples of medium density residential.



Examples of high density residential.

3.1, and 3.5) surrounding the Village Center to allow a minimum density of 30 du/nra to a maximum density of 40 du/nra (see Section 3.6 and Table 3.9.3 of the Specific Plan).

#### ***Village Center (VC) Zoning District***

See Section 2.5 Mixed Use Land Use for discussion regarding residential uses located in the Village Center (VC) Zoning District. The conversion of commercial floor area to residential dwelling units may also be permitted in the Village Center.

#### ***Residential Density and Product Flexibility***

The West Area Specific Plan will be built over an estimated period of 20 to 30 years. During that period, residential products (housing types) are likely to change because of broad changes in the national and regional housing markets and local competition. This will require an ongoing process to refine and modify housing types and prices. In addition, housing types are expected to change due to continuing architectural innovations, particularly in the medium density ranges. The General Plan requires that 35% to 45% of the housing types within the Plan Area be within the range of 7 to 14 du/nra. The design of these housing types is anticipated to evolve during the period of implementation of the Specific Plan; however, the housing types in the Plan Area are required to remain within the density ranges required under the General Plan and promote New Urbanism design principles.

The Specific Plan includes residential density flexibility that is described in Section 3.8 and Table 3-6. It allows each neighborhood subarea to have both a target number of units and a range of permitted units above and below the target. In no case, however, shall the minimum average density in the Plan Area be less than 9 du/nra, exclusive of streets, parks, and other non-residential uses. Additionally, in no case shall less than 35% to 45% of the housing units fall within the range of 7 to 14 du/nra and no less than 15% to 25% shall fall within the range of 16 to 24 du/nra pursuant to the General Plan.

All residential areas shall include site/parcel/lot-based SCMs to the MEP so that each parcel will, at a minimum, treat all stormwater and maximize infiltration before any runoff leaves the site.



### 2.4.3 Description of Neighborhoods

The Specific Plan is divided into four neighborhoods. The general character and features of these neighborhoods are described above in Section 2.4.1. The locations of each neighborhood are illustrated in Figure 2-4. Numbering identifies each neighborhood but does not reflect anything about the phasing of the development for these neighborhoods.

Each of the four neighborhoods is further divided into neighborhood subareas. These subareas are also identified numerically with the first of the two numbers identifying the neighborhood in which the subarea is located and the second number indicating the individual identifier within that neighborhood. Neighborhood 1 has Subareas 1.1 through 1.7; Neighborhood 2 has Subareas 2.1 through 2.12; Neighborhood 3 has Subareas 3.1 through 3.12; and Neighborhood 4 has Subareas 4.1 through 4.6. Similar to the numbering of neighborhoods, the numbering of neighborhood subareas is only included as a means to identify and reference each subarea.

### 2.4.4 Description of the Neighborhood Subareas

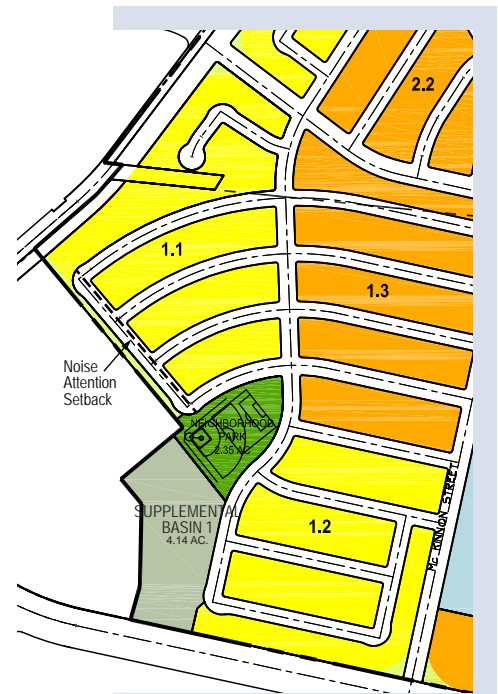
#### NEIGHBORHOOD 1

##### 2.4.4.1 Neighborhood Subareas 1.1 and 1.2

Neighborhood Subareas 1.1 and 1.2 are located in the southwest corner of Neighborhood 1 adjacent to the Gateway Center Specific Plan (see Section 1.2.3.4). Adjacent existing development includes primarily single-family detached dwellings south of Boronda Road and a commercial shopping center and a detention basin within the Gateway Center Specific Plan which directly abuts Subarea 1.1 on the south and Subarea 1.2 on the west. McKinnon Elementary School is located directly to the east of Subarea 1.2. The development program and key site development features are described below.

#### *Development Program*

- Subareas 1.1 and 1.2 are designated for NE (6 to 8 du/nra) residential. The approximate density is 6.1 du/nra with a target of 211 units.
- Subarea 1.1 may include up to a maximum of 106 units and Subarea 1.2 may include up to 115 units (see Table 3-6).
- These subareas will be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings are permitted adjacent to the park, elementary school and other limited locations.



Subareas 1.1 and 1.2

### Site Development Features

- Street access to Subareas 1.1 and 1.2 is from McKinnon Street, Road J, and local street connections to Road C (the southerly greenway street). There is no direct vehicular access to Boronda Road except via McKinnon Street and no direct vehicular access to San Juan Grade Road except via Road C.
- To maintain neighborhood connectivity, Road J on the north side of McKinnon Elementary School will extend east from McKinnon Street to Road A. McKinnon Street on the west side of the elementary school extends north from Boronda Road to Road C and into Neighborhood 2.
- The alignment of local streets within these subareas must maintain internal connectivity and connectivity to the surrounding area.
- Feature streets with widened paths and parkways connect to similar feature streets to the north and east.
- An 80-foot wide noise attenuation residential setback (including a 10-foot wide landscaped planter and pedestrian path connection to San Juan Grade Road) has been provided along the southern boundary of Subarea 1.1 abutting the Gateway Center Specific Plan. This setback has been provided to reduce the potential for noise impacts to residential dwellings in this subarea from existing commercial activities on the adjoining property.
- Internal paths (sidewalks) will connect to adjacent feature streets.
- The intersection of Road C and San Juan Grade Road has landscaped entry features.
- A pedestrian path will extend along the eastside of the supplemental detention/retention basin in Subarea 1.1 to provide pedestrian access to Boronda Road.
- The western portion of Subarea 1.2 is an open space area for supplemental stormwater detention/retention. This area will adjoin the neighborhood park. The supplemental detention/retention basin will be landscaped to have a natural appearance, and, where feasible, the edge condition designed to accommodate passive open space uses to complement the adjacent park. Any paths (including the path discussed above) surrounding this open space area will connect to Boronda Road and to the paths connecting to San Juan Grade Road and to the Gateway Center Specific Plan to the west.
- The path along Road J has also been extended to the neighborhood park to provide connectivity to the Village Center and to the Gateway Center Specific Plan.
- A 0.78 acre parcel developed with one existing dwelling is adjacent to San Juan Grade Road within Subarea 1.1. If this parcel becomes available for development, it will be incorporated into Subarea 1.1. If not available for inclusion in Subarea 1.1 at the time of Tentative Map application for the subarea, provisions will be made for local street access to the parcel from the north, south, or east. When this parcel is subsequently



Example of supplemental stormwater detention and retention basins landscaped to have a natural vegetated appearance.

developed, it will have local street access as provided for in the tentative map. Direct access to San Juan Grade Road will not be permitted or retained upon creation of alternate local street access on adjacent development.

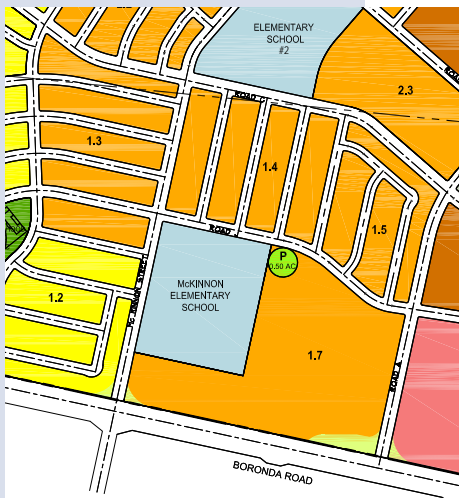
- Road C is designated as the southerly greenway street (Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrance of dwellings located along Road C will be oriented to face, and take pedestrian access from, Road C. No dwelling unit in Subarea 1.1 may be sited to back to Road C except near the community entry at San Juan Grade Road, where a sound attenuation wall is required by the City. In such case, the location of the wall is subject to the approval of the City Engineer and City Planner. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted at limited locations subject to the approval of the City Engineer.
- The West Area is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, proposed streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.2 Neighborhood Subareas 1.3, 1.4, 1.5 and 1.7

Neighborhood Subareas 1.3, 1.4, 1.5, and 1.7 are located in the central portion of Neighborhood 1, north of McKinnon Elementary School and west of Road A. Adjacent developed areas include the existing single-family residential area south of Boronda Road and McKinnon Elementary School. These subareas are adjacent to the Village Center on the east. The development program and key site development features are described below.

##### *Development Program*

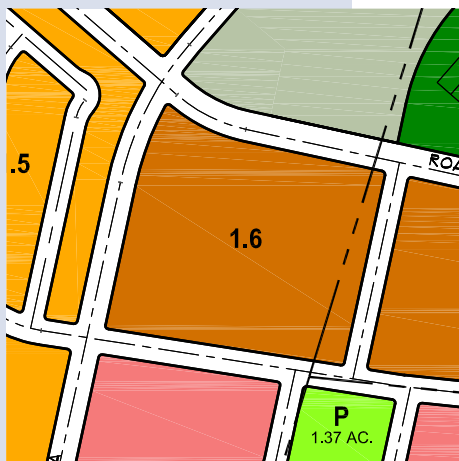
- Subareas 1.3, 1.4, 1.5, and 1.7 are designated for NG-1 (9 to 15 du/nra) residential. The approximate densities are 9.0 to 10.0 du/nra with a target of 563 units. However, the conversion of commercial floor area to residential dwelling units may be permitted in the eastern most 5 acres of Subarea 1.7 adjacent to the Village Center to allow a minimum density of 30 du/nra to a maximum density of 40 du/nra (see Table 3-6 and Section 3.9.3).
- Subareas 1.3, 1.4, 1.5, and 1.7 may include up to a maximum of 142, 170, 100, and 253 units, respectively (see Table 3-6).
- These subareas may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings adjacent to the park, elementary school and other limited locations.



Subareas 1.3, 1.4, 1.5, and 1.7

### Site Development Features

- Street access to Subareas 1.3, 1.4, 1.5, and 1.7 is from McKinnon Street, Road A, Road C (the southerly greenway street), and Road J. There is no direct vehicular access to Boronda Road except via McKinnon Street and Road A.
- To maintain neighborhood connectivity, Road J on the north side of McKinnon Elementary School will extend east through these four subareas to Road A.
- The alignment of local streets within these four subareas must maintain internal connectivity to the streets noted above.
- The small park for these four subareas is approximately 0.50 acre in size and is generally located in the northwest portion of Subarea 1.7. The final park location and configuration is subject to the approval of the Director of Library and Community Services and City Planner.
- Feature streets with widened paths and parkways extend through this area and connect to similar feature streets to the west, north, and east.
- The intersections of Boronda Road/Road A and Boronda Road/McKinnon Street roundabout have landscaped entry features.
- Road C is designated as the southerly greenway street (Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrance of dwellings located along Road C will be oriented to face, and take pedestrian access from, Road C. No dwelling unit in these subareas may be sited to back to Road C. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.
- Internal paths will connect to adjacent feature streets.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.



Subarea 1.6

#### 2.4.4.3 Neighborhood Subarea 1.6

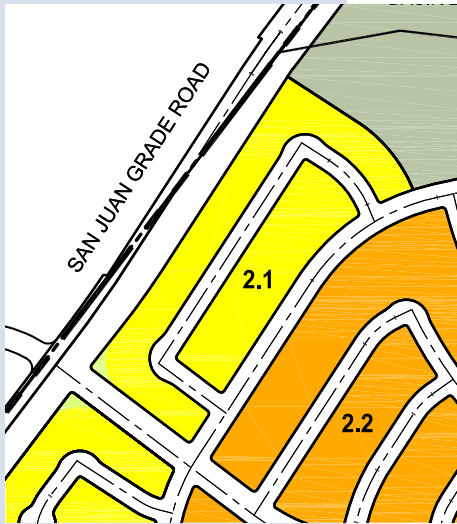
Neighborhood Subarea 1.6 is located in the eastern portion of Neighborhood 1, east of Road A and south of Road C. This subarea is also within the central community core (Figure 2-2) and is adjacent to the Village Center on the south, and the open space and the community park on the north. The development program and key site development features are described below.

### *Development Program*

- Subarea 1.6 is designated for NG-2 (16 to 24 du/nra) residential. The approximate density is 20 du/nra with a target of 156 units. The NG-2 district allows a maximum of 24.0 du/nra. However, the conversion of commercial floor area to residential dwelling units may apply to Subarea 1.6 adjacent to the Village Center to allow a minimum density of 30 du/nra to a maximum density of 40 du/nra (see Table 3-6 and Section 3.9.3).
- Subarea 1.6 may include up to 184 units or approximately 30 du/nra (see Table 3-6).
- This subarea may be developed with single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings.

### *Site Development Features*

- Primary street access to Subarea 1.6 is from Road A, Road C (the southerly greenway street), and Road J on the south side of the subarea.
- Access is also permitted from the local street on the east side of the subarea. However, this street is primarily designed as a pedestrian-oriented connection between the community park and Village Center. As such, vehicular access will be limited.
- Dwelling units in Subarea 1.6 will be oriented to face the surrounding streets and community park.
- The small park for Subarea 1.6 is the approximately 1.37 acre town square provided as part of the Village Center.
- Feature streets with widened paths and parkways are adjacent to Subarea 1.6 and lead to the town square, Village Center, and community park, and connect to similar feature streets to the west, north, and east. The streets are illustrated in Chapter 5.
- Internal paths will connect to adjacent feature streets.
- Road C is designated as the southerly greenway street (see Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrances of dwellings located along Road C will be oriented to face the community park and take primary pedestrian access from Road C. No dwelling unit in this subarea may be sited to back to this street. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.



Subarea 2.1

## NEIGHBORHOOD 2

### 2.4.4.4 Neighborhood Subarea 2.1

Neighborhood Subarea 2.1 is located in the southwest corner of Neighborhood 2, north of Road C (southerly greenway street) and east of San Juan Grade Road. Adjacent developed areas include the single-family residences west of San Juan Grade Road. The development program and key site development features are described below.

#### *Development Program*

- Subarea 2.1 is designated for NE (6 to 8 du/nra) residential. The approximate density is 6.0 du/nra with a target of 41 units.
- Subarea 2.1 may include up to a maximum of 48 units (see Table 3-6).
- This subarea may be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings are permitted in limited locations.

#### *Site Development Features*

- Street access to Subarea 2.1 will be from Road C and a local street connection to Subarea 2.8.
- There will be no direct vehicular access to San Juan Grade Road except via Road C.
- Road C is designated as the southerly greenway street (Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway and special decorative street lighting and other street amenities. The front entrance of dwellings located along Road C will be oriented to face, and take pedestrian access from, Road C. No dwelling units in this subarea may be sited to back to this street except for those dwelling units located on the short segment of Road C between San Juan Grade Road and the first local street providing access to this subarea, where a sound attenuation wall is required by the City. In such case, the location of the wall is subject to the approval of the City Engineer and City Planner. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.
- Internal paths will connect to the adjacent southerly (east-west) greenway.
- The supplemental detention/retention basin adjacent to Subarea 2.1 will be landscaped and designed to have a natural vegetated appearance. The basin will include an access path that provides a pedestrian connection from the neighborhood to San Juan Grade Road.
- The intersection of Road C and San Juan Grade Road has landscaped entry features.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted on Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody

the New Urbanism principles of this Specific Plan. The ultimate and final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City Engineer and the City Planner.

#### 2.4.4.5 Neighborhood Subareas 2.2 and 2.3

Neighborhood Subareas 2.2 and 2.3 are located in the southern portion of Neighborhood 2, north of Road C. The development program and key site development features are described below.

##### *Development Program*

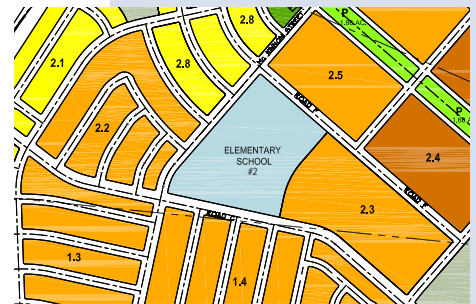
- Subareas 2.2 and 2.3 are designated for NG-1 residential (9 to 15 du/nra) residential. The approximate density is 10.0 du/nra with a target of 202 units.
- Subarea 2.2 may include up to a maximum of 122 units and Subarea 2.3 may include up to a maximum of 117 units (see Table 3-6).
- These subareas may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings adjacent to the elementary school, park and other limited locations.

##### *Site Development Features*

- Street access for Subarea 2.2 will be from Road C and McKinnon Street.
- Street access for Subarea 2.3 will be from Road A, Road C (the southerly greenway), and Road F.
- No individual driveways will be permitted on Road A.
- The southerly greenway path is located along Road C, which is the southerly boundary of these subareas.
- The primary front entry of residential units in Subarea 2.3 (adjacent to the community park) along Road A shall be oriented to face the park. No unit may be sited to back to this street or the community park. The north and south parkways of Road A will not have individual driveways; however, common driveways in limited locations may be permitted subject to the approval of the City Engineer.
- Internal paths will connect to adjacent feature streets and the southerly greenway path.
- Road C is designated as the southerly greenway street (Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrance of dwellings located along Road C will be oriented to face, and take pedestrian access from, Road C. No dwelling unit in Subarea 2.2 and 2.3 may be sited to back to this street. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.

#### 2.4.4.6 Neighborhood Subareas 2.4, 2.5, 2.6 and 2.7

Neighborhood Subareas 2.4, 2.5, 2.6, and 2.7 are located north and south of the linear park (which is comprised of two separate small parks) in the



Subareas 2.2 and 2.3



Subareas 2.4, 2.5, 2.6, and 2.7

central portion of Neighborhood 2, between the neighborhood park and the community park. The development program and key site development features are described below.

#### *Development Program*

- Subareas 2.4 and 2.7 are designated NG-2 (16 to 24 du/nra) residential. The approximate density for Subarea 2.4 is 16.6 du/nra with a target of 132 units. The approximate density of Subarea 2.7 is 16.3 du/nra with a target of 130 units.
- These subareas may include up to a maximum of 368 units (see Table 3-6).
- Subareas 2.5 and 2.6 are designated for NG-1 (9 to 15 du/nra) residential. The approximate density for Subarea 2.5 is 11.2 du/nra with a target of 79 units. The approximate density of Subarea 2.6 is 8.1 du/nra with a target of 59 units.
- These subareas may include up to a maximum of 155 units (see Table 3-6).
- Subareas 2.5 and 2.6 may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings adjacent to the park, elementary school and other limited locations.
- Subareas 2.4 and 2.7 may be developed with single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), and multifamily dwellings.

#### *Site Development Features*

- Primary street access for these subareas is from Road F and Road G. Access is also permitted from McKinnon Street, Road A, and the north-south local street bisecting the subareas. Because of the one-way/one-lane roadway on each side of the linear park, vehicular access is limited to right-in/right-out common driveways along the linear park frontage.
- Road G (the northerly greenway street) has special decorative street lighting and a landscaped community path located along the southern parkway of this street (see Figure 5-12 and Section 5.6.1 for further discussion).
- To maintain neighborhood connectivity, a north-south feature street will be aligned at approximately 90 degrees to the linear parks.
- Residential units along the linear parks will be oriented to face the park. These units will include pedestrian entryways, porches, verandas, and similar features; they will not include individual driveways or garages. Garages and open parking areas will be located to the rear of residential units that face the linear park.
- The small park for this subarea group is the approximately 3.5 acre linear park.
- Feature streets with widened paths and parkways lead to the linear park. These streets are illustrated in Chapter 5.



- Internal paths within each subarea will connect to the linear park located between the subareas.
- The primary front entry of residential units located in Subareas 2.4 and 2.7 (adjacent to the community park) along Road A shall be oriented to face the park. No unit may back to this street or the community park. The north and south parkways of Road A will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.

#### 2.4.4.7 Neighborhood Subareas 2.8 and 2.9

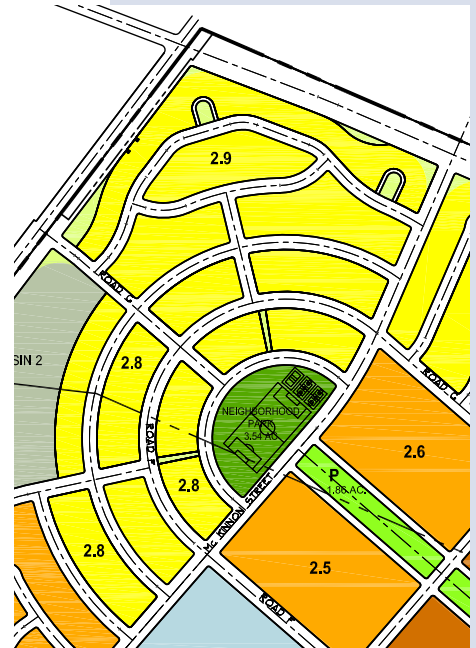
Neighborhood Subareas 2.8 and 2.9 are located in the northwestern portion of Neighborhood 2 (in a semicircle) around the south, west, and north sides of the neighborhood park. Adjacent developed areas include single-family residences west of San Juan Grade Road and single-family residences north of future Russell Road. The development programs and key site development features are described below.

#### *Development Program*

- Subarea 2.8 is designated for NE (6 to 8 du/nra) residential. The approximate density is 6.2 du/nra with a target of 85 units.
- Subarea 2.9 is designated for NE (6 to 8 du/nra) residential. The approximate density is 6.0 du/nra with a target of 151 units.
- Subareas 2.8 and 2.9 may include up to a maximum of 255 units (see Table 3-6).
- These subareas may be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings are permitted adjacent to the park and other limited locations.

#### *Site Development Features*

- Street access for Subareas 2.8 and 2.9 will be from McKinnon Street on the east, which connects to Road C (the southerly greenway street) and Russell Road, and from Road G (the northerly greenway street), which connects to San Juan Grade Road, Road F, and local streets to the south and east. There is no direct vehicular access to San Juan Grade Road or Russell Road except by McKinnon Street and Road G.
- To maintain neighborhood connectivity, three local streets extend through or are adjacent to these subareas. McKinnon Street extends along the east side of the neighborhood park site and connects to Road C and Russell Road. Road G extends around the north side of the neighborhood park site and connects to San Juan Grade Road and Road A. Road F extends around the south side of the neighborhood park and connects Road G and Road A.
- Road G (the northerly greenway street) has special decorative street lighting and a landscaped community path located along the southern parkway of this street (see Figure 5-12 and Section 5.6.1 for further discussion).
- The alignment of local streets within individual Subareas 2.8 and 2.9 is



Subareas 2.8 and 2.9

flexible but must maintain good connectivity to the streets noted above.

- Residential units that front on the curved street around the neighborhood park will be oriented to face this park facility and will be alley-loaded.
- The intersections of Russell Road and San Juan Grade Road and McKinnon Street and Russell Road have landscaped entry features.
- Feature streets with widened paths and parkways lead to the neighborhood park site. These streets are illustrated in Chapter 5.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City. In no case, however, shall the design of local streets (excluding arterials) result in lots with housing that backs to streets except where required for noise attenuation, near the San Juan Grade or Russell Road entrances, or where otherwise approved by the City Planner.

#### 2.4.4.8 Neighborhood Subarea 2.10

Neighborhood Subarea 2.10 is located in the northern portion of Neighborhood 2, north of Road G, south of Russell Road, west of Road A, and east of McKinnon Street. Adjacent developed areas include single-family residences north of the future Russell Road. The development program and key site development features are as follows:

##### *Development Program*

- Subarea 2.10 is designated for NE (6 to 8 du/nra) residential. The approximate overall residential density is 6.0 du/nra with a target of 194 units.
- Subarea 2.10 may include up to a maximum of 221 units (see Table 3-6).
- This subarea may be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings are permitted adjacent to the community park, middle school, and in other limited locations.

##### *Site Development Features*

- Street access to Subarea 2.10 may be from McKinnon Street, Road A, and Road G (the northerly greenway street). A right-in/right-out intersection on Russell Road located approximately halfway between McKinnon Street and Road A is permitted.
- The alignment of local streets within Subarea 2.10 is flexible but must maintain good connectivity to the streets noted above.
- Road G (the northerly greenway street) has special decorative street lighting and a landscaped community path located along the southern parkway of this street (see Figure 5-12 and Section 5.6.1 for further discussion).



Subarea 2.10

- The intersections of McKinnon Street and Russell Road and Road A and Russell Road have landscaped entry features.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted here demonstrates one example of the implementation of the local streets and land uses permitted within these subareas; other designs can also respect and embody the principles of this Specific Plan. The final design of the neighborhood, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.9 Neighborhood Subareas 2.11 and 2.12

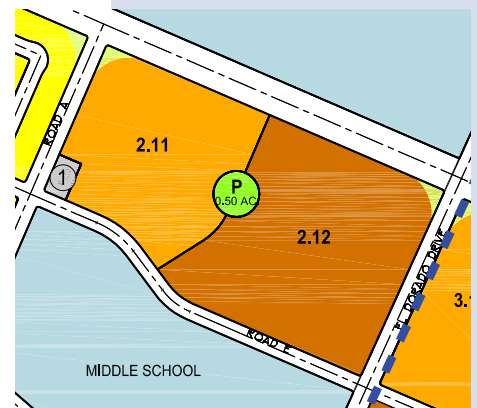
Neighborhood Subareas 2.11 and 2.12 are located north of Road E, south of Russell Road, east of Road A, and west of El Dorado Drive in the northeastern portion of Neighborhood 2. These two subareas are within the central community core (Figure 2-2). The two subareas are also located between the high school, north of Russell Road and the middle school, south of Road E. The development program and key site development features are described below.

#### *Development Program*

- Subareas 2.11 and 2.12 are designated for NG-1 (9 to 15 du/nra) and NG-2 (16 to 24 du/nra) residential, respectively.
- Subarea 2.11 has an approximate density of 9.6 du/nra with a target of 75 units.
- Subarea 2.11 may include up to a maximum of 89 units (see Table 3-6).
- This subarea may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings and multifamily dwellings adjacent to the park, middle school, high school, and other limited locations.
- Subarea 2.12 has an approximate density of 16 du/nra with a target of 180 units.
- Subarea 2.12 may include up to a maximum of 270 units (see Table 3-6).
- This subarea may be developed with single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings.

#### *Site Development Features*

- Street access to Subareas 2.11 and 2.12 is from Road A, El Dorado Drive, and Road E. A right-in/right-out intersection on Russell Road approximately halfway between Road A and El Dorado Drive is permitted.
- The small park for these subareas is an approximately 0.50 acre park within either subarea as approved by the Director of Library and Community Services and the City Planner.
- Feature streets with widened paths and parkways are located on the east side of Road A and the west side of El Dorado Drive. These



Subareas 2.11 and 2.12

paths lead north to the high school and south to the middle school, community park, and Village Center. These feature streets are illustrated in Chapter 5.

- Internal paths within each subarea will connect to the small park and provide a connection between Road E and Russell Road.
- The southwest corner of Subarea 2.11 is the site of an approximately 0.25 acre domestic water well. This well site will be designed to blend with adjacent uses through the use of architectural features and landscaping and will be screened by a masonry wall that is a minimum 8-feet in height (see Figure 6-1 and Section 6.2.4 of the Specific Plan).
- Traffic calming will be provided to slow traffic along the frontage of the middle school, which is located directly south of Subareas 2.11 and 2.12.
- The intersections of Road A and Russell Road and El Dorado Drive and Russell Road have landscaped entry features.

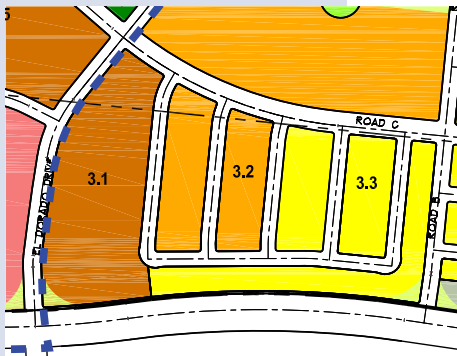
### NEIGHBORHOOD 3

#### 2.4.4.10 Neighborhood Subareas 3.1, 3.2 and 3.3

Neighborhood Subareas 3.1, 3.2, and 3.3 are located north of Boronda Road, south of Road C, east of El Dorado Drive, and west of Road B in the southwest portion of Neighborhood 3. Adjacent developed areas include single-family residential south of Boronda Road. These subareas are adjacent to the Village Center on the west. The development program and key site development features are described below.

#### *Development Program*

- Subarea 3.1 is designated for NG-2 (16 to 24 du/nra) residential. The approximate density is 23.0 du/nra with a target of 158 units. The NG-2 designation allows a maximum of 24.0 du/nra. However, the conversion of commercial floor area to residential dwelling units may apply to Subarea 3.1 adjacent to the Village Center to allow a minimum density of 30 du/nra to a maximum density of 40 du/nra (see Table 3-6 and Section 3.9.3).
- Subarea 3.1 may include up to a maximum of 206 units (see Table 3-6).
- This subarea may be developed with single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings.
- Subarea 3.2 is designated for NG-1 (9 to 15 du/nra) residential. The approximate density is 10.3 du/nra with a target of 57 units.
- Subarea 3.2 may include up to a maximum of 67 units (see Table 3-6).
- This subarea may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings



Subareas 3.1, 3.2, and 3.3

in limited locations.

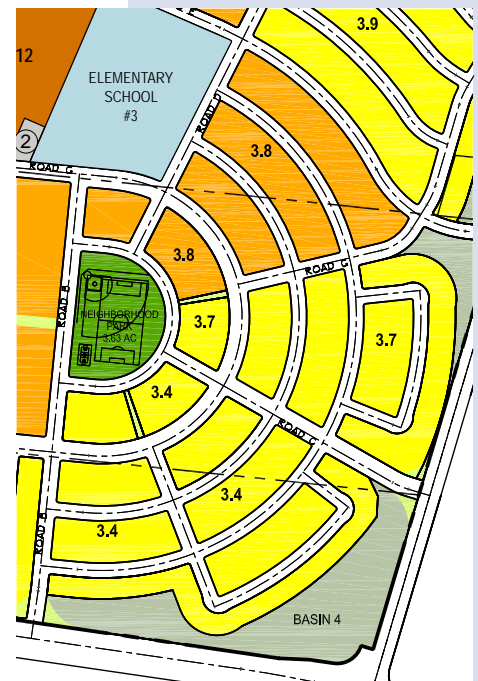
- Subarea 3.3 is designated for NE (6 to 8 du/nra) residential. The approximate density is 7.1 units du/nra with a target of 62 units.
- Subarea 3.3 may include up to a maximum of 70 units (see Table 3-6).
- This subarea may be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings are permitted in limited locations.

#### *Site Development Features*

- Street access to Subareas 3.1, 3.2, and 3.3 is from El Dorado Drive, Road C (the southerly greenway street), and Road B. There is no direct vehicular access from Boronda Road except via El Dorado Drive and Road B.
- To maintain neighborhood connectivity, any access points to Subarea 3.1 from El Dorado Drive will align with access points to the Village Center to the west and/or Road J.
- The small park for these subareas is the town square included as part of the Village Center.
- Feature streets with widened paths and parkways lead to the community park and neighborhood park. These streets are illustrated in Chapter 5.
- The intersections of Road B and Boronda Road and El Dorado Drive and Boronda Road have landscaped entry features.
- Road C is designated as the southerly greenway street (see Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrance of dwellings located along Road C will be oriented to face, and take pedestrian access from, Road C. No dwelling unit in these subareas may be sited to back to this street. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### **2.4.4.11 Neighborhood Subareas 3.4, 3.7, and 3.8**

Neighborhood Subareas 3.4, 3.7, and 3.8 are located (in a semicircle) around the south, east, and north sides of the neighborhood park in the southeast and eastern portions of Neighborhood 3. The development programs and key site development features are described below.



Subareas 3.4, 3.7, and 3.8

### *Development Program*

- Subarea 3.4 is designated for NE (6 to 8 du/nra) residential. The approximate density is 6.8 du/nra with a target of 138 units.
- Subarea 3.7 is designated for NE (6 to 8 du/nra) residential. The approximate density is 6.6 du/nra with a target of 91 units.
- These subareas may be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings are permitted adjacent to the park and other limited locations.
- Subarea 3.8 is designated for NG-1 residential. The approximate density is 8.1 units per net residential acre with a target of 116 units.
- This subarea may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), and duplex and triplex dwellings, and multifamily dwellings adjacent to the park, elementary school and other limited locations.
- The maximum number of residential units in Subareas 3.4, 3.7, and 3.8 is 138, 91, and 137, respectively (see Table 3-6).

### *Site Development Features*

- Street access to Subareas 3.4, 3.7, and 3.8 is from Road B, Road C (the southerly greenway street), Road D, Road E, and Road G (the northerly greenway street). There is no direct vehicular access to Natividad Road except at Road C and Road E. There is no direct vehicular access to Boronda Road except at Road B.
- Road G (the northerly greenway street) has special decorative street lighting and a landscaped community path located along the southern parkway of this street (see Figure 5-12 and Section 5.6.1 for further discussion). A portion of the northerly greenway path is located on the short segment of Road E (where it joins with the northerly greenway street (Road G) near Natividad Road. This portion of Road E shall have the same path, street amenities and lighting as the northerly greenway street (Road G).
- To maintain neighborhood connectivity, six local streets extend through or are adjacent to these subareas. Road B extends along the west side of the neighborhood park site and connects to Boronda Road and Road G. Road C extends around the south side of the neighborhood park site and connects El Dorado Drive and Natividad Road. Road G extends around the north side of the neighborhood park and connects El Dorado Drive and Road C. Road D connects Russell Road and Road G.
- The supplemental detention/retention basins located adjacent to Subareas 3.4 and 3.7 will be landscaped and designed to have a natural vegetated appearance. A path connection accessing the basin from the neighborhood will be provided to Boronda Road from Subarea 3.4.
- The alignment of local streets within individual Subareas 3.4, 3.7, and 3.8 is flexible but must maintain good connectivity to the streets noted above.
- Dwelling units that front on the curved street around the neighborhood park will orient to this park facility.

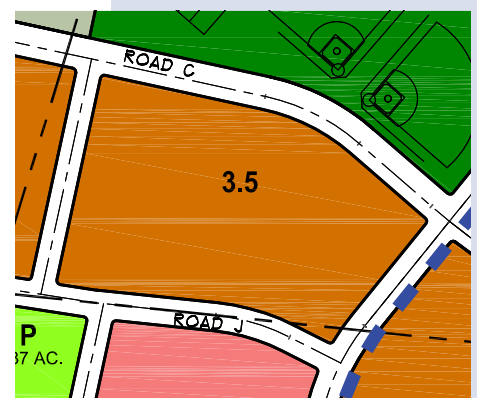
- The northwest corner of the Boronda Road and Natividad Road intersection will be improved with a themed landscape feature.
- The intersection of Natividad Road and Road E (near the short segment of Road E that joins with the northerly greenway street (Road G), the intersection of Natividad Road and Road C, and the intersection of Road B and Boronda Road will have landscaped entry features.
- To maintain neighborhood connectivity and link pedestrian access from the community park to the neighborhood park to Road C (southerly greenway paved shared-use path), a linear (east-west) open space/pedestrian connection will be included between Subareas 3.7 and 3.8 as illustrated on Figures 2-4 and 5-28. This landscaped pedestrian connection may be composed of a paseo or similar pathway design.
- Feature streets with widened paths and parkways lead to the neighborhood park. These streets are illustrated in Chapter 5.
- Road C is designated as the southerly greenway street (see Figure 5-11 and Section 5.6.1). This street includes with a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrance of dwellings located along Road C will be oriented to face, and take pedestrian access from, Road C. No dwelling unit in Subareas 3.4, 3.7 and 3.8 may be sited to back to this street except for those dwelling units located on the short segment of Road C between Natividad Road and the first local street providing access to these subareas, where a sound attenuation wall is required by the City. In such case, the location of the wall is subject to the approval of the City Engineer and the City Planner. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.
- The West Area is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The ultimate and final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.12 Neighborhood Subarea 3.5

Neighborhood Subarea 3.5 is located in the western portion of Neighborhood 3, west of El Dorado Drive and south of Road C. This subarea is also located within the central community core (Figure 2-2). It is adjacent to both the Village Center on the south and the community park on the north. The development program and key site development features are described below.

#### *Development Program*

- Subarea 3.5 is designated for NG-2 (16 to 24 du/nra) residential. The approximate density is 21 du/nra with a target of 135 units. The NG-2



Subarea 3.5

district allows a maximum of 24.0 du/nra. However, the conversion of commercial floor area to residential dwelling units may apply to Subarea 3.5 adjacent to the Village Center to allow a minimum density of 30 du/nra to a maximum density of 40 du/nra (see Table 3-6 and Section 3.9.3).

- Subarea 3.5 may include up to a maximum of 194 units (see Table 3-6).
- This subarea may be developed with single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings.

#### *Site Development Features*

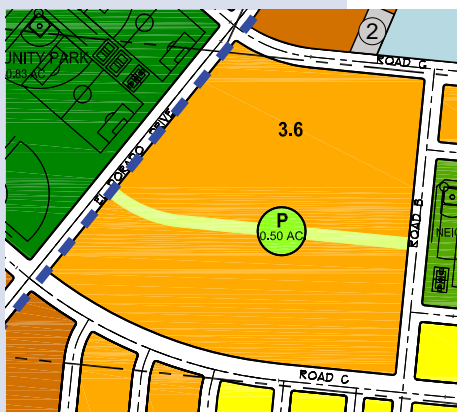
- Primary street access to Subarea 3.5 is from Road C, Road J and El Dorado Drive.
- No individual driveways are permitted on Road A.
- Access is also permitted from the local street on the west side of the subarea. However, this street is primarily designed as a pedestrian-oriented connection between the community park and the Village Center. As such, vehicular access will be limited.
- Dwelling units in Subarea 3.5 are to be oriented to face the surrounding streets.
- The local small park for Subarea 3.5 is the approximately 1.37-acre town square included as part of the Village Center.
- Feature streets with widened paths and parkways are adjacent to Subarea 3.5 and lead to the town square, Village Center, and community park, and connect to similar feature streets to the west, north, and east. These streets are illustrated in Chapter 5.
- Internal paths will connect to adjacent feature streets.
- Road C is designated as the southerly greenway street (see Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrances of dwellings located along Road C will be oriented to face the community park and take primary pedestrian access from Road C. No dwelling unit in this subarea may back to this street. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.

#### **2.4.4.13 Neighborhood Subarea 3.6**

Neighborhood Subarea 3.6 is located north of Road C, south of Road G, east of El Dorado Drive, and west of Road B in the central portion of Neighborhood 3. The subarea is also located between the community park west of El Dorado Drive and the neighborhood park east of Road B. The development program and key site development features are as follows:

#### *Development Program*

- Subarea 3.6 is designated for NG-1 (9 to 15 du/nra) residential. The approximate density is 14 du/nra with a target of 265 units.



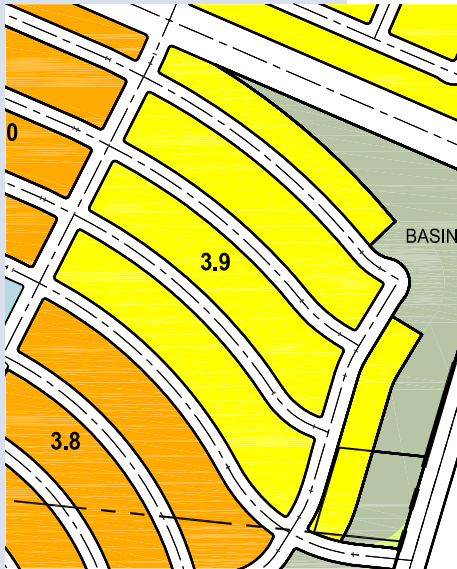
Subarea 3.6



- This subarea may include up to a maximum of 271 units (see Table 3-6).
- Subarea 3.6 may be developed with a variety of single-family dwellings, single-family attached dwellings (such as townhomes and rowhouses), and duplex and triplex dwellings. Some portions of the subarea may also be developed with multifamily dwellings where adjacent to parks and the elementary school.

#### *Site Development Features*

- Street access to Subarea 3.6 is from Road C (the southerly greenway street), Road B, Road G (the northerly greenway street), and El Dorado Drive.
- The small park serving Subarea 3.6 is an approximately 0.50 acre park in the central portion of the subarea.
- To maintain neighborhood connectivity and link pedestrian access between the community park, small park, neighborhood park and the southerly greenway paved shared-use path to the east, a linear (east-west) open space/pedestrian connection will be included in the site plan for this subarea as illustrated on Figure 2-4 and 5-28. This landscaped pedestrian connection may be composed of a paseo or other path design that provides direct public pedestrian access between Road B and El Dorado Drive to the small park. Dwelling units located along this open space/pedestrian connection will be oriented to face the paseo/path. No dwelling unit shall back to the open space/pedestrian connection paseo/path or the small park.
- Road G (the northerly greenway street) has special decorative street lighting and a landscaped community path located along the southern parkway of this street (see Figure 5-12 and Section 5.6.1 for further discussion).
- Residential units along El Dorado Drive shall be oriented to face the community park. The front entrance of such dwellings shall take primary pedestrian access from El Dorado Drive. No individual driveways are permitted on El Dorado Drive; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.
- The alignment of local streets or driveways within this subarea is flexible. Direct vehicular access to all or most of the surrounding streets is encouraged.
- Residential units that front Road B and the neighborhood park site will be oriented to face the park facility.
- Feature streets with widened paths and parkways are adjacent to all four sides of the subarea. These streets are illustrated in Chapter 5.
- Internal paths within the subarea will connect to adjacent feature streets.
- Road C is designated as the southerly greenway street (see Figure 5-11 and Section 5.6.1). This street includes a paved shared-use path within the north parkway, special decorative street lighting and other street amenities. The front entrance of dwellings located along Road C will be



Subarea 3.9

oriented to face, and take pedestrian access from, Road C. No dwelling unit in this subarea may be sited to back to this street. The north and south parkways of Road C will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.

#### 2.4.4.14 Neighborhood Subarea 3.9

Neighborhood Subarea 3.9 is located in the northeast portion of Neighborhood 3, north of Road E, south of Russell Road, east of Road D, and west of Natividad Road. Adjacent existing development includes primarily agricultural land uses to the east within unincorporated Monterey County which are proposed to be converted eventually as part of the Central Area Specific Plan. The development program and key site development features are described below.

##### *Development Program*

- Subarea 3.9 is designated for NE (6 to 8 du/nra) residential. The approximate density is 6.0 du/nra with a target of 109 units.
- Subarea 3.9 may include up to a maximum of 118 units (see Table 3-6).
- This subarea may be developed with primarily single-family detached units on several different lot sizes. Duplex and triplex dwellings may be permitted adjacent to the elementary school and other limited locations.

##### *Site Development Features*

- Street access to Subarea 3.9 is from Road E, Road D, and extensions of local streets to the west and south. There is no direct street access to Russell Road or Natividad Road except via Road D and Road E (where it joins with the northerly greenway street (Road G) for a short segment near Natividad Road).
- A portion of the northerly greenway path is located on the short segment of Road E (where it joins with the northerly greenway street (Road G)) near Natividad Road. This portion of the path shall have the same street amenities and lighting as the northerly greenway street/path.
- To maintain neighborhood connectivity, one or more local streets will align with local street(s) in Subarea 3.10 to the west, and one local street will align with the street between Subareas 3.7 and 3.8 to the south that leads to the neighborhood park site.
- The southwest corner of the Natividad Road and Russell Road intersection will have a themed landscape feature.
- A 1.71 acre parcel developed with one house and some outbuildings is adjacent to Natividad Road within Subarea 3.9. If this parcel becomes available for development, it will be incorporated into Subarea 3.9. If not available for inclusion in Subarea 3.9 at the time of tentative map application for the subarea, provisions will be made for local street access to the parcel from the north, south, or west. When the parcel is subsequently developed, it will have local street access as provided for in the tentative map. Direct access to Natividad Road will not be permitted or retained upon creation of alternate local street access on

adjacent development.

- The intersection of Natividad Road and Road E (near the short segment of Road E that links with the northerly greenway street) intersection has landscaped entry features.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The ultimate and final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.15 Neighborhood Subarea 3.10

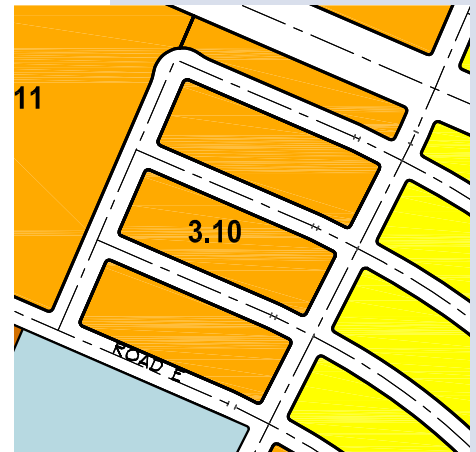
Neighborhood Subarea 3.10 is located in the northern portion of Neighborhood 3, north of Road E, south of Russell Road, and west of Road D. The development program and key site development features are described below.

##### *Development Program*

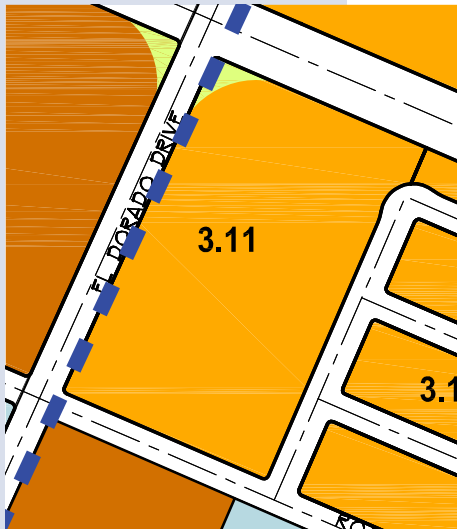
- Subarea 3.10 is designated for NG-1 (9 to 15 du/nra) residential. The approximate density is 11 du/nra) with a target of 76 units.
- Subarea 3.10 may include up to a maximum of 90 units (see Table 3-6).
- This subarea may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings adjacent to the elementary school and other limited locations.

##### *Site Development Features*

- Street access to Subarea 3.10 is from Road D and Road E. There is no direct vehicular access to Russell Road or Natividad Road except via Road D.
- To maintain neighborhood connectivity, one or more local streets will align with local streets in Subarea 3.10 to the east.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The ultimate and final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.



Subarea 3.10



Subarea 3.11

#### 2.4.4.16 Neighborhood Subarea 3.11

Neighborhood Subarea 3.11 is located in the northwest portion of Neighborhood 3, north of Road E, south of Russell Road, and east of El Dorado Drive. The development program and key site development features are depicted below.

##### *Development Program*

- Subarea 3.11 is designated for NG-1 (9 to 15 du/nra) residential. The approximate density is 14 du/nra with a target of 87 units.
- Subarea 3.11 may include up to a maximum of 95 units (see Table 3-6).
- This subarea may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings in limited locations.

##### *Site Development Features*

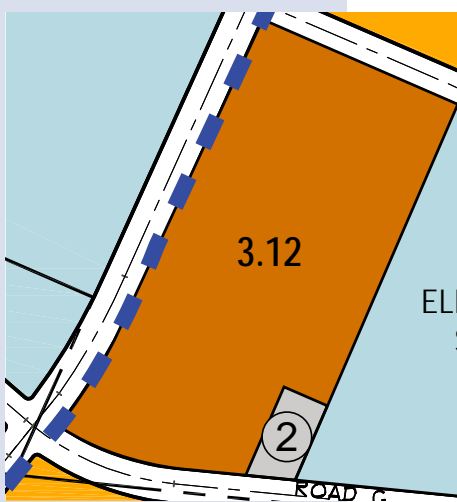
- Street access to Subarea 3.11 is from El Dorado Drive, Road E, and potentially from a local roadway in Subarea 3.10. There is no direct vehicular access to Russell Road except via El Dorado Drive. El Dorado Drive will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.
- The intersection of El Dorado Drive and Russell Road has landscaped entry features.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.17 Neighborhood Subarea 3.12

Neighborhood Subarea 3.12 is located in the northern portion of Neighborhood 3, north of Road G, south of Road E, and east of El Dorado Drive. The development program and site development features are as follows:

##### *Development Program*

- Subarea 3.12 is designated for NG-2 (16 to 24 du/nra) residential. The approximate density is 24 du/nra with a target of 150 units. The NG-2 designation allows a maximum of 24.0 du/nra.
- Subarea 3.12 may include up to a maximum of 150 units (see Table 3-6).
- This subarea may be developed with single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings.



Subarea 3.12

### Site Development Features

- Street access to Subarea 3.12 is from El Dorado Drive, Road E, and Road G (the northerly greenway street). El Dorado Drive will not have individual driveways; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.
- Road G (the northerly greenway street) has special decorative street lighting and a landscaped community path located along the southern parkway of this street (see Figure 5-12 and Section 5.6.1 for further discussion).
- Feature streets with widened paths and parkways are adjacent to the north side of this subarea. These streets are illustrated in Chapter 5.
- Internal paths in subareas will connect to adjacent feature streets.
- The southeast corner of Subarea 3.12 is the site of an approximately 0.25-acre domestic water well. This well site facility will be designed to blend with adjacent uses through the use of architectural features and landscaping and will be screened by a masonry wall that is a minimum 8-feet in height (see Figure 6-1 and Section 6.2.4 of the Specific Plan).
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.



Example water well facility designed to blend with surrounding neighborhood.

## NEIGHBORHOOD 4

### 2.4.4.18 Neighborhood Subarea 4.1

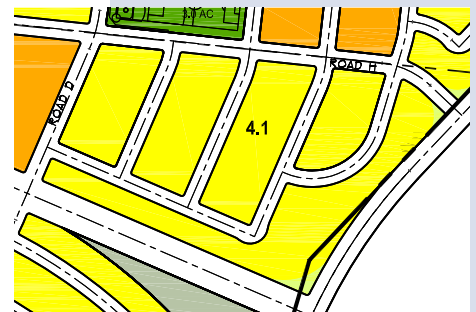
Neighborhood Subarea 4.1 is located in the southeast portion of Neighborhood 4, north of Russell Road, south of Road H, east of Road D, and west of Natividad Road. Adjacent existing development includes primarily agricultural land uses to the east within unincorporated Monterey County. The development program and key site development features are described below.

#### Development Program

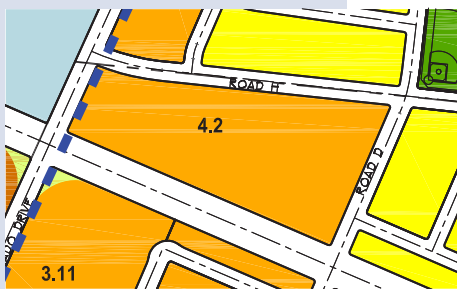
- Subarea 4.1 is designated for NE (6 to 8 du/nra) residential. The approximate density is 8 du/nra with a target of 118 units.
- Subarea 4.1 may include up to a maximum of 121 units (see Table 3-6).
- This subarea may be developed with primarily single-family detached dwellings. Duplex and triplex dwellings are permitted adjacent to the park and other limited locations.

### Site Development Features

- Street access to Subarea 4.1 is from Road D, Road H, and local streets to the north. There is no direct vehicular access to Russell Road or Natividad Road except via Road D and Road H.



Subarea 4.1



Subarea 4.2

- The intersection of Road H and Natividad Road has landscaped entry features.
- To maintain neighborhood connectivity, two or more local streets will align with local streets in Subareas 4.5 and 4.6 to the north.
- The northwest corner of the Natividad Road and Russell Road intersection will be improved with a themed landscape feature.
- The small park for this subarea is the neighborhood park site, north of Road H.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.19 Neighborhood Subarea 4.2

Neighborhood Subarea 4.2 is located in the southwest portion of Neighborhood 4, north of Russell Road, east of the high school, and west of Road D. The development program and key site development features are described below.

##### *Development Program*

- Subarea 4.2 is designated for NG-1 (9 to 15 du/nra) residential. The approximate density is 12 du/nra with a target of 78 units.
- Subarea 4.2 may include up to a maximum of 92 units (see Table 3-6).
- This subarea may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings adjacent to the high school and other limited locations.

##### *Site Development Features*

- Street access to Subarea 4.2 is from Road H or Road D. There is no direct vehicular access to El Dorado Drive or Russell Road except via Road D and Road H.
- A feature street with widened paths and parkways is located along the Road H frontage of the subarea. Residential units are to be oriented to face this feature street.
- Internal paths will connect to adjacent feature streets.
- The northeast corner of the intersection of El Dorado Drive and Russell Road has a landscaped entry feature.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the

implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.20 Neighborhood Subarea 4.3

Neighborhood Subarea 4.3 is located in the northwestern portion of Neighborhood 4, north of Road H and south of Rogge Road adjacent to the high school, which is currently under construction. Adjacent existing development includes primarily agricultural land uses to the east and scattered residences along Rogge Road all within unincorporated Monterey County. The development program and site development features are described below.

##### *Development Program*

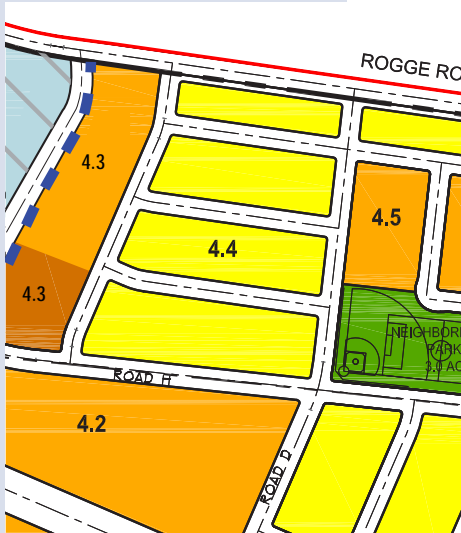
- Subarea 4.3 is designated for both NG-1 (9 to 15 du/nra) and NG-2 (16 to 24 du/nra) residential. This higher density development will function as a transition between the high school and the lower density residential to the east. The approximate overall density of the entire subarea is approximately 16 du/nra with a target of 72 units.
- This subarea may include a maximum of 84 units (see Table 3-6).
- The northerly (NG-1) portion of Subarea 4.3 has an approximate density of 10.0 du/nra with a target of 28 units and may include up to a maximum of 33 units (see Table 3-6).
- This portion of the subarea may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings adjacent to the high school and other limited locations.
- The southerly (NG-2) portion of Subarea 4.3 has an approximate density of 24 du/nra with a target of 44 units and may include up to a maximum of 51 units (see Table 3-6).
- This portion of the subarea may be developed with single-family detached dwellings (small lot and cluster designs only), single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings.

##### *Site Development Features*

- Street access to Subarea 4.3 is from El Dorado Drive, Road H, or a potential local street along the east side of the subarea. There is no direct vehicular access to Rogge Road except via El Dorado Drive or the potential local street on the east side of the subarea.
- The southeast corner of the intersection of Rogge Road and El Dorado Drive has a landscaped entry feature.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the



Subarea 4.3



Subarea 4.4

implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.21 Neighborhood Subarea 4.4

Neighborhood Subarea 4.4 is located in the northwestern portion of Neighborhood 4, north of Road H, south of Rogge Road, and west of Road D. Adjacent existing development includes primarily scattered residences and agricultural uses along Rogge Road to the north within unincorporated Monterey County. The development program and site development features are described below.

##### Development Program

- Subarea 4.4 is designated for NE (6 to 8 du/nra) residential. The approximate density of the subarea is 8 du/nra with a target of 75 units.
- Subarea 4.4 may include up to a maximum of 75 units (see Table 3-6).
- This subarea may be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings are permitted adjacent to the park and other limited locations.

##### Site Development Features

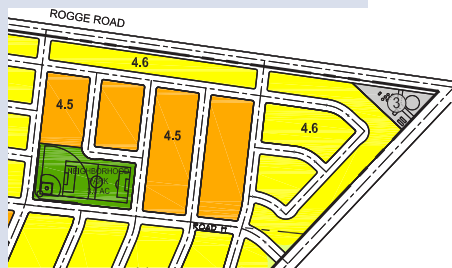
- Street access to Subarea 4.4 is from Road D, Road H, and an internal street along the west side of the subarea. There is no direct vehicular access to Rogge Road except via Road D.
- To maintain neighborhood connectivity, one or more local streets will align with local streets in Subarea 4.5 or Subarea 4.6 to the east.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.

#### 2.4.4.22 Neighborhood Subareas 4.5 and 4.6

Neighborhood Subareas 4.5 and 4.6 are located in the north and northeastern portions of Neighborhood 4, north of Road H, south of Rogge Road, east of Road D, and west of Natividad Road. Adjacent existing development includes primarily agricultural land uses to the east and scattered residences along Rogge Road all within unincorporated Monterey County. The development program and site development features are described below.

##### Development Program

- Subareas 4.5 and 4.6 are designated for NG-1 (9 to 15 du/nra) and NE



Subareas 4.5 and 4.6



(6 to 8 du/nra) residential, respectively. The approximate density for Subarea 4.5 is 11 du/nra with a target of 118 units. The approximate density of Subarea 4.6 is 6 du/nra with a target of 79 units.

- These two subareas may include up to a maximum of 232 units (see Table 3-6).
- Subarea 4.5 may be developed with a variety of single-family detached dwellings, single-family attached dwellings (such as townhomes and rowhouses), duplex and triplex dwellings, and multifamily dwellings adjacent to the park and other limited locations.
- Subarea 4.6 may be developed with primarily single-family detached dwellings on several different lot sizes. Duplex and triplex dwellings in limited locations.

#### *Site Development Features*

- Street access to Subareas 4.5 and 4.6 is from Road D, Road H, and Rogge Road, and from local streets to the south. There is no direct vehicular access to Natividad Road except via Road H.
- To maintain neighborhood connectivity, two or more local streets will align with local streets in Subarea 4.1 to the south.
- A landscaped parkway and path are to be provided along Rogge Road to connect to the high school and other Subareas within the Specific Plan Area. A neighborhood park will also serve these subareas.
- The northeast corner of Subarea 4.6 is the site of a domestic water well and water treatment facility. This well site will be designed to blend and complement adjacent land uses through the use of architectural features, landscaping, and a decorative screen (masonry) wall that is a minimum 8-feet in height (see Figure 6-1 and Section 6.2.4 of the Specific Plan).
- The intersection of Road H and Natividad Road has landscaped entry features.
- The West Area Specific Plan is designed to permit flexibility in the planning, development, and construction of neighborhoods. The illustrative plan depicted in Figure 2-2 serves as one example of the implementation of the local streets and land uses permitted within these subareas. Other designs may also be created that respect and embody the principles of this Specific Plan. The final design of the neighborhood subareas, streets, and lot configurations is subject to the approval of the City.



The mixed use land use designation is to accommodate retail, office, and residential uses.

## 2.5 Mixed Use Land Use

### 2.5.1 Introduction

The Salinas General Plan includes a Mixed Use land use designation, created to accommodate a mixture of retail, office, and residential uses in the same building, on the same parcel, or in the same area. The intent of this designation, according to the General Plan, is to “create activity centers with pedestrian-oriented uses in certain portions of the City.” The maximum intensity/density of commercial development is 1.0 FAR plus 10 du/net acre (for a total maximum allowable FAR of 1.25). For retail or office development without residential, the maximum intensity of development is a 1.0 FAR.

Recognizing the many benefits of mixed land uses in new development areas, the City has established this land use designation to explicitly encourage residential, retail, office, and other commercial uses in areas designated as future village centers. The land use designation is also used in portions of the already developed City to spur development. The Mixed Use designation is intended to accommodate an array of land uses that, in layout and design, encourage walking, bicycling, or taking transit. The primary goal, however, is to provide for housing near retail, office, and other commercial and office uses so that it is easily accessible to residents. Such village centers include, and are generally surrounded by, higher density housing to create a concentration of activity and potential origins and destinations for non-automobile trips.

The General Plan land use designation of the Village Center is Mixed Use. The corresponding zoning is Village Center (VC) with a Specific Plan Overlay.

### 2.5.2 Village Center Mixed Use Concept

The Village Center is intended to be the focus of activity for both residents of the Specific Plan Area, nearby City residents as well as visitors to the community. The intensities of development within the Village Center and adjacent areas will be higher than in other parts of the Plan Area. The mix of land uses in the Village Center may be vertical or horizontal in design. The Village Center is designed to function as a small-scale downtown for the Specific Plan Area.

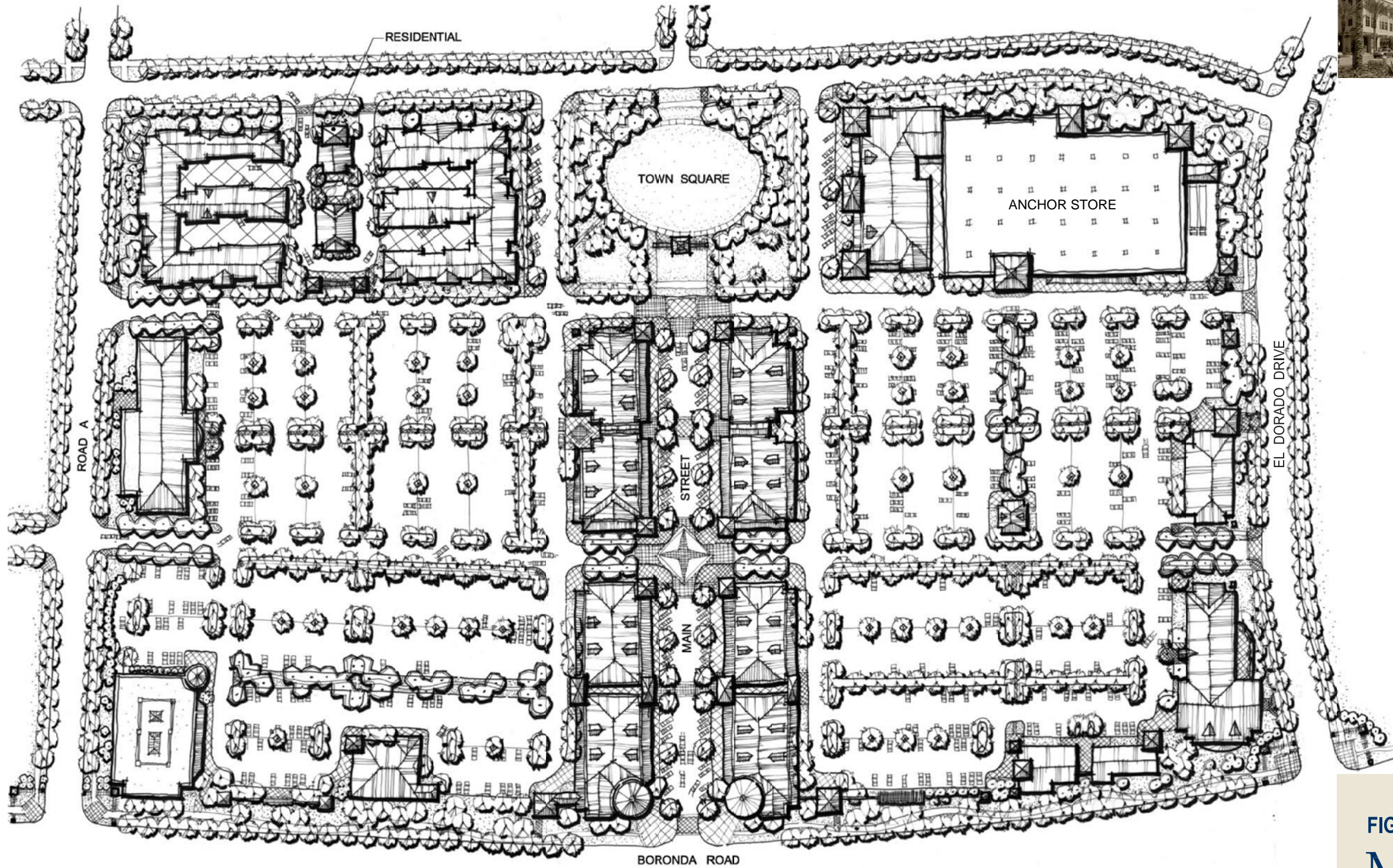
The Village Center consists of two areas separated by a main street connecting to Boronda Road and the town square (see Figure 2-5). In addition to a grocery store or other anchor store, the Village Center may include various retail shopping opportunities, services, restaurants, entertainment venues, residential housing, mixed use buildings, live-work units and other land uses conforming to the overall concept of the mixed use Village Center, the New Urbanism (NU) District (Article III, Division 8) and the Mixed Use (MX) District (Article III, Division 4) regulations in the Salinas Zoning Code.



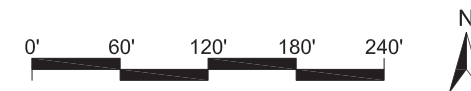
The mixed use Village Center will focus on an enhanced pedestrian experience.



West Area Specific Plan



**FIGURE 2-5**  
**Mixed Use**  
**Village Center**  
**Illustrative Plan**



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The Village Center may have a development intensity of up to 1.0 FAR plus 10 du/nra. In addition to the 571,500 square feet of mixed use commercial floor area, a minimum of 91 residential units are to be provided. A maximum of 250,000 square feet of the commercial floor area can be converted to dwelling units (see Section 3.9.3) to allow additional dwelling units to be constructed in the Village Center and/or in other specified subareas surrounding the Village Center as provided in Section 3.9.3 and Table 3.6 of the Specific Plan. Housing is required (to be either in a mixed use building or on the same site) within the Village Center. The Village Center will also be surrounded by higher density housing types, such as multifamily dwellings (apartment buildings and condominiums), single-family attached (such as townhomes and rowhouses) dwellings, triplex dwellings and live/work units.

An extensive pedestrian circulation system is provided to accommodate and encourage walking within the mixed use Village Center as well as to and from all surrounding areas. This system contains widened paths and mid-block pedestrian connections, where feasible.

The Village Center includes site/parcel/lot-based SCMs to the MEP so that each parcel will, at a minimum, treat all stormwater and maximize infiltration before any run-off leaves the site.

### 2.5.3 Village Center Mixed Use Planning and Design Features

The key planning and design features for the Village Center are described below and illustrated on Figure 2.5.

#### 2.5.3.1 Overall Land Uses and Site Organization

- The Village Center area is approximately 24.68 acres in size, developed as a destination and community focal point for residents of the Plan Area and other nearby neighborhoods. A total of up to 571,500 square feet of mixed use commercial uses includes offices, shops, personal/professional services, restaurants, public and semipublic uses, and residential uses.
- The Village Center includes residential land uses (a minimum of 91 units at a minimum of 10 du/nra). These residential dwelling units may be sited as horizontal mixed use and/or vertical mixed use. As previously noted, the conversion of commercial floor area to residential dwelling units is permitted to accommodate additional dwelling units in the Village Center.
- This site is programmed for development, with the option to use structured parking to: 1) achieve a higher FAR; and 2) allow development with a maximum FAR of up to 1.0 plus 10 du/nra.
- The site is anchored on Boronda Road with access at El Dorado Drive and Road A and Road J. A roundabout control is included at El Dorado Drive and Boronda Road.



A diversity of uses will enliven the street and contribute to community.



The mixed use Village Center features attractive storefronts and a pedestrian-oriented environment.

- Buildings are to be sited to form street fronts along Boronda Road, El Dorado Drive, Road A, and the main street. Off-street parking is to be located to the rear of buildings on the main street, and to the rear and sides of buildings elsewhere in the Village Center as illustrated on Figure 2.5.
- Due to the restricted turn movements resulting from the planned Boronda Road Roundabout Improvement project, the site design of the Village Center, location of land uses (within Subareas 1.6, 3.5, Village Center, and town square) and/or access/turn movements from Boronda Road may be modified pursuant to Section 9.7.1 of the Specific Plan.

### 2.5.3.2 Vehicular and Pedestrian Circulation Pattern

- Direct connection is available from the Village Center to Boronda Road (an arterial road) via the main street and to the West Area neighborhoods via local streets.
- Circulation of vehicles within the Village Center is via a grid pattern of public and private streets and driveways.
- Pedestrian circulation is via a system of enhanced decorative (contrasting) paved paths along the main street and key pedestrian ways through-parking areas leading to building entrances.
- The main street and driveway entries into the Village Center shall be enhanced by decorative pavers and/or contrasting paving at strategic locations as illustrated on Figure 2-5.
- A route and a bus stop/shelter for Monterey Salinas Transit (MST) has been incorporated into the site plan in accordance with the location of the transit route and most convenient location for a bus stop/shelter, as applicable. MST ultimately retains approval authority for the location of bus stops.

### 2.5.3.3 Grocery Store or Other Anchor Store

- The illustrative plan (see Figure 2-5) includes one full-service grocery store or similar-sized anchor store located in the Village Center. A full-service grocery store typically has a maximum of approximately 55,000 square feet of floor area.
- The supermarket or other anchor store will be located near El Dorado Drive, which connects north to Rogge Road and south to East Alvin Drive. An alternate approach may be to locate the supermarket or other anchor store to where the free standing residential is shown next to Road A and relocating the residential to the supermarket/anchor store as shown in Figure 2-5. The alternate approach will also keep the grocery/anchor store set back from Boronda Road. In either case, the primary focus of the Village Center shall be the main street.
- A direct connection between the supermarket or anchor store and the main street is provided with a pedestrian path and small shops.
- Figure 2-5 is for illustrative purposes only and is intended to show one way the Village Center could be designed. The siting would need

to be adjusted to meet the needs of the grocery store or other anchor store tenant. The architectural design of the anchor store building is to complement the architectural and design theme of the buildings on the main street and include massing and architectural treatments to give the appearance of multiple smaller structures rather than one single large building.

- Complementary decorative lighting and pedestrian amenities (to that located on the main street) shall be utilized throughout the Village Center.

#### 2.5.3.4 Main Street Retail

- A two-block, approximately 600-foot long main street commences at Boronda Road and terminates at the town square.
- Primarily two-story structures or less spatially define the street and create a pedestrian-scale. The primary front entrance of all buildings will front the main street. Residential dwellings may only be located on second and higher stories.
- On-street parking is provided along the main street with additional parking areas to the east and west (located behind the buildings that front the street).
- Access for vehicles is directly from Boronda Road and from El Dorado Drive and Road A via internal driveways.
- Decorative pedestrian-scaled lighting, plazas and amenities, street trees, public art, landscaping (e.g., containers and pots, window boxes, and street lighting flower baskets), decorative colored and/or contrasting paving or pavers, and other elements will be utilized to enhance a sense of place and arrival.
- Paved pedestrian-oriented plazas will be provided. Portions of open space adjacent to buildings are to be planted with trees, vines, and shrubs to soften architecture.
- Access for pedestrians is via the path system that extends throughout the Specific Plan Area.
- The main street is sited to take access off Boronda Road, both to provide access and to establish a sense of place and community identity.



The main street retail is a prominent aspect of the mixed use Village Center.



Example of the main street retail with on-street parking.



The town square will include opportunities for public gathering and special events.

### 2.5.3.5 Town Square

- The town square is located at the northern terminus of the main street and is surrounded by internal driveways and streets.
- In addition to being landscaped and having pedestrian-scaled elements and amenities, the space is oriented to public and passive recreation activities as it will serve as a public park. The space is to be designed for multiple uses including public performances (e.g., gazebo/band shell), exhibitions (e.g., craft shows), and weekly, monthly or seasonal events (e.g., farmers markets, celebrations).
- The town square is connected via a feature street to the community park and the southerly greenway paved shared-use path (Figure 5-28).

### 2.5.3.6 Parking Lots and Loading Areas

- Parking lots are to be softened with planting areas and trees to provide shade (reduce heat effect), reduce the visual prominence of the parking areas, and provide opportunities for bio-swale drainage. Landscape planters with trees (a minimum of one planter with a tree per five parking spaces), landscaped parking lot dividers and pedestrian elements, decorative paving, and pedestrian paths will be utilized to break parking lots into visually smaller blocks of parking (reflecting an orchard parking lot design). A main pedestrian connector path will be located within a parking lot divider median landscaped with trees and shrubs in larger parking lots to enhance the safety and comfort of pedestrians. For parking lot lighting, see Appendix E, Light Standards.
- Parking lots are located typically to the rear or side of the buildings that are sited adjacent to roads or streets. Off-street parking lots shall not be located between the road/street and the street façade of any building.
- Where parking lots are visible from abutting streets, a landscaped buffer shall be provided to minimize views of parked cars. This buffer shall consist of a minimum 3-foot high (maximum 42-inch high) landscaped berm, hedge and/or wall in combination with landscaping (e.g., bushes and plants) located in a minimum 8-foot wide on-site planter measured from property line except where otherwise approved by the City Planner.
- Vehicle charging areas and bicycle racks are to be provided.
- Loading areas are to be located to the rear of buildings and be screened by a combination of landscaping and decorative walls except where otherwise approved by the City Planner.



### 2.5.3.7 Main Street/Boronda Road/El Dorado Drive/Road A Frontages

- Buildings on main street must be oriented to front the main street and have their primary entrance facing the street. Buildings sited along the main street will frame the public ROW a minimum of 80% of the frontage.
- Buildings sited along Boronda Road will frame the public ROW a minimum of 60% of the frontage.
- Buildings may be oriented to front or side to Boronda Road, but no building shall back to Boronda Road.
- Buildings sited along El Dorado Drive, Road A, and Road J will frame the public ROW a minimum of 40% of the frontage.
- All buildings along these frontages will have their primary entrances facing the street.

An illustrative concept site plan for the Village Center that is in conformance with these key planning and design features is provided in Figure 2-5. This is only one possible concept and other site plans could achieve the goals of the Village Center. Alternative designs are subject to the approval of the City Planner.

## 2.6 Inclusionary Housing

The City of Salinas has an inclusionary housing ordinance (Ordinance No. 2594; “the Ordinance”) to ensure that all new residential developments (as applicable) in the City of Salinas include housing affordable to a range of income levels. Specifically, the Ordinance sets forth the requirements for landowners and developers to fulfill the requirement for median, moderate, low and very low-income housing as well as workforce housing. The West Area Specific Plan will comply with the requirements of the Ordinance that is in effect at the time of the approval of the Specific Plan, unless otherwise provided for in the Development Agreement.

The Specific Plan Area is currently under multiple ownerships and development will likely be phased over 20-30 years. Due to the ownership distribution, the anticipated life of the project, and the variety of options provided in the Inclusionary Housing Ordinance, multiple Affordable Housing Plans will likely be required. Additionally, in accordance with the Ordinance, if the applicant chooses to pay rental housing impact fees and/or for-sale housing in-lieu fees to meet the requirements of the Ordinance, no Affordable Housing Plan is required. All residential development in the Plan Area shall be subject to the Inclusionary Housing Ordinance, regardless of the number of units proposed within an individual planning permit application. Inclusionary housing requirements (including the Ordinance) are further discussed in the Affordable Housing Component for the West Area Specific Plan as contained in Appendix H of the Specific Plan. Regarding applicability of the Inclusionary Housing Ordinance, Parcelization Maps (see appendix B, Definitions) shall not be considered the first approval.

## 2.7 Density Bonus

Density bonus units are dwelling units approved in a residential development pursuant to California Government Code Section 65915 (or by City Density Bonus) that are in excess of the maximum allowable residential density otherwise permitted by the Salinas General Plan, Salinas Zoning Code or the West Area Specific Plan. All density bonus units shall be subject to the provisions of Section 37-50.060 of the Salinas Zoning Code.

## 2.8 Public and Semipublic Land Use

Public and Semipublic land uses are those uses that serve the general public and are operated and maintained by public or quasi-public agencies. Lands utilized for public use, such as schools and utilities, are crucial to the land use concept of the Specific Plan. For the Plan Area, public land uses include five schools and three well domestic facilities including one treatment plant. These land uses are discussed further below. Recreational uses such as parks and open space (including the supplemental detention basins), while public in nature, are discussed in Section 2.9 of the Specific Plan.

Public land uses proposed as part of the Specific Plan are designed to serve residents and businesses both within the Plan Area as well as the surrounding area. However, the facilities will be integrated within the overall development of the Plan Area, designed to reinforce its community and pedestrian orientation.

The General Plan Land Use Designation for the identified uses is Public/Semipublic (excluding parks and open space). The corresponding Zoning District Designation is Public/Semipublic with a Specific Plan Overlay.

All Public and Semipublic uses will include site/parcel/lot-based SCMs to the MEP so that each parcel will, at a minimum, treat all stormwater and maximize infiltration before any runoff leaves the site.

### 2.8.1 Schools

The Specific Plan proposes three elementary schools (one of which currently exists in the Plan Area), a middle school, and a high school (currently under-construction) within the Plan Area. The elementary and middle schools will be part of the Santa Rita Union School District. The high school will be part of the Salinas Union High School District.

One of the elementary schools, McKinnon Elementary School has already been constructed in Neighborhood 1. The other two new elementary schools will generally be located on opposite sides of the Plan Area. One of the schools will be located on a 10.0 acre site in Neighborhood 2, while the other will be located in Neighborhood 3 on a 10.0 acre site. McKinnon Elementary School currently serves residents in the Harden Ranch area south of Boronda Road and will continue to do so in the future according to the Santa Rita Union School District. It is anticipated that the two new elementary schools will serve primarily students residing in the Plan



Schools and accessory buildings should complement surrounding development.

Area, specifically those living in the residential neighborhoods adjacent to the schools. This would be consistent with the overall goal of reinforcing the neighborhood character of the Plan Area. Moreover, the Specific Plan encourages a cooperative arrangement between the City and the Santa Rita Union School District, to facilitate the joint use of school facilities, if desired by both agencies.

The middle school site, approximately 20 acres in size, is located adjacent to and north of the community park within Neighborhood 2 and the central community core. It is anticipated that the middle school will serve primarily students residing in the Plan Area.

A third elementary school site had been made available for Santa Rita Union School District in the Central Area Specific Plan area across Natividad Road. As of the date of approval of this Specific Plan, a boundary adjustment had been initiated between Santa Rita Union School District and Alisal Union School District. If the districts finalize the boundary adjustment, Santa Rita Union School District would relinquish the third elementary school site to the Alisal Union School District.

The high school site, approximately 38 acres in size, is located within Neighborhood 4 and the central community core adjacent to Rogge Road. The site has already been acquired by the Salinas Union High School District and the high school facility is currently under-construction. In addition to classroom facilities, the plans include sports fields, a stadium, and parking areas. The high school will serve students both within and outside of the Plan Area.

The high school site is located adjacent to an existing residential neighborhood on its west boundary and future West Area residential neighborhoods (Neighborhoods 2 and 4) to the south and east. The high school will be completed prior to the development of the adjacent West Area roadways and residential uses. As such, it has been designed to have all access (vehicular, pedestrian, and bicycle) from existing Rogge Road, on the school's north boundary. The landscaping of the parkways of Russell Road and El Dorado Drive, where they are adjacent to the south and east boundaries of the high school, will serve to buffer adjacent residential uses. The parkways are located outside the boundaries of the school site and will be landscaped as part of the improvement of these streets by the developers of these adjacent properties. These parkways will be landscaped with two staggered rows of columnar-type trees and other elements to assist with screening the sports fields and the stadium from the nearby residences (see Figures 5-9 and 5-19).

The West Area Pedestrian and Bicycle Circulation Plan (see Figure 5-28) includes an interconnected path and bicycle circulation system to create a pedestrian and bicycle-friendly environment. Paved ADA compliant paths (ranging from 5 to 10 feet in width and separated from the adjacent street by an 8-foot wide landscaped planter) and bike lanes/routes are located throughout the plan to provide pedestrian and bicycle access from residences to schools, parks and other land uses. The paths and bike lanes/routes combined with traffic calming features and other traffic control devices will

serve to slow traffic, facilitate street crossings by pedestrians and bicyclists and promote safe routes to schools.

Enhanced parkways, community paths and bike lanes are located along Russell Road and El Dorado Drive adjacent to the high school property. Potential community path connection points into the high school are shown in Figure 5-28. These connections are intended to facilitate pedestrian and bicycle access from residences located to the south and west of the school and thus potentially reduce vehicle trips to the high school.

Community paths and bicycle lanes/routes will also provide pedestrian and bicycle access to each of the elementary schools and the middle school. Additionally, the northerly greenway path is located adjacent to the new middle school and elementary school #3, and the southerly greenway shared-use path is located adjacent to elementary school #2. Further discussion of the Plan Area transportation and circulation system is included in Chapter 5.

#### ***Student Generation***

Table 6-4 (Student Generation) provides an estimate of the number of students expected within the Specific Plan Area. Further discussion of schools is contained in Section 6.4.1.

#### ***Development Standards***

All school buildings and facilities shall be developed in conformance with the requirements of the State Architect. The design of all schools is encouraged to consider the New Urbanism design concepts, design standards and development regulations contained in the West Area Specific Plan to complement and promote compatibility with surrounding land uses. Fencing shall be black coated chain link.

The Specific Plan addresses issues such as stormwater (LID features) improvements, pedestrian safety and circulation improvements and other land use compatibility issues in the applicable sections of the Specific Plan. The School Districts and the City will need to coordinate on these and other related issues.

#### ***Public/Semipublic Land Use to Residential Use***

All school sites are designated and reserved (if not already purchased) for public education use. However, if the Santa Rita Union School District determines that any of the three sites designated for schools (two elementary schools and one middle school) are not needed for that purpose, the applicable school site may be developed by the property owner, at a maximum density of 15 du/nra. Such a change in land use does not require an amendment to the Specific Plan, if the number of dwelling units proposed on the designated school site are within the maximum dwelling unit count allowed for the Specific Plan Area. This change will be subject to a minor revision in accordance with Section 9.7.1(l) of the Specific Plan. Such a change may require the property owner to demonstrate that the additional dwelling units proposed for the applicable school site will be transferred from another subarea or subareas located in the Plan Area.



West Area Specific Plan



Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations. All final street layouts are subject to approval by the City Engineer and the City Planner.

FIGURE 2-6  
Proposed Parks  
and Walking  
Distances

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West Area Specific Plan



**LEGEND**

- COMMUNITY PARK
- NEIGHBORHOOD PARKS (WA-1 TO WA-4)
- SMALL PARKS (WS-1 TO WS-6)
- OPEN SPACE
- OPEN SPACE / SUPPLEMENTAL STORM WATER DETENTION / RETENTION
- SCHOOL

Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations. All final street layouts are subject to approval by the City Engineer and the City Planner.

**FIGURE 2-7**  
**Parks and Open Space**



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## 2.8.2 Other Public Facilities

Three domestic water well sites including a treatment plant are included in Neighborhoods 2, 3 and 4. These facilities are further discussed in Section 6.2.4 and the locations are illustrated on Figure 6-1 of the Specific Plan.

## 2.9 Parks and Open Space Land Use

The location and design of public parks are key organizing elements of New Urbanism communities. They are important social gathering spaces as well as centers for recreational activities. The General Plan Land Use Designation for public parks is Park. The corresponding Zoning Designation is Park (P) with a Specific Plan Overlay.

The open space areas in the Plan Area will primarily be utilized for supplemental stormwater detention and retention basins, which will serve the West Area. The General Plan Land Use Designation of each of the basins is Open Space and the corresponding Zoning District Designation is Open Space (OS) with a Specific Plan Overlay.

All parks and open space uses will include site/parcel/lot-based SCMs to the MEP so that each parcel will, at a minimum, treat all stormwater and maximize infiltration before any runoff leaves the site.

### 2.9.1 Community, Neighborhood, and Small Parks

The West Area Specific Plan provides three types of public parks—community park, neighborhood parks, and small parks to encourage active recreation, social interaction, and passive enjoyment. Public parks serve as focal points within the community and the different subareas of the residential neighborhoods. The extensive park system of the Specific Plan is illustrated in Figure 2-7 and the approximate size of the parks is shown in Table 2-3. The Plan Area includes approximately 49.76 acres of public parks, which is 1.98 acres more of the 3.0 acres per 1,000 population required by the City of Salinas General Plan and Section 31-802 of the Subdivision Ordinance. The City of Salinas will determine the final design of park facilities, including the number and type of sports fields that can be accommodated within the park configuration and acreage in accordance with City standards.



Example of sports field in a community park.



Park design standards include passive as well as active areas intended to serve a diverse range of ages.



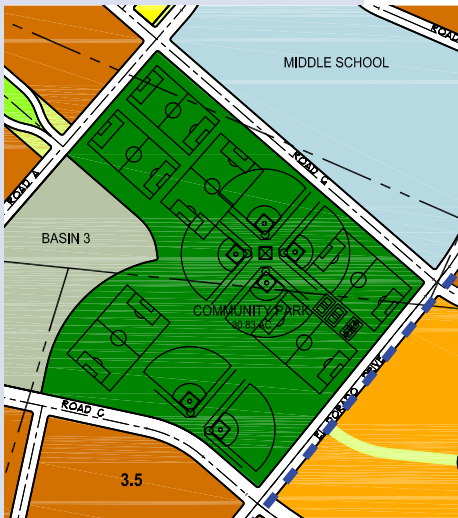
Parks will include both passive and active open space to serve the needs of communities and neighborhoods.



The community will include a network of enhanced paths.



The community park and neighborhood parks will include recreation facilities.



The community park is sited in the central community core area near the proposed middle school.

Residential neighborhoods are designed around the framework of parks and recreation facilities to encourage a walkable community. The convenient location of public parks and open space complements a compact New Urbanism community. All residences are located close to public parks. The walkable community concept achieves the following:

- promotes healthy lifestyles;
- reduces local vehicle traffic;
- promotes safety and security through increased social interaction and the use of CPTED principles in park and open space areas; and
- promotes pedestrian and bicycle access to parks.

The emphasis on public open space also promotes strong community bonds and increased neighborhood identity. Residential neighborhoods are designed such that all residents in the Plan Area are within a 5 to 10-minute walk of a public park that provides opportunities for active and passive recreation, and social interactions. Most residents are within a 5-minute walk as illustrated in Figure 2-6. The convenient distribution of parks in relation to each neighborhood is illustrated in Figure 2-7.

The centrally located community park is intended to serve the West Area community, the greater North of Boronda FGA, and existing City residents.

A well distributed system of neighborhood parks and small parks radiates from the community park throughout the subareas of the residential neighborhoods to provide recreation and social interaction within easy walking distance of all homes. Neighborhood and small parks are substantially smaller than the community park and function as focal points, neighborhood centers, and gathering spaces for the residents of those adjacent neighborhoods.

An extensive path system connects the individual parks and recreational facilities into a cohesive open space system that facilitates the pedestrian-oriented character of the community. Parks are to be designed to meet the Americans with Disabilities Act (ADA) and State accessibility provisions as applicable. The parks will be owned by the City. On-going maintenance of the public parks is addressed in Chapter 8.

### 2.9.1.1. Community Park

The approximately 30 acre community park is the focal point of residential neighborhoods and entire Plan Area. It will provide a wide variety of amenities and significant open space to both residents of the community and surrounding areas. As the largest park in the City’s North of Boronda FGA, it will contain a significant concentration of sports fields as well as passive recreation. The community park is adjacent to an approximate 10-acre supplemental stormwater detention and retention basin (see Chapter 7), which will provide passive open space recreational opportunities as well.

**2.9.1.2. Neighborhood Parks**

Neighborhood parks vary from approximately 2.4 to 3.6 acres in size. They serve as focal points within each of the four residential neighborhoods. These parks provide a variety of recreational amenities and open space to the residents of the Plan Area community and surrounding areas. Proposed features of these parks will include areas for both passive and active recreation activities (including some large sports fields). Special features may be located within these parks to further enhance the character and identity of the neighborhood that each park serves.

**2.9.1.3. Small Parks**

Small parks are typically less than 2 acres in size, but in no case less than 0.5 acres. These parks will not be characterized by the large sports fields found in the community park and some neighborhood parks. Small parks provide passive/active open space and recreation areas/amenities appropriate for parks of that size. Potential amenities include seating areas, picnic areas, sports courts, and children’s tot lots and/or playgrounds.

**2.9.1.4. Recreation Centers**

The City intends to develop one or more recreation centers within the North of Boronda FGA, which includes the West Area Specific Plan. The precise location and configuration of these recreation centers is yet to be determined by the City. The recreation centers are anticipated to be co-located with the public parks and/or other City facilities. The timing and phasing of construction of the recreation centers will be determined by the City concurrently with development of the North of Boronda FGA.

The West Area will contribute its fair share of the costs of construction of recreation centers through the City Public Facilities Impact Fee program (see Section 8.4).

**2.9.1.5 Supplemental Stormwater Detention/Retention Basins/Open Space Land Uses**

Five areas within the Specific Plan have been identified as supplemental stormwater detention/retention basin open space areas. These basins will supplement the overall LID infrastructure during large storm events where the increase in runoff volume would otherwise exceed the capacity of the regional drainage system (see Section 7.4.9). These basins will be designed and landscaped to appear as natural open space areas adjacent to residential areas and parks. These facilities are to include path connections to adjacent arterial streets and land uses in specified locations (as shown on Figure 5-28). Basins that abut parks are to be designed to complement the adjacent park and contain paths and benches, where feasible, as required by the City. As shown on the images of similar basins, native or other appropriate vegetation (consisting of trees, bushes and other appropriate plants) will



Parks are the focal point of neighborhoods.



Community and neighborhood parks will include active recreation opportunities, including organized team sports.



Supplemental detention / retention basins designed to have a natural vegetated appearance.

dominate the view of the basins from surrounding neighborhoods and roadways. The basins are intended to be attractive and desirable passive open space features in the neighborhood where they are located. Water may be visible during and after storm events; however, the basins will be dry much of the year.

Table 2-4: Park Type and Acreage Summary

Park Type	Approximate Acres
<b>Community Park</b>	
CP	30.83
<b>Community Park Subtotal</b>	<b>30.83</b>
<b>Neighborhood Parks</b>	
WA 1	3.54
WA 2	2.35
WA 3	3.00
WA 4	3.63
<b>Neighborhood Park Subtotal</b>	<b>12.52</b>
<b>Small Parks</b>	
WS 1	1.68
WS 2	1.86
WS 3	0.50
WS 4	0.50
WS 5	1.37
WS 6	0.50
<b>Small Park Subtotal</b>	<b>6.41</b>
<b>Total Park Acres Provided</b>	<b>49.76</b>
<b>Quimby Act Required Park Acres (1)</b>	<b>47.78</b>
Excess	1.98
<b>WASP Population</b>	<b>15,928</b>
<b>WASP Parks Ratio (2)</b>	<b>3.12</b>
(1) Quimby Act requires a minimum of 3.0 acres of park per 1,000 / population. Population is calculated at 3.67 persons per dwelling unit.	
(2) Parks Ratio equals Park Acreage per 1,000 of population.	

## 2.10 Resource Management and Conservation

### 2.10.1 Overview of Resource Management and Conservation Plan

Resources identified within the Specific Plan Area include agricultural resources, and potential biological and cultural resources. This section of the Specific Plan describes these resources and identifies potential options for their conservation. Additional information, details and mitigation measures are discussed in the West Area Specific Plan EIR and the Mitigation Monitoring and Reporting Program (MMRP).

### 2.10.2 Sensitive Species and Habitats

Special-status species and regulated habitats for the Specific Plan Area are summarized below.

#### *Special-Status Plants*

Resource agency database records list five species as occurring within 5 miles of the Specific Plan Area: Congdon's tarplant, robust spineflower, alkali milk-vetch, pajaro manzanita, and Yadon's rein orchid. However, because most of the property has been in active agricultural use or consists of degraded, frequently disturbed habitat near roads or in degraded soils, none of these species have been observed on-site, nor, in the biologist's opinion are any of these species likely to occur on-site.

#### *Special-Status Wildlife*

Several special-status wildlife species are known to occur in the vicinity of the Specific Plan Area. Some of these species may occur in the Plan Area only as occasional migrants or dispersants. Because the habitat conditions on the site are considered very marginal for these species, it is unlikely these species will be affected heavily, if at all, by the project.

#### *Cultural Resources*

The City, prior to commencing the preparation of the Draft EIR for the Specific Plan, initiated tribal consultations pursuant to State law. The consultation and searches for historic, archaeological, and paleontological records, including records documenting Native American artifacts, did not identify any historic or prehistoric artifacts, resources, or assets within the Plan Area. The area is not located within the Carr Lake/Natividad Creek Corridor as indicated in Figure COS-4, Vegetation Communities, of the General Plan. Although no artifacts, resources, or assets have been specifically identified, there is always the potential for prehistoric artifacts (e.g., ceramic shard, trash scatters, lithic scatters) that may have been deposited from populations in the area.

In the event that such cultural resources archaeological artifacts or remains or paleontological assets are uncovered during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either "historical resources"



The Salinas Valley contains rich cultural and natural resources.



Congdon's tarplant is a potential sensitive plant species.

within the meaning of CEQA Guidelines section 15064.5, subdivision (a), “unique archaeological resources” as defined in Public Resources Code section 21083.2, subdivision (g), or “tribal cultural resources,” as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the Community Development Director and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to approval of a grading permit, unless otherwise directed by the Community Development Director. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be “unique archaeological resources” but not “historical resources” or “tribal cultural resources,” the project proponent’s obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). If human remains are found during construction within the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until an archeological monitor and the Coroner of Monterey County are contacted. If it is determined that the remains are Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or his authorized representative for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if (a) the NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; (b) the descendent identified fails to make a recommendation; or (c) the landowner or his/her authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

## 2.11 Sustainable Planning and Design

Sustainable communities incorporate the principles of smart growth and green building technologies as a means to be environmental stewards, to better serve the needs and desires of today's residents and to meet the needs of future residents. A viable community provides the means to implement and maintain sustainability and fosters opportunities for residents to establish, maintain, and advance themselves economically. Sustainability is defined by the American Planning Association as "the capacity to equitably meet the vital human needs of the present without compromising the ability of future generations to meet their own needs by preserving and protecting the area's ecosystems and natural resources." The ecological and energy conscious objective of sustainability can be implemented in such a way as to foster a more livable community. In its Policy Guide on Planning for Sustainability, the American Planning Association identifies four objectives for sustainability:

**Objective 1:** Reduce residents' and workers' dependence on fossil fuels, and other non-renewable natural resources.

The Specific Plan meets this objective through:

- Provision of jobs, schools, retail, parks, and play fields in proximity to housing, minimizes the need to drive.
- Provision of a mix of community uses within walking and biking distance of each other.
- A pedestrian/bikeway system that encourages the use of non-motorized modes of transportation to connect residents and businesses with the Plan Area as well as areas beyond.
- Creation of human-scaled and pedestrian-friendly streets and public spaces.
- Landscape and park elements that utilize native and drought-tolerant vegetation wherever appropriate, in accordance with the City's Model Water Efficient Landscape Ordinance (MWELo).
- The use of energy efficient Light Emitting Diode (LED) fixtures throughout the site design.
- Convenient bus routes and stops. If the MST routes are implemented in accordance with the preliminary public transit plan provided by MST, 90% of the residents will be within a 5 minute walk of a planned Monterey Salinas Transit bus stop. This will provide easy access to both local and regional serving destinations.

**Objective 2:** Reduce residents' and businesses' dependence on chemicals and other manufactured substances that can accumulate in nature.

The Specific Plan meets this objective through:

- Provision of proper disposal and recycling facilities for demolition and construction waste as well as for residential and non-residential waste generated within the Plan Area.
- Disposal of all stormwater runoff into parcel/site-based SCMs to the MEP. Use of LID design will clean the water, recharge the aquifer, and not increase the peak flow runoff.

**Objective 3:** Reduce resident, business and development encroachment upon nature.

The Specific Plan meets this objective through:

- Provision of low-flow water fixtures and water-conserving irrigation systems.
- Cleaning and retention of stormwater through use of parcel/site-based SCMs to the MEP for infiltration that restores the quality of on-site runoff and retains and/or infiltrates the runoff to pre-development levels.
- Reduction of impervious paving surfaces through narrow streets and paseos and use of pervious/permeable pavements/pavers where reasonably feasible.
- Incorporation of native and drought-tolerant landscaping in compliance with the City's Model Water Efficient Landscape Ordinance and related City ordinances.

**Objective 4:** Meet human needs fairly and efficiently.

The Specific Plan meets this objective through:

- Provision of a wide range of housing types and sizes at a wide range of prices.
- Location of housing near services, employment centers, and recreational opportunities.
- Provision of convenient access to alternative modes of transportation.

Economic sustainability results from the development of a community that creates a variety of jobs and tax revenue sources. Retail and service jobs in the Village Center are anticipated to provide for both entry level and management jobs, which enable those businesses to generate sales tax and property tax revenues to support various governmental operations and programs.



Creative implementation of the sustainability principles listed above will create a West Area community where the mix of land uses are amenities for each other, as well as for the overall community of Salinas. These livability design aspects include:

- Creating a unique sense of community and place.
- Providing a mix of housing types and sizes within each residential neighborhood to meet the needs of different lifestyles and income levels.
- Utilizing narrow, interconnected streets and traffic calming elements that emphasize and protect pedestrians and bicyclists, and make the circulation experience pleasant, safer, and less intrusive to residents and visitors.
- Linking of homes, schools, recreation, shopping, and places to work with community parks to promote walkability.
- Clustering of retail, service, and high density housing uses within easy walking distance of planned transit facilities.

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# 3. Use Classifications & Development Regulations

## 3.1 Introduction

This chapter defines the land use classifications and development regulations for land located in the West Area Specific Plan area. The goal of the Development Regulations is to create pedestrian-friendly neighborhoods based on New Urbanism and other design principles such as CPTED, Smart Growth, and Health in All Policies. The Land Use Classifications and Development Regulations in this chapter govern and guide the development of the various land uses within each Zoning District as provided for in this chapter. If the Specific Plan does not address a particular matter or issue, the Salinas Zoning Code and other existing City regulations shall apply to future development proposals and uses within the Plan Area. In instances where the requirements of this plan conflict with the Salinas Zoning Code or other City regulations (except for Building Code, Fire Code, and Stormwater Program requirements per NPDES Permit/Stormwater Development Standards/ Stormwater Standard Plans), the West Area Specific Plan shall control.



Use Classifications and Development Regulations provide customized regulations that satisfy principles and intent of the Salinas General Plan and the West Area Specific Plan.



Recessed garages and reduced front yard setbacks provide pedestrian-oriented local streets and reflect CPTED principles of “eyes on the street”.

### 3.2 Purpose and Intent

The purpose of these Land Use Classifications and Development Regulations is to regulate and accommodate the types of buildings, structures and improvements typical of a compact New Urbanism community. This includes a wide range of housing types that are to be developed at higher densities and on smaller lots than typical for previously developed Salinas neighborhoods.

### 3.3 Relationship to Zoning Code and Building Code

The purposes of the Salinas Zoning Code are, in part, as follows:

- (a) *To implement the policies of the Salinas General Plan; and*
- (b) *To protect the public health, safety, and general welfare of the people of the city, while respecting property rights.*

*Ord. No. 2200 (NCS)*

The Salinas Zoning Code regulates the development of land within the City of Salinas. The Salinas Zoning Code includes Article III, Division 8, which establishes the New Urbanism District development regulations and design standards applicable to the North of Boronda FGA.

As indicated above, with the adoption of the West Area Specific Plan, the Plan Area will be subject to the development regulations and design standards as described in this document. Any policies, regulations, standards, or guidelines not specifically addressed or modified in this Specific Plan will be regulated under the existing provisions of the Salinas Zoning Code, including but not limited to Article III, Division 8, New Urbanism District Regulations, and Article V, Division 1 Supplemental Regulations Applying to All Districts. In this regard, all terms and land uses unless otherwise defined in this document shall be in accordance with Article 1, Division 2: Definitions of the Zoning Code.

While this Specific Plan is in effect, all construction and development will be subject to the applicable building and fire codes in effect at the time of the individual permit application submittal.

### 3.4 Zoning Districts

The Use Classifications and Development Regulations for the West Area Specific Plan are contained in Tables 3-1 through 3-5. The Use Classifications and Development Regulations contained in this chapter, combined with the Design Standards contained in Chapter 4, will produce neighborhoods characterized and reflective of the principles of New Urbanism. The Zoning Districts are described in this section.

It is the intent of the Plan to encourage a variety of lot sizes and housing types within the various Zoning Districts, neighborhoods, and blocks in the Plan Area. The term “Lot Standard” refers to a single-family attached

or detached dwelling unit (housing type) with varying lot sizes and development regulations for each residential lot standard 1-8 per Tables 3-1, 3-2 and 3-3. The term “housing type/style” refers to the type of dwelling and the architectural style of the individual residential home or structure (see Section 4.3.2). The terms are more fully defined in Appendix B of this Plan. Other housing types are also allowed as provided Table 3-1. A “Lot Standard” Master Plan is required to be submitted to the Community Development Department for approval by the City Engineer and the City Planner prior to recordation of any final map which creates a residential lot.

#### ***Neighborhood Edge (NE)/Low Density Residential***

Residential development in this zone includes single-family detached dwellings as well as some duplex and triplex dwellings on lots located adjacent to parks, schools, and other limited locations. A variety of lot sizes are encouraged. The minimum average density per net residential acre within a subarea designated NE shall not be less than 6.0 du/nra. The maximum average density per net residential acre within the subarea designated NE shall not be more than 8.0 du/nra without density bonus. “Net residential acres or net residential developable acres” are the private lands zoned for residential uses exclusive of streets, parks, and other non-residential uses. Average density is the total dwelling units in that district divided by the net residential acres.

#### ***Neighborhood General 1 (NG-1)/Medium Density Residential***

Residential development within this zone includes a variety of single-family detached and attached dwellings (such as rowhouses and townhomes), duplex and triplex dwellings, and multifamily dwellings adjacent to parks, schools and other limited locations. The minimum average density per net residential acre within a subarea designated NG-1 shall not be less than 9.0 du/nra. The maximum average density per net residential acre within a subarea designated NG-1 shall not be more than 15.0 du/nra without density bonus. However, the eastern most five-acre portion of subarea 1.7 adjacent to the Village Center area may exceed a maximum average density of 15 du/nra as a result of the allowed flexibility of conversion of commercial floor area to residential units (see Section 3.9.3). This portion of subarea 1.7 is permitted a minimum density of 30 du/nra to a maximum density of 40 du/nra.

#### ***Neighborhood General 2 (NG-2)/High Density Residential***

Residential development within this zone includes a variety of single-family detached dwellings (small lot or clustered design only) and single-family attached dwellings (such as rowhouses/townhomes), duplex and triplex dwellings, multifamily dwellings and Live-work units in limited locations. The minimum average density per net residential acre within the subarea shall not be not less than 16.0 du/nra. The maximum average density per net residential acre within the subarea shall not be more than 24.0 du/nra without density bonus. However, NG-2 subareas surrounding the Village Center Planning Area may exceed 24 du/nra as a result of the allowed flexibility on conversion of commercial floor area to residential



Example of Neighborhood Edge housing types.



Example of Neighborhood General 1 housing types.



Example of Neighborhood General 2 housing types.



Example of mixed use buildings in the Village Center.

units (see Section 3.9.3). These areas within the NG-2 zone are permitted a minimum density of 30 du/nra to a maximum density of 40 du/nra without density bonus. These subareas are 1.6, 3.1, and 3.5.

Where viable, a neighborhood center may include day care, elderly care, places of worship, recreation facilities, and (potentially) neighborhood-focused mixed use residential/retail (e.g., small neighborhood-serving markets and other uses with no more than 5,000 square feet of space with residential on the second or higher floors) for subareas not adjacent to the Village Center such as subareas 2.12 and 4.3. The square footage of neighborhood center mixed uses shall be counted towards the total maximum mixed use square footage allotted to the Village Center and the Plan Area as a whole.

#### *Village Center (VC)*

The Village Center is the focal point of the community and provides for higher density residential uses, mixed use, stand-alone retail, office, and employment uses in an office-type building, flex-use residential/commercial, and public and semi-public facilities. The minimum number of residential dwelling units to be included in the Village Center is 91 units without density bonus. The maximum number is 341 dwelling units without density bonus, if the maximum allowed 250,000 square feet of commercial floor area is converted to 250 residential units. These units may be sited within the Village Center and/or the immediately surrounding NG-1 and NG-2 density areas (see Section 3.9.3 and Table 3-6). These units are in addition to the maximum number of units allowed in the Specific Plan as provided in Section 3.9.3.

#### *Other Zoning Districts*

All parks in the West Area will be rezoned from New Urbanism Interim (NI) to Parks (P). Supplemental stormwater basins will be rezoned from New Urbanism Interim (NI) to Open Space (OS) and schools will be rezoned to from New Urbanism Interim (NI) to Public/Semipublic (PS). The Use Classifications and Development Regulations for these new Zoning Districts shall be in accordance with Division 6: Parks (P) and Open Space (OS) Zoning Districts and Division 7: Public/Semipublic (PS) Zoning District, as applicable, of the Salinas Zoning Code except as modified by the Specific Plan.

#### *Specific Plan Overlay*

As previously noted, a Specific Plan Overlay will be applicable to each Zoning District in the Specific Plan.

### 3.5 Use Classifications

The Use Classifications for the NE, NG-1, NG-2 and VC shall be in accordance with Table 37.30.190 in Article III, Division 8 (Section 37-30.430) of the Salinas Zoning Code except as modified in Table 3-1.

**Table 3-1: Use Classifications**

New Urbanism (NU) Districts Residential Use Classifications as Modified by the Specific Plan				
Land Use/Housing Type	ZONING DISTRICT			
	NE	NG-1	NG-2	VC
Single-Family Detached Dwellings-Lot Standard 1	P(7)	NP	NP	NP
Single-Family Detached Dwellings-Lot Standard 2	P(7)	NP	NP	NP
Single-Family Detached Dwellings-Lot Standard 3	P(7)	NP	NP	NP
Single-Family Detached Dwellings-Lot Standard 4	P(7)	P	NP	NP
Single-Family Detached Dwellings-Lot Standard 5	NP	P	NP	NP
Single-Family Detached Dwellings-Lot Standard 6	NP	P	P(2)	NP
Single-Family Detached Dwellings-Lot Standard 7	NP	P	P(2)	NP
Duplex/Triplex Dwellings	SPR(4)	SPR	SPR	CUP
Single-Family Attached Dwellings-Lot Standard 8	NP	SPR	SPR	SPR
Custom Detached/Attached Dwellings	SPR(3)/NP	SPR(3)/SPR(3)	NP/SPR(2)(3)	NP/SPR(3)
Multifamily Dwellings	NP	SPR(1)(5)(8)	SPR(1)(5)	SPR(1)(5)
Accessory Dwelling Units Interior/Other	P(6)/P(6)	NP/P(6)	NP/P(6)	NP(6)/NP(6)

P = Permitted  
 SPR = Site Plan Review  
 NP = Not Permitted  
 CUP = Conditional Use Permit

(1) The provision of commercial conversion of floor area to dwelling units may be applied to the Village Center and subareas, which abut the Village Center (Subareas 1.6, eastern 5-acre portion of 1.7, 3.1 and 3.5). These areas may be built at a minimum density of 30 du/nra to a maximum density of 40 du/nra as long as General Plan required density mix is met.

(2) Single-family detached dwellings must be small lot or clustered design only in the NG-2 district.

(3) The development regulations for the Custom Detached or Attached Dwellings shall be subject to the Minor Modification Process in Chapter 9 and the issuance of an SPR by the City Planner.

(4) Duplex and triplex dwellings are only allowed when located on lots at the end of residential blocks and on lots adjacent to schools, parks and higher density subareas in the NE district, and minimum 2,500 square feet of lot area per dwelling unit.

(5) See Table 3-4 for multifamily dwellings development regulations.

(6) See Salinas Zoning Code Section 37-50.250: Accessory Dwelling Units.

(7) See Salinas Zoning Code Section 37-50.110: Infill Residential Development.

(8) Multifamily dwellings may only be allowed adjacent to parks, schools and other limited locations approved by the City Planner.

### 3.6 Development Regulations

The development regulations for the West Area Specific Plan are shown in Tables 3-2 through 3-5. For land uses or development regulations not listed, the applicable development regulations of the Salinas Zoning Code as specified in Section 37-30.450(b) shall apply. The lot, width, or depth measurement of any lot or height measurement of any structure or fence or any other term used in this chapter shall be in accordance with the applicable definition contained in Division 2: Definitions, of the Salinas Zoning Code, except as otherwise provided in the Specific Plan.

These standards may evolve to facilitate innovative housing products such as green court dwellings, paseo dwellings, etc., subject to the approval of a minor revision as provided in Section 9.7.1 of this Specific Plan, and a Site Plan Review. Such housing products are considered Custom Dwelling Units per Table 3-1. Custom housing types must implement principles of New Urbanism.

Table 3-2: Neighborhood Edge (NE) District Regulations

Development Regulations	Lot Std. 1 Detached	Lot Std. 2 Detached	Lot Std. 3 Detached	Lot Std. 4 Detached	Duplex/ Triplex	Notes
Minimum Lot Size (Square Feet):	6,500	5,500	4,500	3,600	5,000/7,500	(2)(6)(7)
Maximum Lot Size:	-	6,499	5,499	4,499	-	(2)(6)(7)
Minimum Lot Area per Unit	-	-	-	-	2,500	(2)(6)(7)
<b>Minimum Lot Dimensions without Alley (Feet):</b>						
Width	50	45	40	40	50	(2)
Depth	90	80	70	60	90	(2)
Frontage	30	30	30	30	30	(2)(9)
<b>Minimum Lot Dimensions with Alley (Feet):</b>						
Width	50	45	40	40	50	(2)
Depth with Public Alley	80	80	70	60	80	(2)(10)
Depth with Alley Easement	90	90	80	70	90	(2)(11)
Frontage	30	30	30	30	30	(2)(9)
<b>Minimum Front Yard Setback (Feet):</b>						
To Garage	20	20	20	20	20	(1)(3)(4)(8)(12)(13)
To Principal Structure	15	10	10	10	15	(1)(3)(18)
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	(1)(3)(14)
To Semi-Private Courtyard	10	8	5	5	10	(1)(3)(15)
<b>Minimum Side Yard Setback (Feet):</b>						
<b>Interior Lots</b>						
To Principal Structure	5	4	3	3	5	(1)(3)(4)(8)
To Detached Alley-Loaded Garage Without Second Story Living Area	3	3	3	3	3	(1)(3)(4)(8)
To Detached Alley-Loaded Garage With Second Story Living Area	5	5	3	5	5	(1)(3)(4)(8)
To Street-Loaded Attached or Detached Garage with min. 30' Front Setback Without Second Story Living Area	3	3	5	3	-	(1)(3)(4)(8)(12)(13)



Table 3-2: Neighborhood Edge (NE) District Regulations (Continued)

Development Regulations	Lot Std. 1 Detached	Lot Std. 2 Detached	Lot Std. 3 Detached	Lot Std. 4 Detached	Duplex/ Triplex	Notes
To Street-Loaded Attached or Detached Garage With Second Story Living Area and min. 25' Front Setback	5	4	3	3	-	(1)(3)(4)(8)(12)(13)
<b>Corner Lots</b>						
To Principal Structure	10	8	6	6	10	(1)(3)
To Alley-Loaded Detached or Attached Garage With or Without Second Story Living Area	15	15	15	15	15	(1)(3)(4)(8)
To Street Loaded Detached or Attached Garage With or Without Second Story Living Area	20	20	20	20	20	(1)(3)(4)(8)(12)(13)
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	(1)(3)(14)
To Semi-Private Courtyard	10	8	5	5	10	(1)(3)(15)
<b>Minimum Rear Yard (Feet):</b>						
To Principal Structure	10	10	8	8	10	(4)(18)
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					(4)(8)(10)(16)
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 feet minimum/maximum or 30 feet or more					(4)(8)(11)(16)
To Street-Loaded Detached or Attached Garage with Second Story Living Area	10	8	5	5	-	(4)(8)(12)(13)(17)
To Street-Loaded Detached or Attached Garage without Second Story Living Area	3	3	3	3	-	(4)(8)(12)(13)(17)
<b>Maximum Height:</b>	36	36	36	36	36	(5)(18)
<b>Distance Between Structures:</b>	6	6	6	6	6	(18)
<b>Driveway Length:</b>						
To Street-Loaded Detached or Attached Garage	20	20	20	20	-	(3)(8)(12)(13)(17)
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					(4)(8)(10)(16)(17)
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 feet minimum/maximum or 30 feet or more					(4)(8)(11)(16)
<b>Non-Residential FAR</b>	0.40	0.40	0.40	0.40	0.40	
<b>Usable Open Space Area per Dwelling Unit – Minimum</b>	See Table 3-5					(3)(4)
<b>Stormwater and Water Quality Management</b>	See Chapter 7 of this Specific Plan					
<b>Landscaping</b>	See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.					
<b>Fences, Walls and Hedges</b>	See Section 4.2.3 of this Specific Plan and Salinas Zoning Code Section 37-50.090: Fences, Walls and Hedges.					

Table 3-2: Neighborhood Edge (NE) District Regulations (Continued)

Development Regulations	Lot Std. 1 Detached	Lot Std. 2 Detached	Lot Std. 3 Detached	Lot Std. 4 Detached	Duplex/ Triplex	Notes
Off Street Parking, Loading, and Outdoor Lighting	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.					
Driveway and Corner Visibility	See Salinas Zoning Code Section 37-50.460: Driveway and Corner Visibility.					
Signs	See Salinas Zoning Code Article V, Division 3: Signs.					
Outdoor Facilities	See Salinas Zoning Code Section 37-50.170: Outdoor Storage and Display.					
Accessory Uses and Structures	See Salinas Zoning Code Section 37-50.010: Accessory Uses and Structures.					
Screening of Mechanical Equipment	See Salinas Zoning Code Section 37-50.240: Screening of Mechanical Equipment.					
Recycling and Solid Waste Disposal	See Salinas Zoning Code Section 37-50.200: Recycling and Solid Waste Disposal Regulations.					
Performance Standards	See Salinas Zoning Code Section 37-50.180: Performance Standards.					
Planned Unit Developments	See Salinas Zoning Code Article 6, Division 13: Planned Unit Development Permits.					
Nonconforming Uses and Structures	See Salinas Zoning Code Section 37-50.160: Nonconforming Uses and Structures.					
Recreational Vehicles, Prohibited Vehicles and Equipment	See Salinas Zoning Code Section 37-50.190: Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage.					
Vehicle Trip Reduction	See Salinas Zoning Code Section 37-50.330: Vehicle Trip Reduction.					
Swimming Pools, Spas, and Hot Tubs	See Salinas Zoning Code Section 37-50.010(k): Swimming Pools, Spas, and Hot Tubs.					
Accessory Dwelling Units	See Salinas Zoning Code Section 37-50.250: Accessory Dwelling Units.					
Temporary Use of Land	See Salinas Zoning Code Section 37-50.300: Temporary Use of Land.					
<p>(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.</p> <p>(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code.</p> <p>(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Engineer and City Planner. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).</p> <p>(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Engineer and City Planner serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.</p> <p>(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.</p> <p>(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.</p> <p>(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.</p> <p>(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.</p> <p>(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.</p> <p>(10) Standard 20-foot wide minimum public alley. Rear lot line measured at the edge of ROW.</p> <p>(11) Rear lot line measured at center line of standard 20-foot-wide minimum alley easement.</p> <p>(12) Minimum 20-foot driveway length to street property line as measured from garage door.</p> <p>(13) No street-loaded garages allowed for duplex/triplex dwellings.</p> <p>(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.</p> <p>(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall between thirty-six inches in height to a maximum of forty-two inches in height.</p> <p>(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.</p> <p>(17) Rear lot line measured from edge of the ROW.</p>						

**Table 3-3: Neighborhood General 1 (NG-1) and Neighborhood General 2 (NG-2) District Regulations for Residential Lot Standards 4 through 8, and Duplex/Triplex Dwellings**  
(Note: See Table 3-4 for Multifamily Regulations)

Development Regulations	Lot Std. 4 Detached	Lot Std 5 Detached	Lot Std 6 Detached	Lot Std 7 Detached	Duplex/ Triplex	Lot Std 8 Single-Family Attached	Notes
Minimum Lot Size (Square Feet):	3,600	2,900	2,200	1,900	4,400	1,000	(2)(6)(7)
Maximum Lot Size:	-	3,599	2,899	2,199	-	1,000	(2)(6)(7)
Minimum Lot Area per Dwelling Unit:	-	-	-	-	2,200	1,000	(2)(6)(7)
<b>Minimum Lot Dimensions without Alley (Feet):</b>							
Width	40	30	30	20	45	20	(2)(6)(7)
Depth	60	60	60	60	60	40	(2)(6)(7)
Frontage	30	20	20	20	20	20	(2)(6)(7)(9)(19)
<b>Minimum Lot Dimensions with Alley (Feet):</b>							
Width	40	30	30	20	45	20	(2)(6)(7)
Depth with Public Alley	50	60	60	60	50	40	(2)(6)(7)(10)(18)
Depth with Alley Easement	60	70	70	70	60	40	(2)(6)(7)(11)(18)
Frontage	30	20	20	20	20	20	(2)(6)(7)(9)(19)
<b>Minimum Front Yard Setback (Feet):</b>							
To Garage	20	20	20	20	-	-	(1)(3)(8)(10)(12)(13)(15)(22)
To Principal Structure	8	6	6	6	6	10	(1)(3)(10)(21)
To Unenclosed Porch or Architectural Entry Feature	8	5	5	5	5	10	(1)(3)(10)(14)(21)
To Semi-Private Courtyard	8	5	5	5	5	10	(1)(3)(15)(21)
<b>Minimum Side Yard (Feet):</b>							
<b>Interior Lots:</b>							
To Principal Structure	3	3	1.5	1.5	3	0/3	(1)(3)(4)(18)(20)(21)
To Alley-Loaded Attached or Detached Garage with Second Story Living Area	5	5	5	5	5	5	(1)(3)(4)(8)(18)(20)(21)
To Alley-Loaded Detached or Attached Garage Without Second Story Living Area	3	3	3	3	3	3	(1)(3)(4)(8)(18)(20)(21)
To Street-Loaded Attached or Detached Garage with minimum 20-foot Front Setback With or Without Second Story Living Area	3	3	3	3	-	-	(1)(3)(4)(8)(12)(13)(15)(20)(21)
<b>Corner Lots:</b>							
To Principal Structure	6	5	5	5	5	5	(1)(3)(21)
To Alley-Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	(1)(3)(8)(18)(21)

**Table 3-3: Neighborhood General 1 (NG-1) and Neighborhood General 2 (NG-2) District Regulations for Residential Lot Standards 4 through 8, and Duplex/Triplex Dwellings (Continued)**

Development Regulations	Lot Std. 4 Detached	Lot Std 5 Detached	Lot Std 6 Detached	Lot Std 7 Detached	Duplex/ Triplex	Lot Std 8 Single-Family Attached	Notes
To Street Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	(1)(3)(8)(12)(13)(15)
To Unenclosed Porch or Architectural Entry Feature	5	5	5	5	5	5	(1)(3)(14)(21)
To Semi-Private Courtyard	5	5	5	5	5	5	(1)(3)(15)(21)
<b>Minimum Rear Yard (Feet):</b>							
To Principal Structure	8	8	8	8	3	3	(4)
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	5	5	5	5	-	-	(3)(4)(8)(12)(13)(15)(17)(18)(21)
To Alley-Loaded Attached or Detached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						(3)(4)(8)(10)(16)(17)(18)(21)
To Alley-Loaded Attached or Detached Garage from Alley Easement With or Without Second Story Living Area	13-15 feet minimum/maximum or 30 feet or more						(3)(4)(8)(11)(16)(17)(18)(21)
<b>Maximum Height (Feet):</b>	36	36	36	36	36	36	(5)
<b>Distance Between Structures:</b>	4	3	3	3	3	3	
<b>Driveway Length (Feet):</b>							
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	20	20	20	20	20	-	(3)(4)(8)(13)(15)(18)(21)
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						(3)(4)(8)(10)(16)(17)(18)(21)
To Alley-Loaded Garage Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						(3)(4)(8)(11)(16)(17)(18)(21)
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	0.40	
Usable Open Space per Dwelling Unit–Minimum	See Table 3-5 of this Specific Plan.						(3)(4)
Stormwater and Water Quality Management	See Chapter 7 of this Specific Plan.						
Landscaping	See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.						
Fences, Walls and Hedges	See Section 4.2.3 of this Specific Plan and Salinas Zoning Code Section 37-50.090: Fences, Walls and Hedges.						
Off Street Parking, Loading, and Outdoor Lighting	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.						
Driveway and Corner Visibility	See Salinas Zoning Code Section 37-50.460: Driveway and Corner Visibility.						
Signs	See Salinas Zoning Code Article V, Division 3: Signs.						
Outdoor Facilities	See Salinas Zoning Code Section 37-50.170: Outdoor Storage and Display.						

**Table 3-3: Neighborhood General 1 (NG-1) and Neighborhood General 2 (NG-2) District Regulations for Residential Lot Standards 4 through 8, and Duplex/Triplex Dwellings (Continued)**

Development Regulations	Lot Std. 4 Detached	Lot Std 5 Detached	Lot Std 6 Detached	Lot Std 7 Detached	Duplex/ Triplex	Lot Std 8 Single-Family Attached	Notes
Accessory Uses and Structures	See Salinas Zoning Code Section 37-50.010: Accessory Uses and Structures.						
Screening of Mechanical Equipment	See Salinas Zoning Code Section 37-50.240: Screening of Mechanical Equipment.						
Recycling and Solid Waste Disposal	See Salinas Zoning Code Section 37-50.200: Recycling and Solid Waste Disposal Regulations.						
Performance Standards	See Salinas Zoning Code Section 37-50.180: Performance Standards.						
Planned Unit Developments	<b>See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.</b>						
Nonconforming Uses and Structures	See Salinas Zoning Code Section 37-50.160: Nonconforming Uses and Structures.						
Recreational Vehicles, Prohibited Vehicles and Equipment	See Salinas Zoning Code Section 37-50.190: Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage.						
Swimming Pools, Spas, and Hot Tubs	<b>See Salinas Zoning Code Section 37-50.010(k): Swimming Pools, Spas, and Hot Tubs.</b>						
Vehicle Trip Reduction	See Salinas Zoning Code Section 37-50.330: Vehicle Trip Reduction.						
Accessory Dwelling Units	See Salinas Zoning Code Section 37-50.250: Accessory Dwelling Units.						
Temporary Use of Land	See Salinas Zoning Code Section 37-50.300: Temporary Use of Land.						
Condominium Conversions	<b>See Salinas Zoning Code Section 37-50.050: Condominium Conversions.</b>						
<p>(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.</p> <p>(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to subsequent subdivisions in accordance with Section 3.9.3, Mixed Use Commercial to Residential Flexibility, of this Specific Plan, or dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code.</p> <p>(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Engineer and City Planner. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).</p> <p>(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Engineer and City Planner serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.</p> <p>(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.</p> <p>(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.</p> <p>(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.</p> <p>(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.</p> <p>(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.</p> <p>(10) Standard 20-foot-wide minimum public alley. Rear lot line measured at the edge of ROW.</p> <p>(11) Rear lot line measured at center line of standard 20-foot wide minimum alley easement.</p> <p>(12) Minimum 20-foot driveway length to street property line as measured from garage door.</p> <p>(13) No street-loaded garages allowed for duplex/triplex dwellings.</p> <p>(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.</p> <p>(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall between thirty-six inches in height to a maximum of forty-two inches in height.</p> <p>(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.</p> <p>(17) Rear lot line measured from edge of the ROW.</p> <p>(18) Where private drives and alleys are provided, curbs shall be painted red and appropriate signage for parking restrictions shall be provided as determined by the City Engineer, City Planner, and Fire Chief.</p> <p>(19) The minimum lot frontage requirement for single-family attached dwellings shall be twenty feet except that the minimum lot frontage requirement may be waived for single-family attached dwellings (townhomes and rowhouses) located on lots, which do not front a street.</p> <p>(20) 0 foot interior side yard setback if abutting a single-family attached dwelling.</p> <p>(21) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.</p> <p>(22) For Custom Dwellings located on a private drive, the alley easement development regulations shall apply.</p>							

**Table 3-4: Neighborhood General 1 (NG-1), Neighborhood General 2 (NG-2) and Village Center District Regulations for Multifamily Dwellings**

Development Regulations	VILLAGE CENTER (VC) STAND ALONE (Res.)	VILLAGE CENTER (VC)	NG-2 AT MIN. 30 DU/NRA	NG-2	NG-1	Notes
Minimum Lot Size (Square Feet):	10,000	No Minimum	10,000	7,200	10,000	(3)(4)(6)
Maximum Lot Size:	-	-	-	-	-	(3)(4)(6)
Minimum Lot Area per Dwelling Unit:	1,000	-	1,000	1,800	2,900	(3)(4)(6)
<b>Minimum Lot Dimensions (Feet):</b>						
Width	90	-	90	90	90	(9)
Width, Corner Lot	95	-	95	95	95	(9)
Depth	100	-	100	100	100	(9)
Frontage	80	-	35	35	35	(8)(9)
Minimum Front Yard Setback (Feet)	10	-	10	15	15	(8)
<b>Minimum Side Yard (Feet per Story):</b>						
Interior Lots	10/20 max..	-	10/20 max.	10/20 max.	10/20 max.	(1)(8)(10)
Corner Lots	10	-	10	15	15	(1)(8)
Minimum Rear Yard (Feet per Story)	10/20 max.	5	10/20 max.	10/20 max.	10/20 max.	(10)
Minimum Building Setback (Feet) to Private Drive	0	5	0	5	5	
Maximum Height (Feet):	55	55	55	45	36	(2)
Distance Between Structures	6	-	10	10	10	(7)
Maximum FAR	-	1.0	-	-	-	(11)
Landscaping (percent of lot area)	5%	5%	5%	5%	5%	
<b>Bedrooms per Dwelling Unit (Percent of Total Dwelling Units):</b>						
3 or more bedrooms	-	-	-	20%	20%	
4 or more bedrooms	-	-	-	10%	10%	
Usable Open Space Area per Dwelling Unit– Minimum	See Table 3-5					
<b>On-Site Parking Requirements (Parking Spaces)</b>						
Studio Units	1	1	1	-	-	(5)(10)
One Bedroom Units	1.5	1	1	-	-	(5)(10)
Two Bedroom Units	2	1.5	1.5	-	-	(5)(10)
Three Bedroom Units	2	2	2	-	-	(5)(10)
Four Bedroom Units	3	3	3	-	-	(5)(10)
Guest Parking	1 per 15 units	0	1 per 15 units	-	-	(5)(10)
Landscaping	See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation.					

Table 3-4: Neighborhood General 1 (NG-1), Neighborhood General 2 (NG-2) and Village Center District Regulations for Multifamily Dwellings (Continued)

Development Regulations	VILLAGE CENTER (VC) STAND ALONE (Res.)	VILLAGE CENTER (VC)	NG-2 AT MIN. 30 DU/NRA	NG-2	NG-1	Notes
Fences, Walls and Hedges	See Section 4.5.1 of this Specific Plan and Salinas Zoning Code Section 37-50.090: Fences, Walls and Hedges.					
Off Street Parking, Loading, and Outdoor Lighting	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.					
Driveway and Corner Visibility	See Salinas Zoning Code Section 37-50.460: Driveway and Corner Visibility.					
Signs	See Salinas Zoning Code Article V, Division 3: Signs.					
Outdoor Facilities	See Salinas Zoning Code Section 37-50.170: Outdoor Storage and Display.					
Accessory Uses and Structures	See Salinas Zoning Code Section 37-50.010: Accessory Uses and Structures.					
Screening of Mechanical Equipment	See Salinas Zoning Code Section 37-50.240: Screening of Mechanical Equipment.					
Temporary Use of Land	See Salinas Zoning Code Section 37-50.300: Temporary Use of Land.					
Recreational Vehicles, Prohibited Vehicles and Equipment	See Salinas Zoning Code Section 37-50.190: Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage.					
Swimming Pools, Spas, and Hot Tubs	See Salinas Zoning Code Section 37-50.010(k): Swimming Pools, Spas, and Hot Tubs.					
Vehicle Trip Reduction	See Salinas Zoning Code Section 37-50.330: Vehicle Trip Reduction.					
Condominium Conversions	See Salinas Zoning Code Section 37-50.050: Condominium Conversions.					
Recycling and Solid Waste Disposal	See Salinas Zoning Code Section 37-50.200: Recycling and Solid Waste Disposal Regulations.					
Performance Standards	See Salinas Zoning Code Section 37-50.180: Performance Standards.					
Planned Unit Developments	See Salinas Zoning Code Article 6, Division 13: Planned Unit Development Permits.					
Accessory Dwelling Units	See Salinas Zoning Code Section 37-50.250: Accessory Dwelling Units.					
Nonconforming Uses and Structures	See Salinas Zoning Code Section 37-50.160: Nonconforming Uses and Structures.					
<p>(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are five feet or more.</p> <p>(2) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.</p> <p>(3) See Salinas Zoning Code Section 37-50.060: Density Bonus.</p> <p>(4) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.</p> <p>(5) Assumes shared parking with office/retail uses in addition to this required amount for one and two bedroom units in the mixed use Village Center, and two bedroom units built to a minimum density of 30 du/nra in the NG-2.</p> <p>(6) Subareas 1.6, 1.7 (eastern 5-acre portion), 3.1 and 3.5 adjacent to the Village Center may be built at a minimum density of 30 du/nra to a maximum density of 40 du/nra as provided in Section 3.9.3 of this Specific Plan.</p> <p>(7) Five feet per story per building/maximum 20-feet</p> <p>(8) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.</p> <p>(9) If alley easements are proposed, minimum lot dimensions shall increase to the centerline of the easement, as applicable.</p> <p>(10) Carports may be located within five feet of an adjacent interior property line.</p> <p>(11) Plus 10 dwelling units per net residential acre.</p>						

**Table 3-5: Usable Open Space Standards by Lot Size and Product Style**

Minimum Lot Area per Unit	Product Type		Land Use Housing Type	Minimum Usable Open Space (square feet) if Garage is Oriented to Alley/Street	Notes
	Descriptor	Stories			
6,500	SFD	2	Lot Std. 1	1,000/1,000	(1)(2)(3)(7)
6,500	SFD	1	Lot Std. 1	1,000/1,000	(1)(2)(3)(7)
5,500	SFD	2	Lot Std. 2	1,000/1,000	(1)(2)(3)(7)
5,500	SFD	1	Lot Std. 2	800/1,000	(1)(2)(3)(7)
4,500	SFD	2	Lot Std. 3	800/800	(1)(2)(3)(7)
4,500	SFD	1	Lot Std. 3	600/800	(1)(2)(3)(7)
3,600	SFD	2	Lot Std. 4	550/800	(1)(2)(3)(7)
3,600	SFD	1	Lot Std. 4	350/800	(1)(2)(3)(7)
2,900	SFD	2	Lot Std. 5	350/500	(1)(2)(3)(7)
2,900	MF	1 to 3	Multifamily	400	(1)(2)(3)(4)(5)(7)
2,200	SFD & SFA	2	Lot Std. 6 and 8	350/-	(1)(2)(3)(6)(7)(8)
1,900	SFD & SFA	2	Lot Std. 7 and 8	300/-	(1)(2)(3)(6)(7)
1,800	MF	1 to 3	Multifamily	100	(1)(2)(3)(4)(5)(7)
1,000	VC	2 to 5	Village Center	100	(1)(2)(3)(4)(7)
1,000	SFA & MF	2 to 5	Lot Std. 8 and Multifamily	100	(1)(2)(3)(4)(5)(7)

- (1) In Neighborhood 3, subarea 3.6, a project which contains a privately-owned green space or paseo, whether the green space or paseo is open to the public or not, shall be able to count the green space or paseo toward their Usable Open Space requirement, provided the green space or paseo is at least 20-feet from structure to structure.
- (2) SFD – Single-Family Detached; SFA – Single-Family Attached; MF – Multifamily Dwellings and VC – Village Center. All dwelling units shall have the same Usable Open Space standards whether they are rentals and/or ownership units.
- (3) Descriptor used in this Specific Plan and the Salinas Zoning Code may vary.
- (4) The Usable Open Space requirement in the VC district, and subareas that abut the Village Center (Subareas 1.6, eastern five-acre portion of 1.7, 3.1, and 3.5), is one hundred square feet (sq.ft.) (100 sq.ft.) per dwelling unit for studio, one (1) bedroom and two (2) bedroom dwelling units, three hundred sq.ft. (300 sq.ft.) per dwelling unit for three (3) bedroom dwelling units, and four hundred sq.ft. (400 sq.ft.) per dwelling unit for four or more (4+) bedroom dwelling units when each unit is provided a balcony/terrace of at least sixty sq.ft. (60 sq.ft. – minimum dimension of six feet), which is directly accessible to the dwelling unit (the balcony/terrace counts toward Usable Open Space). If no balcony/terrace is provided, an additional 500 sq.ft. of usable open space per unit is required.
- (5) No more than thirty percent (30%) of the total number of dwelling units in a mixed use building may have more than two (2) bedrooms to receive the reduced open space incentive. Otherwise, a minimum of 400 sq.ft. of open space shall be provided per unit.
- (6) Multifamily dwelling projects not in the VC shall provide 300 sq.ft. of Usable Open Space per studio, one bedroom, and two bedroom unit and 400 sq.ft. per three bedroom or more bedroom unit. For each unit with a balcony/terrace of at least sixty SF (60 sq.ft. – minimum dimension of six feet), that square footage will count toward the Usable Open Space. If the project has more than 20 units it shall provide a 900 sq.ft. or larger Usable Open Space Play Area appropriate for 1 to 5 year old children (Required Play Area).
- (7) In addition, if the project has more than 20 units it shall also provide a portion of the required Usable Open Space to at least one area equal to 50 sq.ft. x the number of units in the project (Required Green). Required Greens shall not be more than three times longer than their width. The Required Play Area(s) may be placed within the Required Green.
- (8) Single-family attached units must have rear or alley-loaded garages; therefore, the Usable Open Space requirement is a minimum of 300 sq.ft. or 350 sq.ft. as indicated for the applicable lot area per unit.
- (9) See Section 37-10.390: "O" Definitions of the Salinas Zoning Code for the definition of Usable Open Space.
- (10) Applicable to Duplex and Triplex Dwellings.



### 3.7 Net Acreage and Net Acreage Documentation

In the West Area Specific Plan, Planning Area Acreage is defined as the acreage of each Planning Area not counting the community streets (public and private) and arterial streets that provide access into and through the Plan Area. These community streets and arterial streets are discussed in Chapter 5, are illustrated in Figure 5-2 and are as follows:

- Community Park Promenade Streets 1 through 4
- Collector Feature Streets 1 through 4
- Residential Feature Street
- Linear Park
- San Juan Grade Road
- Natividad Road
- Boronda Road
- Russell Road
- Rogge Road

The acreage of internal local streets located within the Planning Area, conceptually shown in Figure 2-2 and Figure 5-2, is not included in the calculation of Planning Area Acres. The Planning Area Acres are shown in Table 2-1 and both Planning Area Acres (Framework Acres) and Projected Planning Area Net Acres are shown in Table 3.6.

Planning Area Net Acres is defined as the Planning Area Acres (Framework Acres) less the internal streets. The Planning Area Net Acreage is projected to be approximately 80% of the Planning Area Acres. The projected Planning Area Net Acreage is shown in Table 3.6.

When a Tentative Map or Site Plan Review application is submitted for an individual Planning Area or partial Planning Area the Planning Area Acres (Framework Acres) and Planning Area Net Acres will be noted on the first page of the application documents.

“Net residential developable acres” also referred herein as “net residential acres du/nra)” are the private lands zoned for residential uses exclusive of streets, parks, and other non-residential uses. “Average density” is the total dwelling units in that district divided by the net residential acres.

### 3.8 Residential Product Flexibility – Target, Minimum, and Maximum Residential Units

The Plan Area will be built over an estimated period of 20 to 30 years. During that period, residential products (housing types) will change based upon shifts in the national and regional housing markets and local competition. This will require an ongoing process to refine and modify housing types and prices. In addition, housing types are expected to change due to continuing architectural innovations, particularly in the medium density ranges. The General Plan requires 35% to 45% of the residential products be within the 7-14 du/nra range. Additionally, no less than 15% to 25% shall fall within the range of 16 to 24 du/nra.

This Specific Plan divides the Plan Area into four Neighborhoods, each with a number of Planning Areas, also referred to as subareas. The residential density flexibility allowed by the Specific Plan allows for each Neighborhood and Planning Area to have both a projected or target number of units and a range of permitted units above and below the target number. This range is illustrated in Table 3.6. Any tentative map or site plan for a Neighborhood or Planning Area that has a residential unit total within the range will be considered in conformance with the residential density flexibility allowed by the Specific Plan.

In describing the density flexibility ranges in Table 3.6, the target number of the residential units is a projection of a number of units that will be in the Neighborhood and Planning Area based on the product[s] currently envisioned for that Neighborhood or Planning Area. The range allows for revision to that product design and, consistent with New Urbanism principles, the potential introduction of a mixture of products in different architectural styles and with different densities, all as provided in the General Plan.

An increase in the number of units in any Neighborhood or Planning Area beyond that estimated shall be offset by a commensurate decrease in the number of units in another Neighborhood or Planning Area of the original Specific Plan ownership (Tables 2-1 and 3-6), provided that the minimum density in these latter areas shall not fall below the required General Plan minimum density. The target and maximum number of units is the same for each original ownership area and Neighborhood and Planning Area.

The density flexibility ranges are established so that any number of units within the established range will not change the density category of that Neighborhood or Planning Area. For example, Planning Area 1.7 has a target of 214 residential units and a range of between 171 and 253 units. Any final unit count between 171 and 253 will result in a density consistent with the NG-1 category of 9.0 to 15.0 du/nra.

The implementation of density flexibility will require that a tentative map or site plan submittal, as applicable, identify for each Neighborhood or Planning Area, the estimated units permitted and the actual number of units contained in the application. If the estimate of units in the Neighborhood or Planning Area is exceeded, the Neighborhood or Planning Area to be reduced by a commensurate amount will also be identified. Conversely, if the number of units is less than the estimate, the Neighborhood or Planning Area to be increased by a commensurate amount will also be identified. It is the responsibility of the applicant to provide the appropriate data to the satisfaction of the City Planner, to demonstrate conformance with the density flexibility section. The key data will be the ongoing tabulation of the number of units in each Neighborhood or Planning Area and the approach to achieve a balance over the Neighborhoods and Planning Areas so that the maximum number of units is not exceeded. The exception being units developed pursuant to the density bonus allowed by state law for provision of affordable housing and the conversion of commercial floor area to residential uses described below.

The Planning Area net acres shown in Table 3-6 are based on projections that net acres will typically be 80% of the Framework acres. As detailed plans for the individual Planning Areas are prepared, the net acres figure will be refined. Both the Planning Area acreage and the projected Planning Area net acreage will be based on the final street layout shown on each Tentative Map or SPR application. The final unit counts will be based on these figures.

Table 3-6: West Area Specific Plan Residential Density Flexibility

Planning Area	Framework Acres	Projected Planning Area Net Acres (80%)	Minimum Net Density	Planning Category	Residential Units		
					Minimum DU	Target DU	Maximum DU
<b>Neighborhood 1</b>							
<b>Cloverfield</b>							
Planning Area 1.1(1)	16.63	13.30	6.0	NE	80(3)	98	106(3)
Planning Area 1.2(1)	17.96	14.37	6.3	NE	90	113	115(3)
Planning Area 1.3	12.34	9.87	9.7	NG-1	96	120	142
Planning Area 1.4(1)	14.45	11.56	9.9	NG-1	115	144	170
Planning Area 1.5	9.95	7.96	9.0	NG-1	72(3)	85	100
Planning Area 1.6(5)	7.66	6.13	20.4	NG-2	125	156	184(3)
Planning Area 1.7(5)	21.23	16.98	10.1	NG-1	171	214	253
Village Center (portion)(2)(4)	1.55	1.24	N/A	VC	31(3)	31	N/A
<b>Total Neighborhood 1</b>	<b>101.77</b>	<b>81.41</b>	<b>9.6</b>		<b>780</b>	<b>961</b>	<b>(6)</b>
<b>Neighborhood 2</b>							
<b>Sbrana</b>							
Planning Area 2.1	7.64	6.11	6.0	NE	37(3)	41	48
Planning Area 2.2	12.75	10.20	9.0	NG-1	92(3)	103	122
Planning Area 2.3(1)	10.40	8.32	9.5	NG-1	79	99	117
Planning Area 2.4	7.95	6.36	16.7	NG-2	106	132	191
Planning Area 2.5	7.08	5.66	11.1	NG-1	63	79	85(1)
Planning Area 2.7 (portion)(1)	3.05	2.44	16.4	NG-2	40	50	59
Planning Area 2.8 (portion)(1)	9.63	7.70	6.2	NE	48	60	62(1)
<b>Subtotal:</b>	<b>58.50</b>	<b>46.79</b>	<b>9.9</b>		<b>465</b>	<b>564</b>	<b>(6)</b>
<b>Kantro</b>							
Planning Area 2.6	7.25	5.80	9.0	NG-1	52(3)	59	70
Planning Area 2.7 (portion)(1)	4.91	3.93	16.3	NG-2	64	80	118
Planning Area 2.8 (portion)(1)	4.02	3.22	6.2	NE	20	25	26(3)
Planning Area 2.9	26.14	20.91	6.0	NE	125(3)	151	167(3)
Planning Area 2.10	34.50	27.60	6.0	NE	166(3)	194	221(3)
Planning Area 2.11	7.82	6.26	9.6	NG-1	60	75	89
Planning Area 2.12	11.25	9.00	16.0	NG-2	144(3)	180	270
<b>Subtotal:</b>	<b>95.89</b>	<b>76.72</b>	<b>8.1</b>		<b>631</b>	<b>764</b>	<b>(6)</b>
<b>Total Neighborhood 2</b>	<b>154.39</b>	<b>123.51</b>	<b>8.8</b>		<b>1,096</b>	<b>1,328</b>	<b>(6)</b>
<b>Neighborhood 3</b>							
<b>Harden</b>							
Planning Area 3.1(1)(5)	8.57	6.86	18.4	NG-2	126	158	206
Planning Area 3.2(1)	6.93	5.54	9.0	NG-1	50(3)	57	67
Planning Area 3.3	10.89	8.71	6.0	NE	52(3)	62	70(3)
Planning Area 3.4 (portion)	14.45	11.56	6.0	NE	70(3)	92	92(3)

**Table 3-6: West Area Specific Plan Residential Density Flexibility (Continued)**

Planning Area	Framework Acres	Projected Planning Area Net Acres (80%)	Minimum Net Density	Planning Category	Residential Units		
					Minimum DU	Target DU	Maximum DU
<b>Neighborhood 3 (Continued)</b>							
Village Center (portion)(2)(4)	3.00	2.4	N/A	VC	60(3)	60	N/A
<b>Subtotal:</b>	<b>43.84</b>	<b>35.07</b>	<b>10.3</b>		<b>358</b>	<b>429</b>	<b>(6)</b>
<b>Bondesen</b>							
Planning Area 3.4 (portion)(1)	7.12	5.70	6.5	NE	37	46	46(3)
Planning Area 3.5(1)(5)	8.07	6.46	16.7	NG-2	108	135	194
Planning Area 3.6	22.55	18.04	11.8	NG-1	212	265	271(3)
Planning Area 3.7	14.22	11.38	6.4	NE	73	91	91(3)
Planning Area 3.8 (portion)(1)	7.23	5.78	9.0	NG-1	52(3)	62	73
<b>Subtotal:</b>	<b>59.19</b>	<b>47.36</b>	<b>10.1</b>		<b>482</b>	<b>599</b>	<b>(6)</b>
<b>Mandolora</b>							
Planning Area 3.8 (portion)(1)	7.02	5.62	9.0	NG-1	51(3)	54	64
Planning Area 3.9	18.40	14.72	6.0	NE	88(3)	109	118(3)
Planning Area 3.10	8.50	6.80	9.0	NG-1	61(3)	76	90
Planning Area 3.11	7.90	6.32	11.1	NG-1	70	87	95(3)
Planning Area 3.12	6.24	4.99	24.0	NG-2	120	150	150(3)
<b>Subtotal:</b>	<b>48.06</b>	<b>38.45</b>	<b>10.1</b>		<b>390</b>	<b>476</b>	<b>(6)</b>
<b>Total Neighborhood 3</b>	<b>151.09</b>	<b>120.88</b>	<b>10.2</b>		<b>1,230</b>	<b>1,504</b>	<b>(6)</b>
<b>Neighborhood 4</b>							
<b>Madolora</b>							
Planning Area 4.1	18.82	15.06	6.2	NE	94	118	121(3)
Planning Area 4.2	8.37	6.70	9.3	NG-1	62	78	92
<b>Subtotal:</b>	<b>27.19</b>	<b>21.76</b>	<b>7.2</b>		<b>156</b>	<b>196</b>	<b>(6)</b>
<b>Mortensen</b>							
Planning Area 4.3 (NG-1)	3.50	2.80	9.0	NG-1	25(3)	28	33
Planning Area 4.3 (NG-2)	2.14	1.71	20.5	NG-2	35	44	51
Planning Area 4.4	11.69	9.35	6.4	NE	60	75	75(3)
Planning Area 4.5	13.17	10.54	9.0	NG-1	95(3)	118	139
Planning Area 4.6	14.61	11.69	6.0	NE	70(3)	79	93
<b>Subtotal:</b>	<b>45.11</b>	<b>36.09</b>	<b>7.9</b>		<b>285</b>	<b>344</b>	<b>(6)</b>
<b>Total Neighborhood 4</b>	<b>72.30</b>	<b>57.85</b>	<b>7.6</b>		<b>441</b>	<b>540</b>	<b>(6)</b>
<b>Others</b>	<b>1.00</b>	<b>0.8</b>	<b>7.5</b>	<b>NE</b>	<b>6</b>	<b>7</b>	<b>7</b>
<b>Total West Area</b>	<b>480.55</b>	<b>384.45</b>	<b>9.2</b>		<b>3,553</b>	<b>4,340</b>	<b>(6)</b>

(1) Assumes boundary adjustments between property owners in some areas to make each Planning Area a single ownership or reflects the proportion of units projected for ownerships that remain in two ownerships.

(2) Assumes density of 20 du/nra for the General Plan allocation of units for the Village Center (minimum density 10 du/nra).

(3) Number of dwelling units permitted is superseded by minimum density ranges of 6.0 du/nra for NE, 9.0 du/nra for NG-1, or 16.0 du/nra for NG-2. Number of dwelling units permitted is superseded by maximum density ranges of 8.0 du/nra for NE, 15.0 du/nra for NG-1, or 30 du/nra for NG-2.

(4) Minimum total number of dwelling units in Village Center is set at 91 by the General Plan.

(5) The provision of commercial conversion floor area to dwelling units may be applied to the Village Center and subareas, which abut the Village Center (Subareas 1.6, eastern five-acre portion of 1.7, 3.1, and 3.5). These areas may be built at a minimum density of 30 du/nra to a maximum density of 40 du/nra as long as General Plan required density mix is met.

(6) Total units per neighborhood shall not exceed the projected dwelling unit neighborhood total. If the maximum number of units is proposed in a planning area, a commensurate number of units would need to be reduced in the other planning area(s) to ensure the project dwelling unit total for that neighborhood is not exceeded.

## **3.9 Required Residential Units and Commercial Mix to Meet General Plan Requirements**

### **3.9.1 Residential Standards General Plan Consistency**

Three specific numerical standards in the General Plan apply to the residential development in the North of Boronda FGA. These are described below, along with West Area Specific Plan data supporting conformance with these standards.

#### **3.9.1.1 Minimum Overall Density**

The North of Boronda FGA must have a minimum overall density of 9 units per net residential developable acre (nra). The net residential developable acreage is determined by subtracting areas for community streets (public and private), parks and other uses from the overall gross residential area.

The West Area Specific Plan projects a maximum of 4,340 total residential units on approximately 480 Framework Acres (Table 2-1). This equates to 9 units per acre for the residential Planning Areas, which meets the General Plan requirement. The residential density flexibility provision of the Specific Plan (Section 3.8) allows for a range of units to be built within each Planning Area (Table 3-6). The minimum number of residential units allowed in all Planning Areas totals 3,553 on the 385 projected planning area net acres. This equates to 9.2 units per net residential developable acre, which also meets the General Plan requirement.

#### **3.9.1.2 Mix of Residential Units**

The North of Boronda FGA development must meet the requirement that “for each Specific Plan in the Future Growth Area containing over 1,000 residential units, a mix of low density, medium and high density units shall be included. From 15% to 25% of the housing units in such development shall fall within the density range of 16 to 24 du/nra and 35% to 45% of the housing units shall fall within the density range of 7-14 du/nra.”(City of Salinas General Plan, Page LU-39).

There are 4,340 residential units proposed in the West Area Specific Plan. Of this total, 1,085 units (25%) are projected in the high-density range of the total and 1,803 units (42%) are in the medium density range of the total (see Table 2-1); consistent with the General Plan. The residential density flexibility provisions allow for a range of units to be built within each Planning Area (see Table 3-6). The minimum number of units in each Planning Area would yield 922 units in the high-density range or 24% of the minimum total and 1,441 units in the medium density range or 39% of the minimum total; also consistent with the General Plan. Different combinations of residential density yields permitted under the residential density flexibility provisions still conform to the General Plan minimums.

**Table 3-7: Residential Density West Area Specific Plan**

Residential	Estimated Residential			Minimum Residential		
	Units	Framework Acres	Planning Area Density	Units	Projected Planning Area Net Acres	Planning Area Net Density
NE Density	1,361	227.72	6.0	1,116	182.18	6.1
NG-1 Density	1,803	188.44	9.6	1478	150.75	9.8
NG-2 Density	1,085	59.84	18.1	868	47.88	18.1
Village Center	91	4.55	N/A	91	3.64	N/A
Total	4,340	480.55	9.0	3,553	384.45	9.2

**Note: This Table excludes the conversion of commercial floor area to residential flexibility as presented in Section 3.9.3.**

### 3.9.1.3 Minimum Density by Land Use Designation

The North of Boronda FGA development must meet the requirement that “minimum densities within the Land Use designation are 6.0 du/nra for Low Density Residential, 9.0 du/nra for Medium Density Residential, and 16.0 du/nra for High Density Residential.”

The estimated and minimum residential units and densities are summarized in Table 3-7, above.

### 3.9.2 Commercial and Mixed Use General Plan Consistency.

For the West Area Specific Plan, the amount of commercial and mixed use square footage is derived from the General Plan database for the western portion of the North of Boronda FGA. This database included 779,000 square feet of commercial and mixed use development for this area. Included in the 779,000 square feet is a minimum of 91 residential units to be located in the Village Center. The area covered by this General Plan database included The Gateway Center Specific Plan, which was approved in 2011 for a maximum of 207,500 square feet. The balance of up to 571,500 square feet is allocated to the 24.7-acre Village Center on Boronda Road between Road A and El Dorado Drive within the West Area. The Village Center includes a minimum of 91 residential units. The maximum total commercial areas of the two Specific Plans equals the 779,000 square feet identified in the General Plan database.

### 3.9.3 Mixed Use Commercial to Residential Flexibility

The western portion of the North of Boronda FGA, which consists of the adopted Gateway Center Specific Plan and the proposed West Area Specific Plan has a General Plan allocation of approximately 779,000 square feet of commercial and mixed use (including Village Center [VC] residential). Of this 779,000 square feet, 571,500 square feet is allocated to the West Area Specific Plan (see Section 3.9.2). The West Area Specific Plan permits the conversion of up to 250,000 square feet of commercial floor area to residential use on the basis of 1,000 square feet of commercial floor area for one residential dwelling unit, without further CEQA review. Per the General Plan, these dwelling units can be sited within the Village Center or the surrounding NG-1 and NG-2-density areas (Neighborhood Subareas 1.6, 1.7 (eastern most 5-acre portion), 3.1, and 3.5). Conversion of this commercial floor area to residential dwelling units is subject to the approval of the property owners of the Village Center (VC) area and the City Planner. The use of converted units will not count toward the overall high density unit count or the overall medium density unit count for the Specific Plan. However, the General Plan required density mix shall still be met. The increased density, if used, is consistent with the New Urbanism goal of promoting a thriving Village Center.

## 3.10 Park Development Regulations

Table 3-8 provides the development regulations for buildings and structures located in the community park, neighborhood parks, and small parks. For Development Regulations not addressed, see Article III, Division 6: Parks (P) and Open Space (OS) Districts of the Salinas Zoning Code.



**Table 3-8: Park Development Regulations for Buildings and Structures**

Development Regulations	Community Park	Neighborhood Parks	Small Parks
Minimum building/structure setback from roadway	30'	15'	15'
Minimum building/structure setback from lot line	30'	15'	15'
Minimum building/structure setback from adjacent structure	15'	15'	15'
Maximum building/structure height	30'	18'	18'

### 3.11 Noise

The design of the Plan Area includes a preliminary plan for perimeter/community walls, fences, and associated landscaping to be used along perimeter arterial streets and certain portions of entry collector streets. These are illustrated in Section 4.2.3 and Figures 4-1, 4-2 and 4-3. Perimeter Wall Type I is a capped pilaster and block wall with textured finish. In addition to the location of screen walls in selected locations, the walls are also expected to function as sound walls at locations where sound attenuation is determined to be required. The location and height of sound walls will be determined as part of a noise analysis prepared for the West Area Specific Plan EIR. A detailed and complete wall plan (including the design and color of all walls) for each neighborhood or Planning Area and, when required, noise reduction calculations shall be submitted and approved by the City Engineer and City Planner before any sound walls are constructed within a neighborhood or Planning Area. The construction of walls along Russell Road shall be the responsibility of the developer. Also see Section 4.2.3 for regulations pertaining to walls and fences. All walls will be required to incorporate vines/landscaping or other design measures to discourage graffiti defacement in accordance with Chapter 5, Article III, Graffiti, of the Salinas Municipal Code.

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# 4. Design Standards

## 4.1 Introduction

Careful and thoughtful planning has characterized both the community and neighborhood levels of design for the West Area Specific Plan. These Design Standards along with the standards contained in Article III, Division 8 of the Salinas Zoning Code are intended to assist the community in envisioning the overall design concept as well as to provide design professionals an understanding of the City's requirements for high-quality, traditional neighborhood development in the West Area and shall serve as the design basis for the Specific Plan Area. The Design Standards provided in this chapter primarily focus on the residential development; however, the standards for New Urbanism development apply to all development in the West Area. The Design Standards and other requirements provided in Article III, Division 8, Article V, and other applicable sections of the Salinas Zoning Code apply to all land uses and development in the Specific Plan except as superseded in this chapter. There are also design concepts and standards discussed in other sections of the Specific Plan that are applicable to all development in the West Area.

The design standards contained in Sections 37-30.180, and 37-30.530 of the Salinas Zoning Code, as applicable, shall apply to duplex, triplex, multifamily, and single-family attached dwellings in the NG-1, NG-2, and VC districts. Additionally, the design concepts discussed in Section 2.5.3 of this specific plan and Section 37-



Design standards are essential to achieving the desired aesthetic envisioned for the West Area Specific Plan.



Appropriate massing of buildings helps to achieve continuity and a welcoming streetscape.



Massing should complement the street and provide rhythm and variety.

30.280 of the Zoning Code, as applicable, shall also apply to development in the Village Center. The primary purpose of this chapter is to describe architectural elements that will inspire the same level of care and thought for the neighborhood architecture. Residential architectural design is the key to New Urbanism neighborhoods of Salinas. Where the word “shall” is used, the design standard is mandatory, where “encouraged” or “should” is used, the design standard is discretionary and an alternative design solution which achieves a comparable result may be used if approved by the City Planner.

As one of the most important elements in neighborhood design, the architecture of homes (dwellings) is focused on an integrated design approach. In keeping with the overall community theme, the homes will be of high-quality design and materials and will contribute positively to the character of the immediate and surrounding community. Overall, the design concept utilizes traditional architectural styles of early agriculturally-based towns and contemporary interpretations of those styles while providing parcel-based Stormwater Control Measures (SCMs) to the Maximum Extent Practicable (MEP).

## 4.2 New Urbanism Design Standards

### 4.2.1 Massing and Composition

Dwellings are to be designed to carefully express simplicity both in mass and form. This section focuses on opportunities for creating appropriate massing for each dwelling. Thoughtful details that are rendered authentically in durable materials provide long-term value for residents and the community, creating architecture that will age gracefully with the neighborhood. The massing of the dwellings should be considered at a variety of scales. Neighborhoods are designed for people, and human scale is critical in the consideration of the building massing, particularly at dwelling entries. Overall dwelling massing that is both expressive and reflective of well-designed floor plans is important. Proportions and placement of each dwelling’s architectural elements must be appropriately applied and integrated into the massing and scale of the dwelling and neighborhood.

The features and elements of design that contribute to the neighborhood fabric should respond to the human scale. By creating combinations of one- and two-story elements, dwellings will create a positive expression of neighborhood design. Positive/negative space articulation may be implemented by integration of balconies and covered patios.

In compact New Urbanism communities, a variety of residential unit types and heights of residential units are typically in proximity to each other. This results in windows on the second floor and above, that can view into the backyard, courtyard, or other outdoor portions of an adjacent property. There is no requirement in the Specific Plan Area for these windows to be designed as opaque, semi-translucent, or louvered, or to utilize any other architectural feature to achieve privacy for the adjacent dwelling units.

Yard and building articulation is to be sensitively considered to create a variety of massing and a somewhat varied silhouette when viewed from public areas. The following techniques achieve proper massing, scale, and proportion:

- a. Mix one- and two-story components within a two-story dwelling.
- b. Vary setbacks for different components of the dwelling such as garage, second floors, etc.
- c. Utilize porches, balconies, and other pedestrian-focused elements to provide “eyes on the street” and provide weather protection for doorway entries.
- d. Stagger offset wall planes on each façade, when possible.
- e. Use a variety of architectural styles and building/roofing materials and colors on each neighborhood block to create uniqueness and a sense of place, and to reduce scale so as not to overwhelm or dominate its surroundings.

Housing type/style is housing designed with the characteristics of a type of architecture or architectural style such as Spanish, cottage, farmhouse, traditional, or craftsman (refer to illustrations in Section 4.3.2. and Appendix B for full definition).

The design of dwellings and other structures (such as well sites, see Section 6.2.4 and Zoning Code Section 37-30.530(d)) shall be varied in tract developments to reduce monotony and create variety and interest. A reasonable difference in the massing and composition (not just finish materials) of each adjacent dwelling shall be accomplished. One design shall not be repeated more frequently than once every fourth dwelling unit. Each street block shall include a variety of model elevations. Pursuant to the General Plan, clustering a large group of any single housing type in several large blocks shall be avoided.



**Each street block shall have a variety of housing types**

## 4.2.2 Garages and Driveways

### 4.2.2.1 Garage Placement

In the West Area and throughout the North of Boronda FGA, the design intent is to de-emphasize the garage from the street frontage. Creativity in garage location/configuration is important to varying the street scene. Corner lots provide opportunities to orient the garage for side entry creating further variation in streetscape. Alley-loaded garages are strongly encouraged. Where alley-loaded garages are not provided for single-family detached dwellings, each block shall contain a variety of garage types to further create an interesting and unique streetscape. No four abutting dwellings shall have the same garage placement (except for dwellings with alley-loaded and deep recessed garages that have no placement restriction) within the same block face (refer to Tables 3-2 and 3-3 for additional regulations).

The Plan envisions a number of garage alternatives to create a unique community and provide design flexibility. These garage alternatives are as follows: 1) Shallow-recessed garage, 2) Mid-recessed garage, 3) Deep-recessed garage with or without Porte-cochere, 4) Offset garage, 5) Split garage, 6) Garage with casita, 7) Tandem garage, 8) Single-car tandem garage, 9) Rear courtyard garage (street loaded), 10) Rear-loaded garage shared driveway, 11) Alley-loaded garage. These various alternatives are reflected in the following pages.

These standards apply to all garage alternatives:

- a. A minimum clear area of 30-feet wide by 20-feet deep for a three-car garage must be provided.
- b. A minimum clear area of 20-feet wide by 20-feet deep for two-car garages; 16-foot-wide doors would be typical for two-car garages.
- c. One-car, detached garage dimensions may vary. The minimum needs to be 20-feet deep by 10-feet wide; 8-foot doors would be typical for single-car garages.
- d. The minimum depth for a tandem garage shall be 40-feet.
- e. Roll-up garage doors shall be incorporated in all garages.
- f. For single-family detached dwellings, on corner lots, street-loaded garages shall be located on the interior side, rather than the corner side of lots, except when garages are located at the rear of corner lots, which may be permitted if setback is at least 5-feet behind the corner side street façade of the dwelling and must have a minimum driveway length of 20-feet.
- g. For single-family detached dwellings, the street-loaded (front or corner side yard) garage shall not occupy more than 50% of the width of any street-facing façade of the dwelling unit. Front-loading garages shall only be permitted for interior lots and corner lots with at least 46-feet in width.



Example of desired pedestrian-friendly street frontage with garages behind residences.



Example of alley-loaded garages for dwellings fronting on a community green.



Example of mid-recessed garage with hollywood driveway.



Example of deep-recessed garage.

- h. For single-family dwellings located on lots that exceed 46-feet in width and less than 50-feet wide, the street-loaded (front or corner side yard) garage door shall not occupy more than 50% of the width of any street-facing façade of the dwelling unit, if setback a minimum of 10-feet from the street façade of the dwelling and with a minimum driveway length of 25-feet, as approved by the City Planner. The 50% garage frontage standard cannot be achieved by use of a cantilevered second story dwelling, unless approved by the City Planner based on design merits. Street-loaded garages are not permitted for duplex dwellings, triplex dwellings, and single-family attached dwellings. Parking areas for such uses shall be located to the rear of the units.
- i. For multifamily developments, garages, carports and parking lots shall be located to the rear or side of units only, and a minimum of five feet behind the façade of multifamily dwellings.
- j. All street-loaded garages shall have a 20-foot minimum driveway length (as measured from the street property line).
- k. Access to alley-loaded garages shall include a minimum 3- to 5-foot driveway length or a 20-foot minimum driveway length (as measured from the property line of a public alley), or a 13- to 15-foot driveway length or a minimum 30-foot driveway length (as measured from the centerline of an alley easement rear property line).

Garages must be fully enclosed. They may either be integrated into the main structure or connected to the home through the use of a breezeway, garden room, or other similar elements, or completely detached from the house. All garages may be accessed either from the street or from an alley. Alley-loaded garages with second story living area shall have a balcony and/or windows to provide “eyes on the street”. Where alleys are provided, alleys shall be paved and a minimum of 20-feet in width, plus five feet of landscaping on each side of the alley (except at garage, carport, or parking entries). The pavement width is measured to the back of the continuous roll or flush curb (stormwater requirements may prohibit a raised curb).



Example of a  
Mid-Recessed Garage.

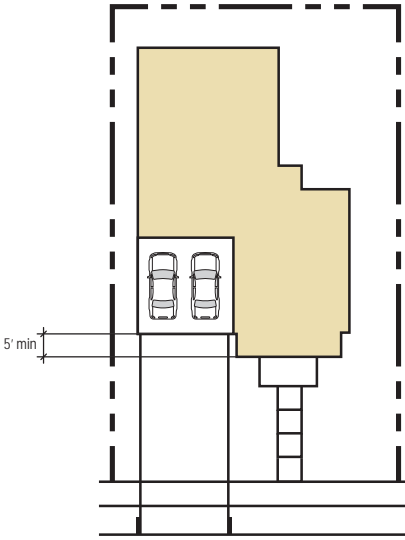


Example of a Porte-Cochere.

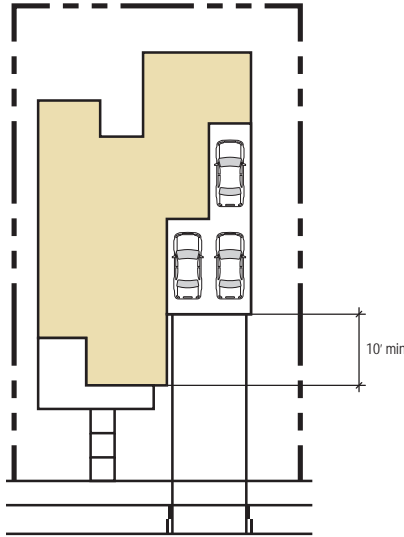


Example of Alley-Loaded garages.

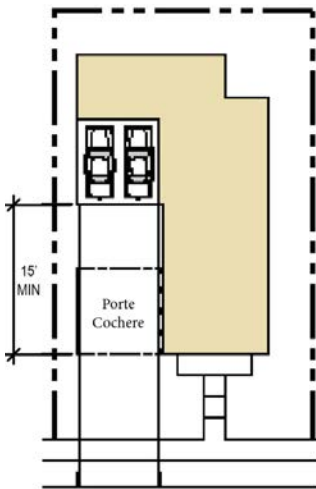
Shallow-Recessed Garage



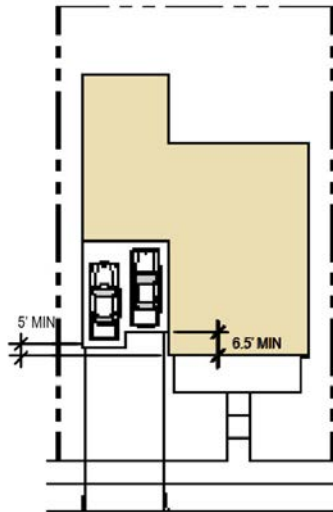
Mid-Recessed Garage



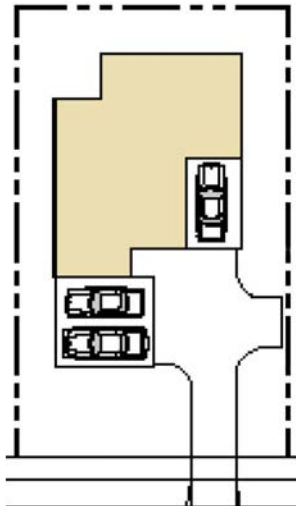
Deep Recessed Garage with or without Porte-Cochere



Offset Garage



Split Garage



The following are examples of garage types and orientation:

**Shallow-Recessed Garage**

The garage is set back a minimum of 5-feet from the front or corner side façade of the dwelling (excluding porches). This helps to reduce the overall visual mass of the garage.

**Mid-Recessed Garage**

The garage is set back a minimum of 10-feet from the front or corner side façade of the dwelling (excluding porches) nearest the driveway to allow maximum living space forward, while the garage remains attached to the house.

**Deep Recessed Garage with or without Porte-cochere**

The garage is set back a minimum of 15 feet from the front and corner side yard façade (excluding porches) of the dwelling nearest the driveway. This achieves more usable living space toward the street and creates additional usable side-yard outdoor space. The garage may be attached or detached. No portion of the porte-cochere shall project beyond the front or corner side yard façade of the house.

**Offset Garage**

This garage layout breaks up the massing of the garage by offsetting a one-car garage door from an adjacent one-car garage door with a minimum offset of 18-inches. In no case shall the garage door closest to the street be set back less than 5-feet from the front or corner side yard façade (excluding porches) of the dwelling.

**Split Garage**

This treatment de-emphasizes the garage by reducing the width of the garage face elevation when a three-car garage is desirable. Typically, a one- and a two-car garage are split to provide a variation in the appearance, articulation, and flexibility of the dwelling.

This design shall only be allowed in limited circumstances (no more than four per block frontage and located on non-abutting lots unless otherwise approved by the City Planner). A key feature is that a second story has a habitable living area above the garage to reduce the prominence of the garage and provide a visual connection to the street, such as a balcony, or similar feature as approved by the City Planner. The first floor façade/elevation of the garage

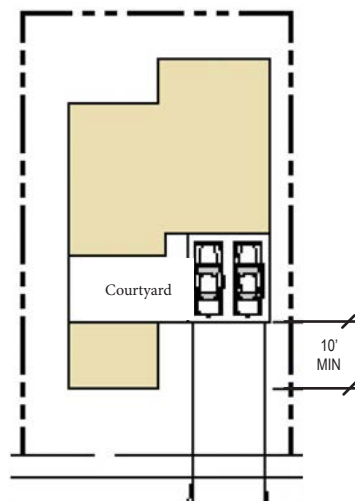


facing the street shall have a window and an architectural detail such as a reveal or pop-out to provide further visual connection. The front entry feature shall be a minimum 10-feet in width and designed to be visually prominent and identifiable from the street.

### *Garage with Casita*

This garage configuration is similar to the split garage; however, the third car garage area becomes a room of the dwelling oriented to the courtyard. The first-floor elevation of the casita facing the street shall have a window and an architectural detail such as a reveal or pop-out and living space and a second-story balcony above the casita, if two stories. The front entry feature shall be a minimum of 10-feet in width and designed to be visually prominent and identifiable from the street.

Garage with Casita



### *Tandem Garage*

This garage layout de-emphasizes the third-car garage by concealing it behind a standard two-car garage condition. This garage configuration can be of shallow, mid-recessed, or deep-recessed design; however, in no case shall the garage door be set back less than 5-feet from the front or corner side yard façade (excluding porches) of the dwelling.

### *Single Car Tandem Garage*

This garage layout de-emphasizes the second garage by concealing the second enclosed space behind a standard one-car garage condition. This garage configuration can be of shallow, mid-recessed, or deep recessed design, but in no case shall the garage door be set back less than 5-feet from the front or corner side yard façade (excluding porches) of the dwelling.

### *Rear Courtyard Garage*

The rear courtyard garage screens a two-car garage to the rear of the lot and creates a courtyard to the side of the home. No portion of the porte-cochere shall project beyond the front or corner side yard façade of the dwelling. This design is similar to the deep recessed garage (with a porte-cochere) but has a partially recessed courtyard area located between the garage and porte-cochere.

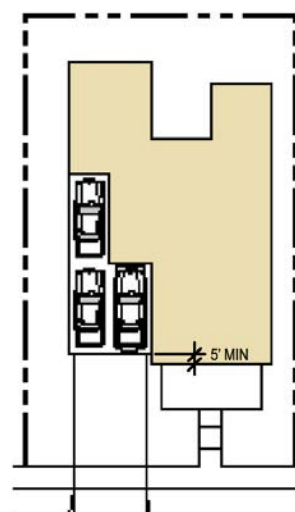
### *Rear Garage Shared Driveway*

This rear garage design utilizes a rear entry with a shared driveway located on the property line.

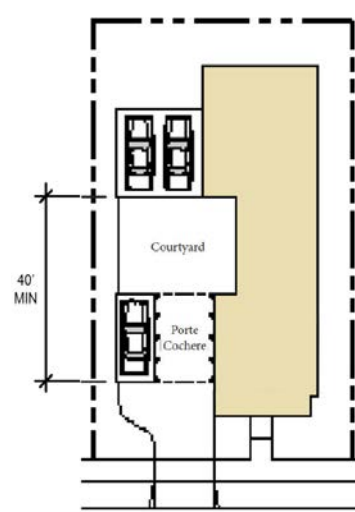
### *Alley-Loaded Garage*

Garages accessed from an alleyway, either attached or

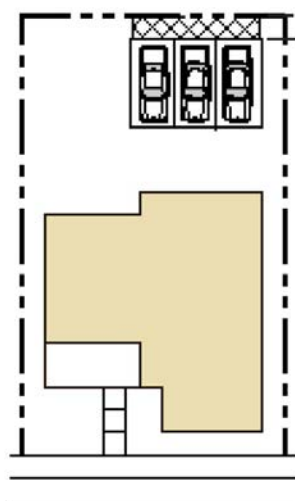
Tandem Garage



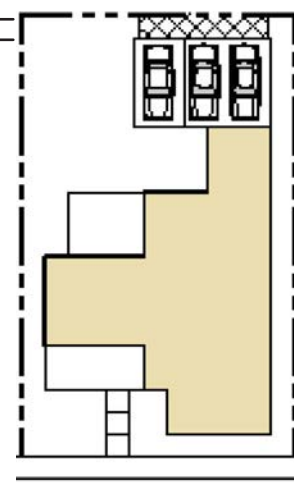
Rear Courtyard Garage



Alley-Loaded Detached Garage



Alley-Loaded Garage





Example of garage and driveway treatment.



Example of driveway detail.



Example of driveway detail.

detached from the dwelling, create a street scene, without garages being visible at the front of the dwelling. Any of the above listed garages may be alley-loaded. For a public alley (ROW) the garage must be setback 3- to 5-feet or 20-feet or more from the rear property line, as applicable. For an alley easement, the garage must be setback 13- to 15-feet, or 30-feet or more from the centerline of the alley easement (rear property line).

#### 4.2.2.2 Driveways

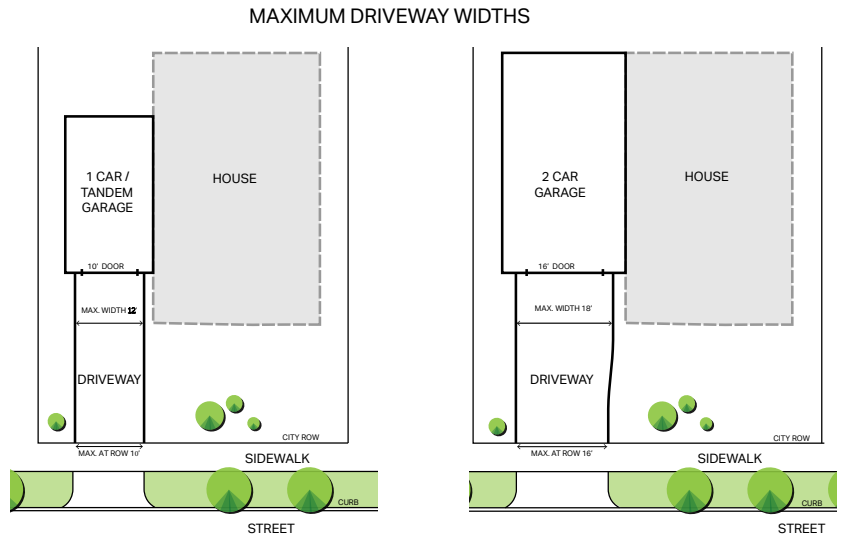
For single-family dwellings, duplex dwellings, and triplex dwellings, a maximum of one driveway serving the required off-street parking is permitted. The design of the driveway is an important element in defining the character of the dwelling and the overall streetscape and also to provide an element of the overall LID and water quality master plan (Also see Section 7.4.5. Modified/Pervious Driveways). Therefore, all driveways are to utilize at least one of the following design techniques:

- A concrete Hollywood or ribbon driveway with the ribbon sloped toward the center area of grass/groundcover, pavers, rock/gravel, etc.
- A concrete driveway with a strip grate or swale directing runoff into an appropriate LID feature.
- A turf block driveway.
- A permeable or open joint paver or porous concrete driveway (or a portion thereof).

#### 4.2.2.3 Driveway Width Street-Loaded Garages

For street loaded garages accessed from the public ROW, the following shall apply:

- The maximum driveway width at the ROW line (street property line) is 16-feet for a two-car garage door(s); 10-feet for a one-car garage.
- The maximum width of the driveway serving a two-car garage may increase to 18 feet beyond the front setback as per the underlying zoning district standards, as approved by the City Planner.





West Area Specific Plan



Note: No dwelling will back to a promenade, collector, or residential street within the specific plan area except when required for noise attenuation as approved by the City Engineer and City Planner”

**FIGURE 4-1**  
**Community Wall Plan Concept**

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### 4.2.3 Fences, Walls, and Neighborhood Privacy

The Plan Area utilizes a wall and fence hierarchy that is an integral component of the community master landscape plan. This system of walls and fences includes “Perimeter” walls, “Community” walls, “Private” and “Low” walls and fences. The plan for perimeter and community walls is consistent with General Plan Policy N-2.1: “Ensure noise impacts generated by vehicular sources are minimized through the use of noise control measures (e.g., earthen berms, landscaped walls, lower streets).” The design of the walls is part of the landscaped parkway along Boronda, San Juan Grade, Russell, Natividad, and Rogge Roads. As described below, some walls are required and some are merely recommended (please also refer to the West Area Specific Plan EIR Noise chapter for additional details). Refer to Figure 4-1, which illustrates the general location of the required perimeter and community walls, and Figure 4-2 which illustrates the three types of perimeter walls. In addition, Figure 4-3 illustrates specific conditions relating to residential lot orientation where community walls are recommended or required. The height and design of perimeter walls shall be subject to the approval of the City Engineer and City Planner in conjunction with the improvement plans for the adjacent arterial street and parkway. Any wall construction will require a building permit at the time of construction or repair. All community walls and perimeter walls (as provided on Figure 4-2 which are five feet or higher) will be required to incorporate screening landscaping, vines, and/or other design measures and surface treatments to discourage graffiti defacement in accordance with Chapter 5, Article III, Graffiti of the Salinas Municipal Code.

Walls and fences within the Plan Area are intended to address issues of privacy, security and, where applicable, noise attenuation. Consistent with New Urbanism principles regarding integration (rather than separation) of land uses, walls and fences are not appropriate solely as a means to separate land use types. Therefore, Section 37-50.090(e) of the Salinas Zoning Code (Required Walls) will not be applicable to the Plan Area.

A complete wall and fence plan (including the design and color of all walls and fences) for each neighborhood or neighborhood Planning Area and, when required, noise reduction calculations shall be submitted and approved by the City Engineer and City Planner prior to any walls or fences being constructed within a neighborhood or neighborhood Planning Area. The construction of walls along Russell Road shall be the responsibility of the developer.

#### 4.2.3.1 Perimeter Walls

“Perimeter walls” define the limits of the community and buffer the neighborhoods from undesirable noise and visual impacts of the surrounding arterial roadways. At entry locations to the Plan Area, the perimeter walls shall be physically or visually integrated into entry feature designs. The height of perimeter walls shall be that required for noise attenuation.

Perimeter walls and fences shall be set back from the sidewalk by at least 3-feet if there is no landscape easement. This setback provides the ability to

soften the appearance of the wall/fence with vegetation to further improve the aesthetic quality of the community.

Pilasters or other vertical elements shall be provided for perimeter walls at appropriate intervals to break up long horizontal lengths of walls and fences. Perimeter walls (and any other wall used for sound attenuation) shall have capped pilasters and shall be constructed of concrete block, stucco, or precast masonry. The same color, texture, and wall design (Perimeter Type 1, Type 2, or Type 3, as applicable) shall be used for all perimeter walls located along Boronda Road, San Juan Grade Road, Russell Road, Natividad Road, and Rogge Road. The construction of walls along Russell Road shall be the responsibility of the developer.

#### 4.2.3.2 Community Walls

Community walls extend the visual themes established by the perimeter walls into the Plan Area. Community walls extend from the entry features along both sides of each entry road to visually appropriate end points usually at an intersecting street. Portions of El Dorado Drive and Road A, adjacent to the Village Center, differ from this condition. The edges of the Village Center are defined by enhanced landscaping and residential units facing the street and the Village Center rather than a wall along this street. Additional community walls are recommended and may be added to delineate or enhance other public spaces or streetscapes at the project developer's discretion and with approval of the City Engineer and City Planner. Community walls and fences shall be set back from the sidewalk at least 3-feet if there is no landscape easement to soften the appearance of the wall/fence with vegetation to improve the aesthetic quality of the community. The maximum height of a community wall is eight feet except as otherwise required for noise attenuation and approved by the City Planner and City Engineer.

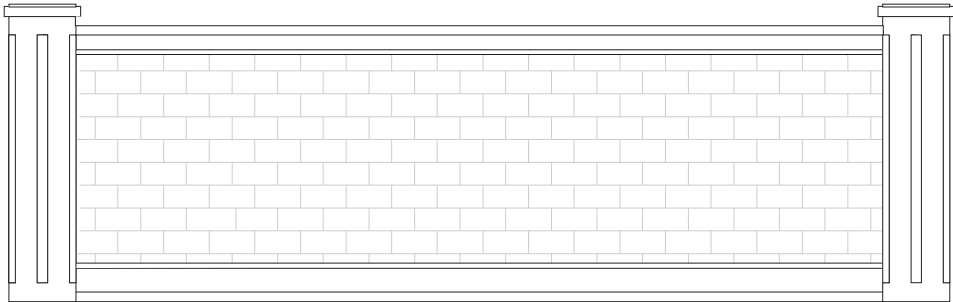
Pilasters or other vertical elements shall be provided for community walls at appropriate intervals to break up long horizontal lengths of walls and fences. Community walls (and any other wall used for sound attenuation) shall have capped pilasters and shall be constructed of concrete block, stucco, or precast masonry. The same color, texture, and wall design (Perimeter Type 1, Type 2, or Type 3, as applicable) shall be used for all community walls; and where required by the City to attenuate noise.

Community walls shall have vines and shrubs planted along the face adjacent to streets or public areas and incorporate other features (including surface treatments) to minimize the need for graffiti abatement in accordance with the requirements of Chapter 5, Article III: Graffiti, of the Salinas Municipal Code.

Figure 4-2: Perimeter Walls

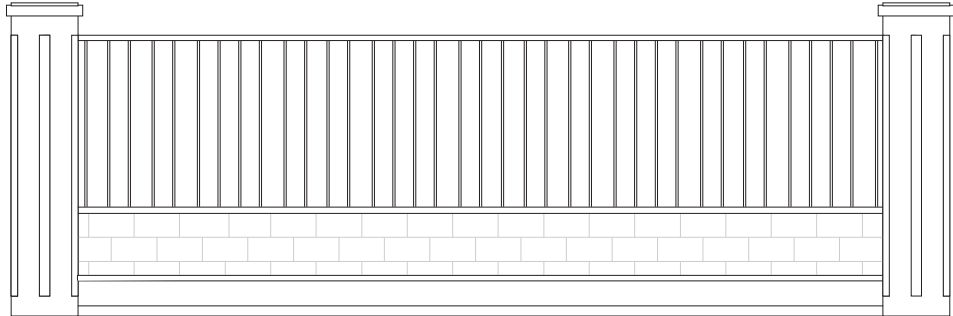
**Type 1 Opaque  
Typical Screen Wall & Community Wall <sup>(1)(2)(3)</sup>**

Capped Pilaster & Block Wall With Textured Finish Paint  
(Sierra Classic or Similar)



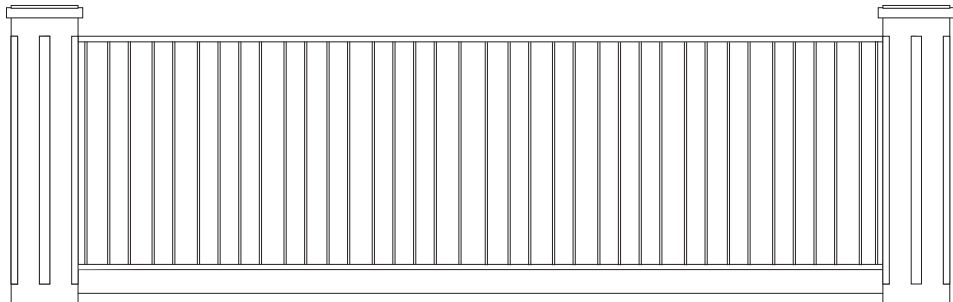
**Type 2 Combination Opaque/Open <sup>(1)(2)(3)</sup>**

Capped Pilaster & Block Wall With Tube Metal



**Type 3 Open <sup>(1)(2)(3)</sup>**

Capped Pilaster & Tube Metal



(1) Type 1, as required for sound attenuation and where required by City Engineer.  
(2) Type 2, may be used as an alternate to a type I wall when abutting the supplemental detention/retention basin or where otherwise approved by the City Engineer or City Planner.  
(3) Type 3, wall height for all wall types to be determined by the City Engineer or City Planner.



Private walls and fences delineate individual lot lines or are for decorative use.



Private walls and fences should be complementary to the architecture and the streetscape of the neighborhood.

The perimeter and community wall conformance with the following two mandatory requirements will make these walls consistent with the General Plan policies related to such features:

(1) Policy N-2.1 – Ensure noise impacts generated by vehicular sources are minimized through the use of noise control measures (e.g., earthen berms, landscaped walls, lowered streets).

(2) Policy CD-2.7 – Minimize the use and visual effect of sound attenuation walls.

Community walls and fences shall be provided at a street side yard of a corner residential lot facing street condition spanning the rear portion of the side lot line from the rear lot line to an architecturally suitable end point adjacent to the dwelling. Community walls shall be provided at the rear lot line of residential lots when abutting a street in limited locations as provided on Figure 4-2, subject to approval by the City Engineer and City Planner.

#### 4.2.3.3 Private Walls and Fences and Low Fences and Walls (front and corner side yard) (Residential NE, NG-1, NG-2)

“Private walls and fences” are interior property fences that clearly define lot lines or the area between a sidewalk and the front entrance and are minimally visible from open spaces or roadways. Private walls and fences can delineate social realms and create usable open spaces while maintaining a level of visibility and decorative use in residential blocks. “Low fences and walls” clearly define the area between a sidewalk and the front entrance. A Privacy Fencing Plan shall be submitted to the City for approval by the City Planner. This Plan is to be filed prior to or in conjunction with the first building permit within the subdivision. The following criteria apply to private walls and fences:

- a. Private and low walls and fences are to be constructed by the individual homebuilders in accordance with the design theme for the specific neighborhood and will be maintained by the individual homeowner.
- b. Sight obscuring front yard and corner side yard (low) fences, walls, and hedges shall be a maximum of three feet in height. Non-sight obscuring fences (maximum forty-two inches in height) and entry features such as columns and pilasters are permitted in accordance with Salinas Zoning Code Sections 37-50.090(f). For landscape architectural features, see Zoning Code Section 37-50.710.
- c. Hedges are permitted and encouraged in lieu of low fencing or walls.
- d. The design of low walls or fences shall be integrated with the architecture and landscape of the dwelling.
- e. Fences and walls shall be set back a minimum of 1-foot measured from the interior edge of the public sidewalk.
- f. If the style of the front yard facing or corner side yard facing low fence or wall differs in character in response to the architectural style of



adjoining residences, these fences are to be offset by at least two-feet.

- g. Privacy fences abutting the exterior perimeter or community walls may not be taller than the perimeter or community wall.
- h. Maximum height shall be 6-feet within rear yards.
- i. Maximum height shall be 6-feet within corner side yards. Underlying zoning district corner side yard setbacks shall apply.
- j. No fence, wall, or hedge located between the street (front or corner side) façade of the dwelling and the street property line shall exceed three feet in height except as otherwise provided in this section or Table 3-2, 3-3, 3-4 for semi-private courtyard walls or similar.

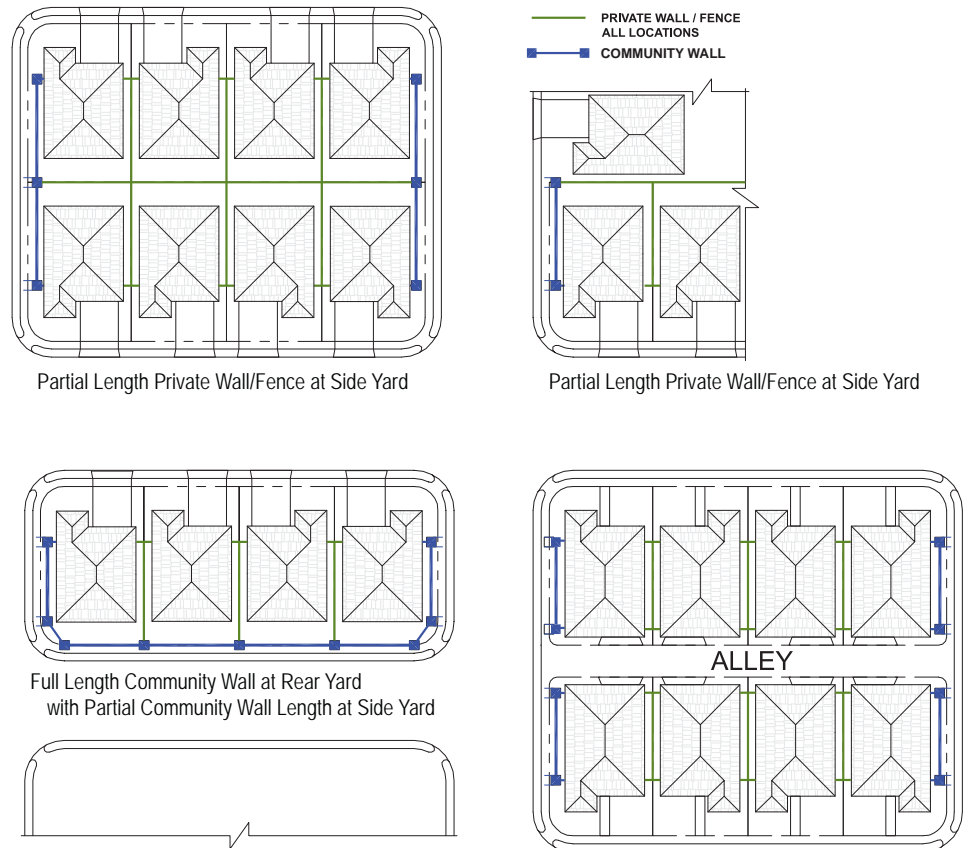
#### 4.2.3.4 General Fence and Wall Requirements

The following wall and fence mandatory requirements apply to all fence and wall types described in this plan to reinforce the consistent identity of the community and help to create a visual continuity that will contribute to the Plan Area's overall aesthetic quality:

- a. Walls and fences shall not exceed six-feet in height (except as otherwise provided herein) unless a taller wall is specifically required for sound attenuation purposes and at the perimeter of the Plan Area. The height of a wall shall be measured per Salinas Zoning Code Section 37-50.090(c). Pilasters or other vertical elements may extend to a maximum of eight-feet.
- b. Materials for fences include tubular steel, wrought iron, aluminum, plastic-wood composite (e.g., Trex), vinyl, and flat bar metal or treated lumber wood. Chain link, razor wire, barbed wire and electric fences are prohibited. Any fencing facing a street frontage will be constructed of a solid material such as vertical boards, plywood, or masonry and will be painted a color that matches or is complementary to the dwelling to which it belongs.
- c. Where possible, walls and fences are to be integrated with adjacent structures and extend into landscaped areas to blend buildings into their surrounding environments.
- d. All walls and fences visible from a public ROW shall incorporate materials, colors, and textures that are consistent throughout the development and in harmony with the overall theme and character of the development.
- e. The use of a single color and texture of fencing or walls within a builder product area (each neighborhood) will be required to create a continuity of color and finish, although harmonious diversity and moderate variations are also encouraged when considering the Plan Area as a whole.
- f. No fences or walls are permitted within any greenway landscape easement located on Roads C and G.

- g. Other fences and walls not specified in this section shall be subject to the applicable requirements in Section 37-50.090 of the Salinas Zoning Code and Article III, Division 8: New Urbanism Districts, as applicable.

**Figure 4-3: Typical Wall/Fence Locations**



Colors for residences shall draw from historical references, the site and traditional architecture of the Salinas Valley.

#### 4.2.4 Colors

The exterior colors of dwellings and other structures shall draw from both the historical references of traditional neighborhood design, the architectural style of the house, the site itself, and the influences of the Salinas Valley. Colors are to reflect the natural hues found in the region while embracing the diversity and intensity of color found in this environment. Color also provides the opportunity to emphasize diversity and visual interest at the neighborhood level.

Color shall contribute to distinguishing the overall architectural character of the dwelling and other structures. Hue variation in adjacent homes shall be provided to create diversity within the neighborhood. The following criteria apply to the use of color:

- a. Color and/or hue variation in adjacent dwellings shall be provided to create diversity within the neighborhood.
- b. Use of a variety of different colors is encouraged.

- c. In general, subdued colors are more appropriate on the body of a structure with bright or bold colors generally limited to architectural details and window and door trim. Garish or overly bold colors shall be avoided.
- d. The color of the roofing and building materials will be varied unit-to-unit on abutting lots as well as within abutting buildings in multifamily projects.
- e. All structures on a lot or site shall have a compatible color scheme including roof colors.
- f. Roof flashing, rain gutters, downspouts, vents, and other roof protrusions shall be finished/painted to complement the adjacent materials and colors.

#### 4.2.5 Housing Type/Architectural Style

As provided in the General Plan, residential developers shall be encouraged to design new residential developments with as many discreet lot sizes and housing types as feasible, in the interest of offering a greater number of choices across the broad range of housing prices. Several lot sizes and housing types within each block are encouraged, to provide variety and texture within the block, as well as throughout each neighborhood. Pursuant to the General Plan, clustering a large group of any single housing type in several large blocks shall be avoided (refer to Appendix B Terminology Definitions – Housing Type/Style). For example, with single-family detached dwellings, each block shall provide a variety of lot standards (and varying architectural styles) in accordance with Table 3-1.

### 4.3 Architectural Standards

#### 4.3.1 Architectural Philosophy

Salinas has a rich legacy of early agriculturally-based towns that have fostered a variety of traditional architectural styles. In these mid-coastal towns, architectural styles were often imported from the Midwest and East Coast in the form of pattern books from which the builder chose the style and massing of their homes.

Architectural styles appropriate to the region, including Spanish, Bungalow, Cottage, Farmhouse, Monterey, Traditional, and Craftsman/Bungalow, were imported and adapted to address the needs and lifestyles of local residents and support the community theme as a traditional town development. The Specific Plan seeks to embrace the diversity in architectural style and design, which is drawn from this rich context of Monterey County town architecture.

The Specific Plan's architectural theme, as described in this section, is closely tied to architectural styles found historically in these local agricultural towns. These homes will age gracefully over time, contributing to the sustainability and vitality of each neighborhood. All architectural styles have been chosen for their traditional forms and timeless character, which reinforce the New Urbanism character of the neighborhoods.



Example Spanish architecture.



Example Spanish details.



Example Cottage Architecture



Example Craftsman Architecture

All architectural styles outlined in these standards are to be interpreted with authenticity. Simple yet detailed forms are crucial to the success of the community.

Additionally, each home is expected to provide a positive contribution to the public realm. Specific elements may include, but are not limited to, porches, recessed garages, covered terraces, enhanced elevations, and landscaping.

#### *Residential Design Objectives*

The following objectives encourage strong, positive design and are applicable to all residential development:

- a. Emphasize styles of architecture that are compatible yet vary enough to create interest and provide visual variety.
- b. Focus on traditional, more timeless styles of architecture.
- c. Include contemporary interpretations of traditional styles that are authentic to the extent feasible.
- d. Create a dynamic streetscape through variation in floor plan and elevation plotting.
- e. Emphasize articulated building massing.
- f. Emphasize front elevations that relate strongly to the street (e.g., porches and balconies on the front elevations) and contribute to the livability of that realm to promote CPTED and New Urbanism design principles.
- g. Emphasize alternative garage configurations such as alleys or deeply set back garages to reduce the visual prominence of the garage.
- h. Utilize a variety of high-quality building and roofing materials and exterior colors that reinforce the overall design theme.
- i. Include architectural treatments on all elevations facing or abutting streets and alleys.
- j. The same front elevation and housing type shall not be repeated more frequently than every fourth dwelling unit (abutting and/or facing units). Each street block shall include a variety of model elevations.

## 4.3.2 Architectural Styles

The architectural character of Plan Area neighborhoods shall consist of complementary traditional, architectural styles. These timeless styles have been selected for several reasons. As an architectural theme, they reinforce the connection to the early Salinas and local agricultural town patterns of development, building upon a rich heritage of traditional neighborhood design. Additionally, the chosen styles complement one another through overall scale, massing, proportions, details, and the ability to establish a charming architectural backdrop that will age gracefully over time. Materials and colors of these home styles shall complement the overall landscape design of the neighborhoods and each neighborhood will be characterized by a mixture of these styles.

### 4.3.2.1 Spanish

#### *History and Character*

This is a private residential design inspired by the Spanish style. The design began to appear in the early 1900s in the form of the Mission style. These designs include a loose adaptation of Moorish and Spanish architectural detailing that characterized buildings of their colonial period. The Spanish style described here is a catalog of styles unified by the order of arches, courtyards, robust form and mass, plain wall surfaces, and tile roofs, all derived from Mediterranean architectural styles. In plan, the arrangement and massing are informal. This is based on the natural composition of the farmhouses and small estates of Spain and their influences in Mexico and the western United States.

#### *Architectural Attributes*

The following architectural attributes may be utilized in the Spanish style design.

#### *Finishes and Details:*

- a. **Stucco exterior** walls – smooth to light sand finishes
- b. Wood posts and stucco columns
- c. Chimneys of sculptured stucco
- d. Round arches
- e. Decorative **columns** and trim
- f. Stucco profiles at eaves and windowsill trims
- g. Ornate black wrought iron or metal railings, gates, grilles or fences
- h. Shutters as occasional accent
- i. Wrought **iron** balconies
- j. Deep **recessed** openings
- k. Covered patios/**porches/loggias** (or similar unenclosed courtyard)
- l. Detailing **primarily** at openings
- m. Stucco or tile decorative gable end vents
- n. Projected window and door balconies open or roofed



Example of Spanish architecture.



Example of Cottage architecture.



Example of Cottage fenestration.



Example of Cottage details.

- o. Round or square columns at one- and two-story porches

**Roofs:**

- a. **Low-pitched** roofs, 3.5:12 to 4:12, with minimal or no overhang
- b. Gable ends with tight rakes
- c. Gable end roof vents with clay pipe or decorative stucco grilles
- d. Gables and hip roofs
- e. Shallow sloped, concrete “S” tile roofs in variegated colors (red clay is a predominant color)

**4.3.2.2 Cottage**

**History and Character**

The Cottage style is based on early 20th century American interpretations of English architecture. The source for design comes from medieval English and French cottages as well as country estates of Brittany and Normandy, larger manor homes, and rural village vernacular houses. The Cottage style captures a romantic and picturesque architecture, and American interpretations include houses with simple volumes, most often with front-facing gables that have steep roofs.

**Architectural Attributes**

The following architectural attributes may be utilized in the Cottage style design.

**Finishes and Details:**

- a. Sculpted stucco sand finished walls
- b. Stucco **recessed** accents
- c. Large, simple roof planes
- d. **Simple detailing**
- e. **Chimneys** detailed with stucco and stone/brick veneer below, with decorative chimney caps
- f. The entry and surrounding raised stoop covered and contained by a porch or roof covering
- g. Roll-up garage door, with a variety of panel break-ups corresponding with the elements of this style

**Roofs:**

- a. Gable, hip, and Dutch gable roof forms
- b. Stucco, brick, or stone exterior material combinations
- c. Gable and venting in various styles
- d. Rooflines extending below window
- e. **Shallow** overhangs
- f. Steep roof pitches with dormers
- g. Roofs steep and simple, with wide gables
- h. Slate look, flat concrete tile, or composition
- i. Tight eaves

### 4.3.2.3 Farmhouse

#### *History and Character*

The Farmhouse style represents a practical and picturesque country house. Its beginnings are traced to both Colonial and Cape Cod styles that began in New England but that came to be represented in a Western version. As the American frontier moved westward, the Farmhouse style evolved according to availability of materials and technological advancements, such as balloon framing.

#### *Architectural Attributes*

The following architectural attributes may be utilized in the Farmhouse style.

#### *Finishes and Details:*

- a. Additive building volumes give the home an appearance that it was built over time
- b. One- and two-story volumes and rooflines are commonly used in combination
- c. Porch volume oriented toward the street transitions to second-story building mass
- d. Substantial chimney elements appear to be a natural extension of the ground plan
- e. Board-and-batten or horizontal siding is common, often combined with brick or stucco

#### *Roofs:*

- a. Gabled and shed roof forms
- b. Composition or flat tile
- c. Moderate roof overhangs
- d. High-pitched roofs (4:12 or steeper)

### 4.3.2.4 Monterey

#### *History and Character*

The Monterey style is a combination of Spanish Colonial construction methods with the basic two-story New England Colonial house. Architects in the 1920s began to reintroduce the style and modify the elements to suit the period preferences. The signature cantilevered front balcony may be a prelude to the porch that often surrounds or defines a private courtyard in the back of the house. The original houses used adobe wall construction. Detailing on the porches and the cornice are extremely simple. Rafters are often exposed, gable or hipped roofs are used, and chimneys often anchor one end of the house. Flat paneled doors are used both on the ground floor and on the balcony, in addition to a more solid entry door.



Example of Farmhouse architecture.



Example of Farmhouse architecture.



Example of Farmhouse architecture.



Example of Monterey architecture.



Example of Monterey details.



Example of Monterey architecture.



Example of Traditional architecture.

### *Architectural Attributes*

The following architectural attributes may be utilized in the Monterey style.

#### *Finishes and Details:*

- a. Stucco as the predominant finish with brick and siding used as accent materials
- b. **Second-story balconies**
- c. Use of brick veneer as a base for the elevation
- d. **Shutter accents** at doors and windows with wood or stucco trim surrounds
- e. **Enhanced front** door surrounds

#### *Roofs:*

- a. Flat or "S" concrete or terra cotta tile
- b. Gable, typically low-pitched (3.5:12 to 4:12 pitch)
- c. Tight rake and extended eaves with exposed rafter tails

### **4.3.2.5 Traditional**

#### *History and Character*

The Traditional style is a picturesque country house based on classical design principles that were followed during the American Colonial period. The interpretation, however, is regional in character. Massing is often more horizontal in appearance with special windows appearing in the center of the house over the front door. The houses are composed of simple forms with vertical proportioned windows and door surrounds. Front porches with a variety of columns and railings are common.

### *Architectural Attributes*

The following architectural attributes may be utilized in the Traditional style.

#### *Finishes and Details:*

- a. **Symmetrical and** asymmetrical composition of doors and windows
- b. **Simplified versions** of Classical details and columns
- c. Siding used as an accent along with brick veneer
- d. **Porches varied** in size, either just around the area of entry or the full width of the elevation
- e. Stucco **typically** a sand finish to match the siding color
- f. **Front porches** with a variety of wood columns and railings
- g. **Clapboard siding**
- h. Stone and brick veneer used singularly or in combination with one another



**Roofs:**

- a. Pitched roof dormer
- b. 5:12-10:12 pitch common for roof
- c. Roof overhangs varied per interpretation
- d. Dormers and symmetrical elevations
- e. Roof pitch over the porch breaking to a shallower pitch

**4.3.2.6 Craftsman/Bungalow****History and Character**

The Craftsman/Bungalow style home and its variations evolved from the late 19th century American Arts and Crafts movement, which rejected the design of mass production associated with the Industrial Revolution in favor of the beauty and “honesty” of traditional hand craftsmanship and natural materials. The style was adapted for countless small houses. The Craftsman/Bungalow style house was at one with its setting, the gardens and loggias treated as planned extensions of the architecture. Broad open porches, low-sloping roofs with deep overhangs, multiple gables, asymmetrical compositions, expressive trim, and rafters distinguish this Craftsman/Bungalow style.

**Architectural Attributes:**

The following architectural attributes may be utilized in the Craftsman/Bungalow style.

**Finishes and Details:**

- a. Broad porch elements with expressive structural components usually placed symmetrically
- b. Expressive, **structural** elements such as rafters, brackets, and columns
- c. A mixture of materials such as stone, stucco, and siding
- d. Simple roof lines with wide projecting gables
- e. Stucco sand finish exterior walls
- f. Entry and surrounding stoop covered and contained by a roof or porch covering
- g. Variety of column and beam detailing at porches

**Roofs:**

- a. **Roof** dormers
- b. **Shallow-pitched** roofs with deep overhangs
- c. **Predominantly** low-pitched gabled roofs, with the occasional shipped or shed roof
- d. Flat concrete tile or architectural asphalt shingle



Example of Traditional architecture.



Example of Craftsman details.



Example of Craftsman architecture.

## 4.4 Architectural Review

All projects within the West Area shall be reviewed by the Community Development Department for conformance with the standards outlined in this Specific Plan, and applicable standards of the Salinas Zoning Code, Article 3: Division 8 prior to or concurrent with each subsequent Development Review application or Building Permit application, as may be applicable.

## 4.5 Green Building Standards

The Specific Plan sustainability practices, ranging from construction site management to material selection, are described below. The individual development projects within the Plan Area will be required to meet any and all the green building code requirements, contained within applicable building codes at the date of permit submittal. The following description of standards is not exhaustive, but represent illustrative highlights.

### 4.5.1 Construction Site Management

All construction sites shall have easy access to well-organized recycling bins for wood, cardboard, metals, glass, and other potentially recyclable materials, as well as an appropriate number of debris containers, to ensure that the construction site is clean at all times and maintained in accordance with the requirements of the State General Construction Permit and the City's NPDES Permit and other applicable requirements.

### 4.5.2 Natural Resource Conservation

Conventional building practices consume large quantities of wood, plastic, cardboard, paper, water, and other resources that lead to the depletion of natural resources. There is a rapidly expanding range of environmentally preferable building materials that provide quality and durability that often exceed conventional materials. For example, decking material made from recycled plastic resins mixed with wood waste fibers can last up to five times longer than wood decks and never needs to be treated or painted. Water conservation is another increasingly important issue in California. Wise water usage reduces the strain on resources and lowers expenses. The West Area will be developed in a manner that incorporates some or all of the following conservation elements:

- a. Engineered lumber products
- b. Fiber-cement siding materials
- c. Low-flush toilets and low-flow shower heads
- d. Efficient irrigation systems
- e. Title 24 compliant systems
- f. Stormwater and LID systems (see Chapters 5, 6, and 7)
- g. Compliance with the State Model Water Efficient Landscape Ordinance, City's Water Conservation Ordinance (Chapter 36A of the Municipal Code, Salinas Zoning Code Landscaping and Irrigation requirements,

and the City's SWDS (in regard to plant material for LID and similar areas), subject to the approval of the City Engineer and the City Planner

- h. Compliance with the City's current SWDS and NPDES Permit (see Chapter 7 for further discussion)
- i. Photovoltaic systems as required by the Building Code in effect at the time of building permit issuance
- j. Provision of vehicle charging stations and areas in Village Center and multifamily developments. Ensuring single-family dwellings are designed to accommodate vehicle charging in garages

### 4.5.3 Energy-Efficient Equipment

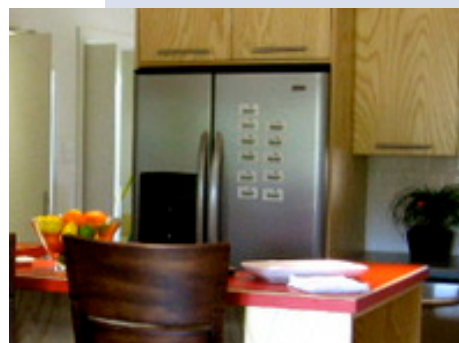
Energy efficiency is the key element of any sustainable building. Improving energy efficiency and using renewable energy sources are effective ways to reduce utility costs, reduce the potential of energy supply interruptions, and improve outdoor air quality. The Plan Area will be developed in a manner that incorporates Title 24 standards, as well as some or all of the following energy-efficient elements:

- a. Energy Star™ (or equivalent) appliances (dishwashers, stoves, ovens, microwave ovens, and refrigerators, etc.)
- b. Increased insulation
- c. Low-emissivity, double-paned windows
- d. Low-flow water fixtures
- e. More efficient lighting such as (LED)

### 4.5.4 Indoor Energy Conservation and Air Quality

Indoor air quality is increasingly growing more important to consumers. On average, people spend approximately 90% of their lives indoors, and the indoor air quality in conventional homes may be significantly more polluted than outdoor air. Many products in conventional homes emit off-gas chemicals from synthetic building materials. Poorly designed and unmaintained heating and cooling systems can also introduce carbon monoxide into the home. Single-family homes in the Plan Area will be developed in a manner that incorporates some of the following indoor air quality improvement elements:

- a. Low volatile organic compound (VOC) paints and finishes
- b. Outside vented ranges
- c. Sealed combustion water heaters and furnaces within living areas
- d. Formaldehyde-free insulation
- e. Whole house exhaust fans
- f. If installed, air conditioning units must have a minimum energy-efficient ratio of 14
- g. Energy Star™ programmable thermostats shall be used
- h. Any ceiling fans installed shall be Energy Star™ rated



EnergyStar™ appliances and efficient lighting can be used to achieve green building standards.

- i. Fluorescent fixtures (Energy Star™ rated) shall have electronic ballast to eliminate noise and flicker
- j. Compact and other fluorescent lighting, and LED shall be used as much as possible in recessed, ceiling, and light fixtures

#### 4.5.5 Outdoor Energy Conservation and Parking Lot Lighting

The following practices shall be incorporated into the development within the Specific Plan to reduce outdoor energy consumption:

- a. Use LED lighting for general outdoor areas
- b. Utilize LED lights for commercial parking lot lighting, except where true-color rendering is desired
- c. All parking lot lighting shall be downcast (cut-off) fixtures. All illumination levels and maximum height shall be in accordance with Salinas Zoning Code standards. The maximum height shall be 25-feet
- d. All street lights will be LED cut-off fixtures
- e. A photometric analysis shall be provided to ensure parking lot and street lights provide adequate foot candle coverage in an efficient pattern while meeting CPTED standards
- f. All traffic signals shall be LED and connected to the City traffic control system to maximize efficient traffic flow

#### 4.6 Master Landscaping Plan

A concept for the street tree layout in the West Area Specific Plan is illustrated in Figure 4-4. Final master landscaping plans (for all landscaping located in the parkways along streets and pathways, open space areas, supplemental detention basins, community entries, the Greenway paths and any residential or mixed-use development) with street trees and other landscaping/plant materials and irrigation shall be subject to the approval of the City Engineer and City Planner in accordance with the City's established review and approval process and procedures as applicable, prior to installation. This plan shall include a list of the approved trees and plant materials for the Specific Plan Area for later incorporation into the appendices. This plan will need to have a greenway street tree/landscape plan component to ensure consistency in the plant palette along the northerly and southerly greenway streets between the three specific plan areas (West Area, Central Area, and East Area). All landscaping and irrigation in the Specific Plan Area shall comply with the State Model Water Efficient Landscape Ordinance, City Water Conservation Ordinance (Chapter 36A of the Municipal Code), Salinas Zoning Code Landscaping and Irrigation requirements, and the City SWDS (in regard to plant material for LID and similar areas) and is subject to the approval of the City Engineer and City Planner.

Provisions contained in Chapter 7 of this Specific Plan shall also apply.

## 4.6.1 Street Trees

Street trees are a critical element in the development of a New Urbanism community plan. Street trees enhance the pedestrian experience by adding scale to the streetscape. In addition, a hierarchy of street trees links community landmarks and aids in way-finding through the community. The use of street trees also has been proven to reduce the urban heat island effect and counteract carbon emissions, which has a positive impact on the quality of community life.

The street tree plan for the West Area Specific Plan delineates a network of tree-lined streets and establishes a streetscape hierarchy within the community. Characteristics such as form, texture, scale, leaf persistence, non-invasive root systems, suitability for parkways with LID SCM features, fall color, and flower type were used to assess appropriate species placement. The characteristics of the selected species reinforce the street hierarchy and greatly enhance the community aesthetic. The street tree groups described below detail the hierarchy. Tree species will be of varieties that thrive in this area of the Salinas Valley and that are not prone to interfere with underground utilities and sidewalks to the extent feasible.

### *Community Entry Street Tree*

These trees have a strong form and interest. They are of medium size and will frame entry streets as gateways into the center of the community. Specimen trees (a minimum 24 inch specimen box trees) will be provided at these entrances.

### *Community Park Street Tree*

These species are grand in scale and are often found in a traditional park setting. This size reinforces the importance of the community park at the center of the community.

### *The Neighborhood Connector Street Tree*

This group accentuates streets with a community path and other connector streets. These trees have a pedestrian scale and a canopy with sufficient height to extend above and over the path providing shade and enhancing the pedestrian experience.

### *Perimeter Street Tree*

The perimeter street trees have a large height and spread. Evergreen species provide a buffer between the community and the adjacent arterial streets.

### *Loop Street Tree*

These trees highlight the loop streets that connect neighborhoods to the community park. The selected species are significant in scale and highlighted by flowers or vibrant fall color.

### *Park Street Tree*

The park street trees are slightly smaller than those found in the community park street tree group but also are of a species typically found in a park setting.

### *Accent Street Tree*

This group consists of trees that have detailed texture and showy flowers. The scale of these species is appropriate for both urban and open space pedestrian corridors.

### *Local Street Trees*

The local street trees provide a consistent tree vocabulary throughout the site. A variety of species are proposed; however, a singular species shall be used for the entire length of any given street block along both sides. This will allow for the use of multiple species for variety on different streets while still maintaining continuity on individual streets.

All street trees, plant materials, and irrigation shall meet City standards and are subject to approval of the City Engineer and City Planner prior to installation. These standards shall also be applied to the dedicated third lane on Boronda Road.

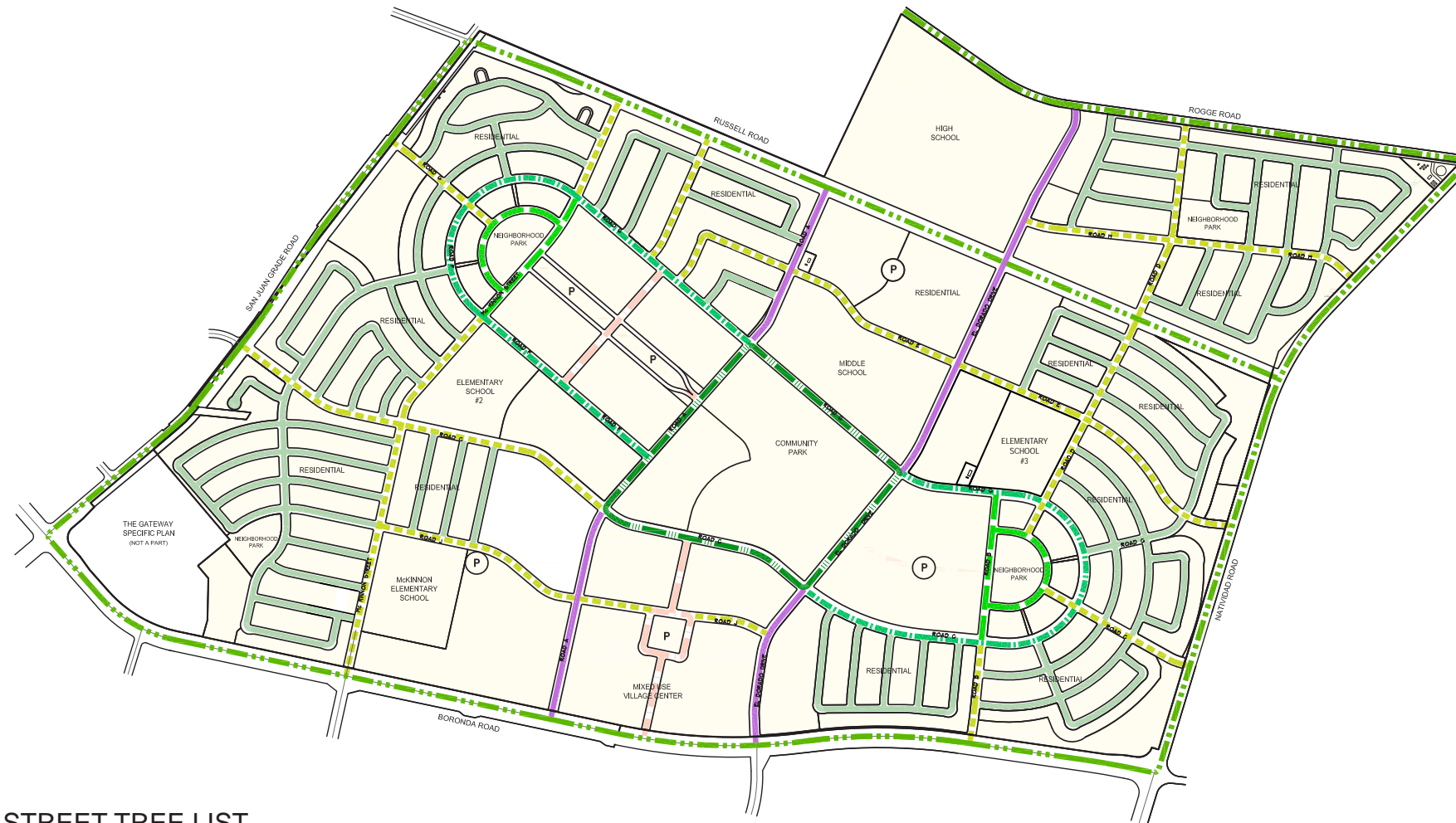
## **4.6.2 Community Entrances**

The community entrances of the West Area will have a consistent overall design approach for each of the approximately 17 primary and secondary entrances into the community from Boronda, San Juan Grade, Russell, Natividad, and Rogge Roads. The entry feature will consist of a community wall/entry monument on each side of the intersection of the local street and the surrounding arterial streets. The material for this wall/entry monument and the primary landscaping elements will be consistent throughout the Specific Plan Area. The walls will typically have an area suitable for identification of the project name and/or logo. Such name identification (if desired) will be in a consistent color and material throughout the Plan Area. Lettering styles, size and placement may vary. Lighting of signs shall be low-level and in character of the community.

Community entrance designs will vary based on whether the entrance is a primary or secondary entrance. Primary entrances are expected to be some, but not all, of the entrances that connect internal framework roadways to the surrounding arterial streets at fully controlled intersections. Arbors, columns, specimen trees, natural rock or stone (facing) treatment on the perimeter wall, public art, or unique or special landscape features shall be incorporated to promote sense of place and distinguish the primary entries from the secondary entries. Secondary entrances are at other entrances into the community. The design of secondary entrances will be progressively smaller-scale wall monument and landscape features but shall maintain the general materials and planting palette of the primary entrances. A preliminary concept design for the primary and secondary community entrances is illustrated in Figure 4-5, with locations of these entrances shown on Figure 5-28. A final Community Entrance Design Plan shall be submitted prior to the approval of the first tentative map in the Specific Plan for the approval of the City Planner and City Engineer.



West Area Specific Plan



CONCEPTUAL STREET TREE LIST

Community Entry Street Tree	Height/ Width	Characteristics	Accent Street Tree	Height/ Width	Characteristics
Acer Freemanii/Autumn Blaze Maple	60x40	D,C	Lagerstroemia x Muskogee/Muskogee Crape Myrtle	25x25	D,F,C
			Metrosideros excels/ New Zealand Christmas Tree	30x30	E,F
<b>Community Park Street Tree</b>			<b>Local Street Tree(s)</b>		
Platanus acerifolia/ London Plane Tree	80x40	D	Pittosporum Undulatum/ Victorian Box	40x40	E,F
Quercus Suber/ Cork Oak	60x60	E	Crataegus phaenopyrum/ Washington Thorn	25x20	C,D,F
Platanus occidentalis/ Sycamore	100x70	D,C	Robinia x Ambigua 'Idahoensis'/Idaho Locust	40x25	E,F
<b>Neighborhood Connector Street Tree</b>			Aesculus Carneal/Red Horse Chestnut	40x30	D,F
Liquidambar Styraiciflua/American Sweetgum	25x20	D,C			
Gleditsia tricanthos inermis/ Thornless Honey Locust	30x20	D,C	<b>Village Center Main Street Tree</b>		
Platanus occidentalis/ Sycamore	100x70	D,C	TBD		
<b>Perimeter Street Tree</b>			<b>Village Center Parking Lot Tree</b>		
Quercus Agrifolia/California Live Oak	60x60	E	Zelkova Serrata		
Cedrus Deodar/Deodar Cedar	70x40	E	Crataegus Phaenopyrum		
Platanus occidentalis/ Sycamore	100x70	D,C			
<b>Loop Street Tree</b>			<b>Openspace Trees</b>		
Arbutus 'Marina'/Strawberry Cedar	30-40x15	C,E,F	Platanus acerifolia/ London Plane Tree	80x40	D
Zelkova serrata/ Sawleaf Zelkova	60x60	D,C	Ulmus parvifolia/ Chinese Evergreen Elm	60x60	E
			Zelkova Serrata	60x60	D,C
<b>Park Street Tree</b>			<b>Characteristics:</b>		
Celtis sinensis/ Chinese Hackberry	50x40	D,F	C = Fall Color	E = Evergreen	
Quercus Agrifolia/California Live Oak	60x60	E	F = Flowering	D = Deciduous	

LEGEND

- COMMUNITY ENTRY STREET TREE
- COMMUNITY PARK STREET TREE
- PARK STREET TREE
- LOOP STREET TREE
- ACCENT STREET TREE
- LOCAL STREET TREES
- NEIGHBORHOOD CONNECTOR STREET TREE
- PERIMETER STREET TREE

All plantings (i.e. trees, shrubs) shall be suitable for the inundation zones for which they are planted in LID features, as approved by the City.

**Community Entry Street Tree** - These trees have a strong form and interest. They are of medium size and will frame these streets as gateways into the center of the community.

**The Community Park Street Tree** - These species are grand in scale and are often found in a traditional park setting. This size reinforces the importance of the community park at the center of the community.

**The Neighborhood Connector Street Tree** - This group accentuates streets with a community trail and other connector streets. These trees have a pedestrian scale and a canopy with sufficient height to extend above and over the trail providing shade and enhancing the pedestrian experience.

**Perimeter Street Tree** - The perimeter street trees have a large height and spread. Evergreen species provide a buffer between the community and the adjacent arterial streets.

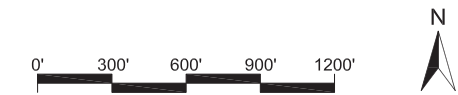
**Loop Street Tree** - These trees highlight the loop streets that connect neighborhoods to the community park. The selected species are significant in scale and highlighted by flowers or vibrant fall color.

**Park Street Tree** - The park street trees are slightly smaller than those found in the Community Park Street Tree group but are also species typically found in a park setting.

**Accent Street Tree** - This group consists of trees that have detailed texture and showy flowers. The scale of these species is appropriate for both urban and open space pedestrian corridors.

**Local Street Trees** - The local street trees will provide a consistent tree vocabulary throughout the site. A variety of species are proposed; however, a singular species shall be used for the entire length of any given street block along both sides. This will allow for the use of multiple species for variety on different streets while still maintaining continuity on individual streets.

FIGURE 4-4  
Concept  
Landscape  
Master Plan

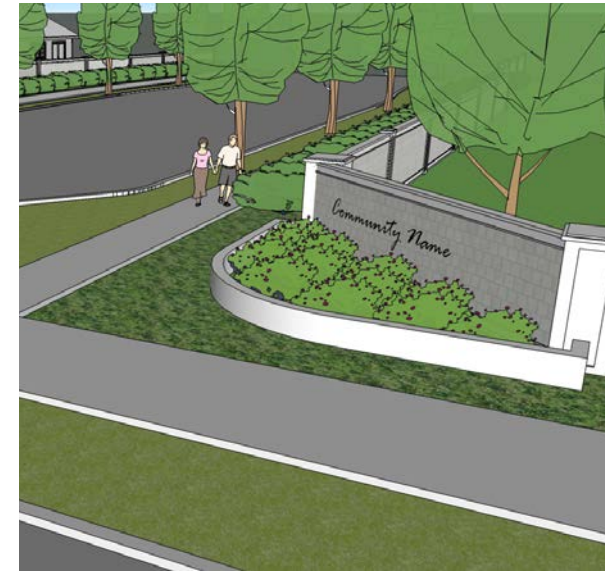


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Primary Entry Overview



Primary Entry Detail (length of diagonal wall - 20 feet)



West Area Specific Plan



Secondary Entry Overview



Secondary Entry Detail (length of diagonal wall - 12 feet)

FIGURE 4-5

# Community Entry Features Concept Design

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## 4.7 Streetscape Standards

The Streetscape Standards for the West Area Specific Plan are contained in Article III, Division 8, Section 37-30.540 of the Salinas Zoning Code. Also see Section 4.6 Master Landscaping Plan.

Street sections are further illustrated in Section 5.3. Examples of “Green Streets” concepts to which the Specific Plan will comply are contained within the SWSPS adopted by the City Council. The SWSPS, NPDES Permit, and SWDS all supersede the aforementioned streetscape standards where any conflicts may occur. Bulb-outs will be installed at all entries as approved by the City Engineer and include bio-retention features to enhance water quality.

Decorative street lighting will be provided to create a sense of place, to promote TND principles, and to create pedestrian-friendly streetscapes in the Plan Area. All such lighting, regardless of design, shall be black in color with fluted poles and base treatments (refer Appendix E for Lighting Examples, final subject to approval by the City Planner and City Engineer). Cobra head street lighting (not exceeding 30 feet in height) will be allowed on arterial streets. The poles of the street lights will be black and have base treatments that match the decorative street lighting standards/fixtures. All street sign poles, traffic signals/poles, street furniture and similar features in the right-of-way shall be black to complement the street lighting. All street lighting will be LED and the maximum height is 20-feet, on residential streets and 25-feet on all other streets, except as otherwise approved by the City Planner and City Engineer (see Appendix E). The lighting fixtures on the southerly greenway street (Road C) and the northerly greenway street (Road G) will be a lighting fixture consistent with the lighting fixtures on the comparable streets in the proposed Central Area Specific Plan. Other street lighting within the West Area will be the Domus family of street lighting fixtures or another type of street lighting subject to the approval of the City Planner and City Engineer. The spacing and illumination levels of such lighting will be subject to the approval of the City Engineer. All paths shall include pedestrian scale lighting where adjacent street lighting does not provide adequate lighting as may be required by the City Engineer and the City Planner. The design and spacing of such lighting shall also be subject to the approval by the City Engineer and City Planner.



Community entrances help create a sense of place.



Trees placed at entries provide structure and character.



Street trees on local streets serve to create desirable and walkable neighborhoods.

### 4.7.1 Greenways

“Greenways” refers to the south side of Road G/northern collector commonly referred to as the “northerly greenway street” and the north side of Road C/southern collector commonly referred to as the “southerly greenway street” as shown on the West Area Land Use Map and in the street sections (Chapter 5). All lots abutting the greenways shall be afforded “nonexclusive” on-street parking along their frontage and direct pedestrian access. The north side of the southerly greenway street (Collector Feature Street-3, Figure 5-11) will be improved with the following: an 8-foot-wide landscape planter as measured from curb face, a 10-foot-wide, shared-use, paved all-weather (ADA-compliant) path and an 8-foot-wide landscape easement from edge of the path (which is located within a 12-foot-wide building setback area from property line). No fences or buildings may be located within the landscape easement and no buildings may be located within the building setback. Along the community park, the pedestrian path may meander into the park. This portion is shown as part of Community Park Promenade Street-4 (Figure 5-8). The south side of the northerly greenway street (Collector Feature Street-4, Figure 5-12) will be improved with a 7-foot-wide path and 8-foot-wide landscaped planter as measured curb-to-curb (except for along the community park where the path will increase to 10-feet-wide as part of the Community Park Promenade Street-3; Figure 5-7).

To maintain an all-weather (ADA-compliant) path as uninterrupted as possible, private driveway access across the paths is prohibited on both northerly and southerly greenway streets. However, common private driveways/streets and access to alleyways may be allowed in limited locations across the path as approved by the City Engineer. Appropriate striping, signage, and design will be utilized to ensure the safety of path users.

The southerly greenway street segment that is also referred to as Road C will have special treatments that include custom decorative street lighting (see Appendix E), additional greenway path lighting, street furniture (such as benches, trash receptacles), and way-finding directional signage. These special treatments are to be consistent along this greenway segment as it extends through the West Area and into the proposed Central Area Specific Plan Area and greater North of Boronda FGA. The northerly greenway street will have the same decorative street lighting (see Appendix E) as that used for the southerly greenway street since this street will also extend the length of the greater North of Boronda FGA. Also see Sections 5.6.1 and 8.5.

## 4.8 Parks Design Standards

Design standards that apply to parks within the Specific Plan Area are described below. Two concept plans for neighborhood parks are included in Figures 4-6 and 4-7.

### *Architecture*

Architecture within parks is to be compatible with surrounding development in terms of mass, scale, color, and theme.

### *Landscaping*

The majority of landscaping consists of an appropriate balance of drought-tolerant and higher water use plant species such as irrigated turf grass fields. Landscaping shall also incorporate shade, enhanced ground cover, and open space areas that provide recreational opportunities.

### *Soft Ground Cover*

Soft ground cover should be used in open grass areas, ball fields, tot lots, and paths. All managed turf areas will be required to drain to, and be filtered through, bio-retention facilities to improve water quality.

### *Supplemental Detention and Water Quality Facilities*

To adequately handle intermittent storm events exceeding typical storm events established by the City NPDES Permit, the Plan Area may utilize seasonal detention facilities in some portions of the parks. Seasonal detention is intended to supplement the supplemental detention/retention basins and parcel-based low-impact development features located throughout the Plan Area. Parcel-based LID SCMs will be utilized to the MEP before any basins. The basins shall only be used for supplemental detention/retention purposes where allowed by the City Engineer. Refer to Figure 7-4 in Chapter 7.

These park detention facilities will be used to supplement site/parcel-based LID SCM infiltration and disposal only and prevent flooding from occurring in the community, which would save on maintenance costs that would otherwise be needed to repair flood damage. These detention facilities are to be located within passive activity areas characterized by open spaces of grass and/or vegetative ground cover, such as the outfield of a baseball facility or informal turf grass areas. The final location and configuration of all supplemental detention facilities within parks will be considered with park design in consultation with a civil engineer and as approved by the City Planner and City Engineer.

All park impervious and managed turf areas will be designed to drain to site/parcel-based LID SCMs for filtering stormwater prior to the runoff leaving the site through proposed infrastructure and/or through infiltration.

### *Lighting*

Any lighting proposed for public park facilities shall include fully shielded fixtures to minimize the emission of light into the night sky and neighboring properties. If lighting of park facilities such as basketball courts, tennis courts, and ball fields in neighborhood parks and small parks is determined necessary by the City for safety or other considerations, special care shall be undertaken to ensure adverse lighting impacts to adjacent residential uses are minimized. Lighting of ball fields in the community park is permitted; however, any lighting is to be shielded as appropriate to minimize the amount of light outside of the park boundaries. Landscaping, particularly trees shall also be used to filter and reduce potential lighting impacts.

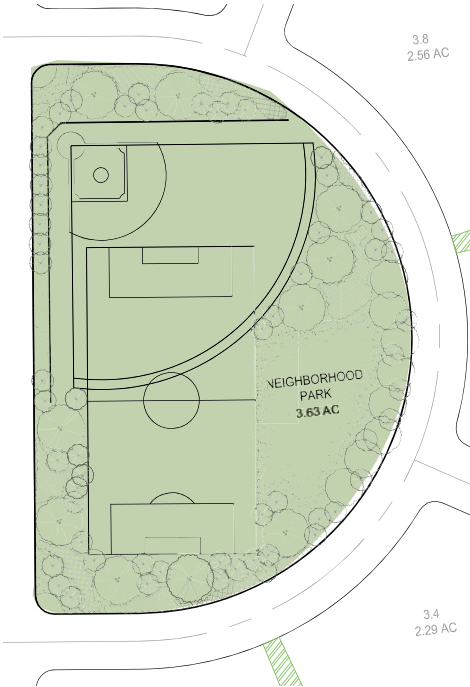
### *Parking*

Parking lots are to be designed and lighted with shielded and cut-off lighting fixtures to reduce light trespass and ensure pedestrian safety in accordance with City requirements. Parking facilities are to be designed for safe, convenient and accessible drop-off and pick-up. Parking facilities shall utilize porous parking surfaces as much as practicable. Trees and landscaping planters shall be provided throughout parking lots to provide shade and provide areas for bio-swales and bio-filters. For parking lot lighting, see Appendix E, Light Standards

### *Screening and Fencing*

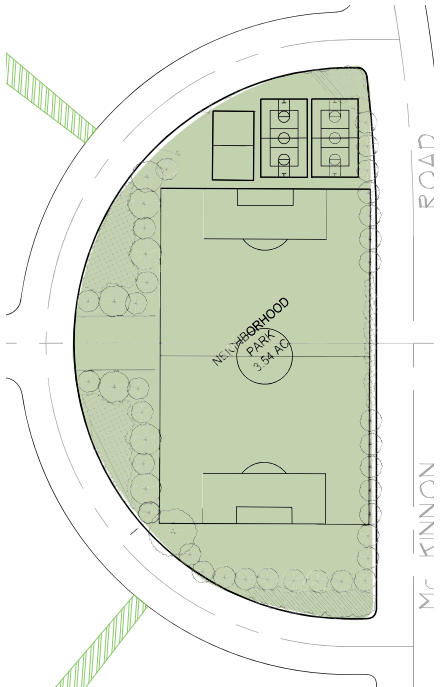
Any heating or cooling equipment or other mechanical equipment, whether on the roof, side of structure, or ground, as well as any loading or trash receptacle area, shall be screened in accordance with Section 37-50.240 of the Salinas Zoning Code. The method of screening shall be architecturally compatible in terms of materials, color, shape, and size and shall blend with the building design. If landscaping is used, evergreen plant material shall be spaced at an appropriate density to provide full screening. Fencing shall be black coated chain link.

Figure 4-6: Neighborhood 3 Park Concept

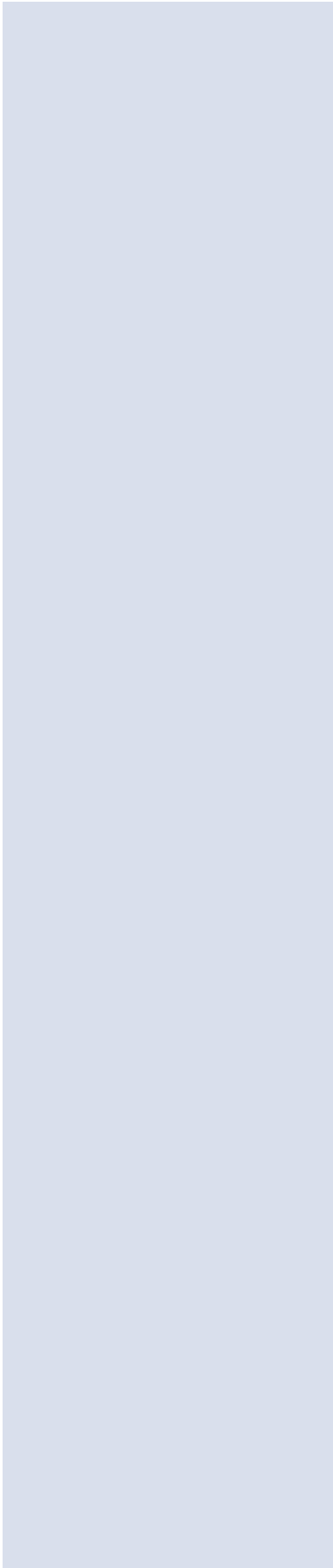


All park impervious and managed turf areas will drain to site/parcel based LID PCBMPs for filtering stormwater prior to the runoff leaving the site either through proposed infrastructure or through infiltration.

Figure 4-7: Neighborhood 2 Park Concept



All park impervious and managed turf areas will drain to site/parcel based LID PCBMPs for filtering stormwater prior to the runoff leaving the site either through proposed infrastructure or through infiltration.



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# 5. Circulation

## 5.1 Introduction

This chapter describes transportation and circulation plans for the West Area Specific Plan. More specifically, this chapter includes the following:

- Descriptions of all existing transportation facilities within and surrounding the Specific Plan Area;
- Detailed descriptions of the major on-site and off-site transportation components provided by the Specific Plan, including roadways, pedestrian and bicycle facilities, and public transit; and
- Policies, regulations, and design standards applicable to all transportation components; and the methods of achieving trip reduction in the Specific Plan Area.

The West Area circulation system includes a roadway network, a pedestrian and bicycle network, and public transit. Emphasis is placed on ensuring connectivity between uses and on creating a safe and efficient circulation system that complies with City and/or Specific Plan designs and policies. City street standards adopted for use in development of the North of Boronda FGA (see Section 1.3.2.1 for more detail on the North of Boronda FGA of the City) are the basis for street development standards in the West Area. However, the plan also emphasizes facilitating increased daily pedestrian trips by connecting residential neighborhoods to public facilities such as schools and parks, and to retail and



The circulation system in the West Area Specific Plan Area accommodates vehicles, transit, pedestrians, and bicycles.

employment areas and transit. As such, the street standards for the North of Boronda FGA are supplemented in this Specific Plan with wider sidewalks (also referred to as paths), landscaped parkways, and other pedestrian-friendly features.

The circulation system has been designed to link with existing City and regional systems. It also provides standards for potential connections to development in the proposed Central Area Specific Plan, the greater North of Boronda FGA located to the east of the Specific Plan Area and the extension of existing vehicular, pedestrian, and bicycle circulation systems to the south, west, and north. Figure 5-1 depicts the existing adjacent arterial street system, including existing roadway, transit, pedestrian, and bicycle facilities. All dimensions shown in figures or described in text for sidewalks, parkways, paths, travel lanes, and other street/pedestrian-related improvements shall constitute the minimum dimension required except as otherwise approved by the City Engineer.

The Salinas General Plan encourages the design, maintenance, and revitalization of residential neighborhoods that enhance quality of life. In connection with this goal, another General Plan goal is to create a community that promotes a pedestrian-friendly and livable environment. In accordance with these goals, the Specific Plan proposes an internal street system that encourages pedestrian and bicycle traffic and is integrated with the character of the proposed land uses, while also providing for motor vehicle traffic movement. Figure 5-2 depicts the vehicular circulation plan for the Specific Plan Area. Figure 5-3 illustrates the vehicular access plan.

The proposed arterial roadways that border or bisect the Plan Area (i.e., Boronda, San Juan Grade, Russell, and Natividad Roads) are designed to be generally consistent with the street cross sections identified in the City of Salinas General Plan. The configurations of the proposed internal roadways are based on the anticipated Average Daily Traffic (ADT) and other important circulation planning objectives for the Plan Area (e.g., efficient vehicular movement, walkable neighborhoods, and pedestrian safety). To accommodate the anticipated traffic volumes and meet planning objectives, selected roadways deviate from the City's standard street cross sections as provided for in the Subdivision Ordinance. The design of these roadways are consistent with the street sections contained in this chapter.

The roadways entering the Plan Area, such as McKinnon Street and El Dorado Drive, are designed to handle the ADT generated by vehicles entering and exiting the Specific Plan Area. These roadways feature 11-foot lane widths and bicycle lanes to provide increased safety for bicyclists on these streets. Traffic calming will also be required to slow traffic and promote bicycle and pedestrian-friendly streets on these and other streets within the West Area. Roundabouts will be located along Boronda Road at the intersections of McKinnon Street, El Dorado Drive, Natividad Road, as well as within the project area adjacent to the Community Park. Selected road segments are designed to accommodate relatively higher level



West Area Specific Plan

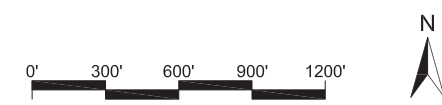


**LEGEND**

- 6 LANE ARTERIAL ROAD
- 4 LANE ARTERIAL ROAD
- 2 LANE ARTERIAL ROAD
- MST TRANSIT ROUTE
- BIKE LANES
- EXISTING TRANSIT STOP

FIGURE 5-1  
Existing Arterial  
Transportation  
Facilities

Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations. All final street layouts are subject to approval by the City Engineer and the City Planner.



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ADT anticipated in those areas, such as the area adjacent to the Village Center. Traffic will typically dissipate before it extends into the residential neighborhoods as the Plan includes an interconnected street network designed to rapidly disperse this traffic onto multiple roadways within the Plan Area. The dissipation of traffic onto multiple roadways creates lower ADT on roadways within Plan Area neighborhoods.

Through a collaborative process with the City of Salinas, New Urbanism Street Standards for use in the development of the proposed West, Central, and East Area Specific Plans were established in Ordinance 2463, which created the New Urbanism Districts regulations. The various standard street sections are linked to daily anticipated traffic levels, so narrower streets and ROWs are used where ADT are expected to be relatively low, and wider streets and ROWs are used where traffic levels are anticipated to be higher. With the extensive connectivity proposed in the North of Boronda FGA, it is expected that many local streets will have relatively low traffic volumes. As previously noted, the West Area Specific Plan includes augmentations to these basic standards to accommodate more pedestrian features. Street sections are named to correspond with the standards described in this chapter. The linear park street and promenade streets are custom-designed ROWs for use in particular locations in the Plan Area, and do not closely relate to any of the North of Boronda FGA street standards. The use of Specific Plan street sections corresponds to anticipated future traffic levels. Therefore, the location of certain streets and street sections employed may change slightly based on more detailed traffic analysis as approved by the City Engineer.

The overall circulation plan is characterized by an interconnected street network that provides vehicle, bicycle, and pedestrian connectivity throughout the Plan Area. It also provides connectivity to adjacent existing neighborhoods to the north, south, and west and future neighborhoods to the east. To manage traffic flow, the San Juan Grade Road/Road C/Van Buren Avenue intersection may be designed with limited vehicular movements. To minimize cut-through trips, the City Engineer may direct the design of this intersection to include restrictions on the westbound Road "C" to Van Buren Avenue through movement and the eastbound Van Buren Avenue to Road "C" through movement.

The use of cul-de-sac streets is to be very limited to ensure consistency with the General Plan. Cul-de-sacs are only permitted where necessary to provide access to an out-parcel supporting its later development and only when approved by the City Engineer.

## 5.2 Existing Facilities

The Specific Plan Area is predominantly undeveloped, with the exception of McKinnon Elementary School and its access roadway. There are several pockets of residential and accessory buildings along the northern, eastern, and western boundaries. A high school is already under construction on Rogge Road. No other streets or roadways currently exist within the Specific Plan Area. However, existing arterial roadways follow the boundaries of the Specific Plan Area, along with connecting streets in residential areas to the south, west, and north. The more significant roadways in the vicinity are illustrated in Figures 1-6 and 5-1 and/or described below.

### Regional Roadways and Access

#### *U.S. Highway 101 (U.S. 101)*

U.S. 101 is the major north-south roadway in the Salinas Valley region. It connects Salinas with San Jose and San Francisco to the north and with Los Angeles to the south. U.S. 101 is a four-lane freeway through Salinas, and a four-lane expressway north of the Boronda Road interchange. A major interchange improvement project (North of Russell Road and Espinosa Road) was recently completed on U.S. 101 at Sala Road and will provide primary regional access to the North of the Boronda FGA (and the West Area) along with the Boronda Road/U.S. 101 interchange.

#### *State Route (SR) 68*

SR 68 is a primary east-west roadway connecting Salinas and U.S. 101 to the Monterey Peninsula. It is a four-lane highway between Salinas and the Toro Park area and becomes a two-lane road from Toro Park to the Monterey Peninsula.

#### *State Route (SR) 156*

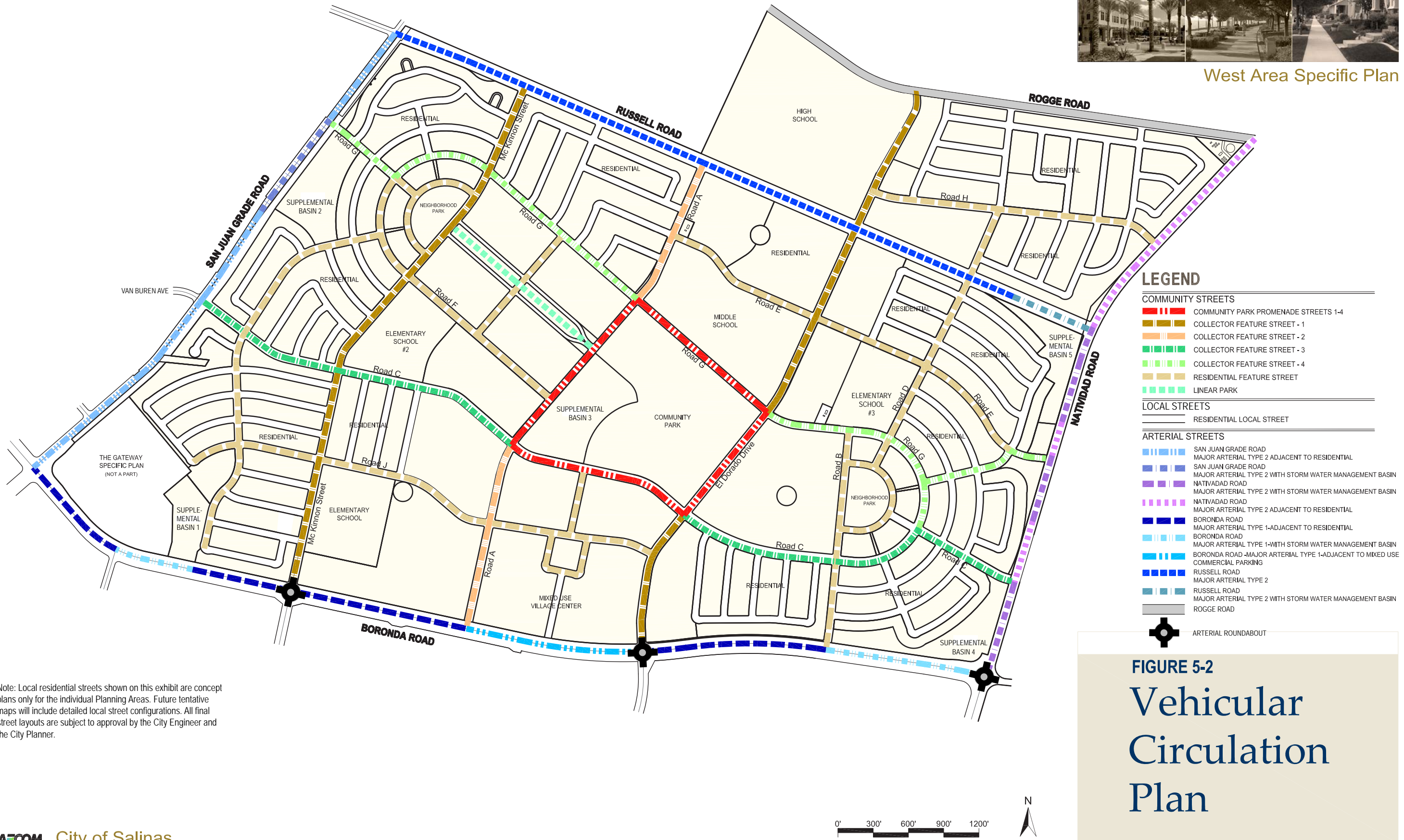
SR 156 intersects U.S. 101 near Prunedale (north of the Plan Area), providing connectivity between Castroville, Salinas, and the Monterey Peninsula. It is primarily a two-lane highway.

#### *State Route (SR) 183*

SR 183 is a two-lane highway within the City that also provides regional access to Salinas from Castroville.



West Area Specific Plan



Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations. All final street layouts are subject to approval by the City Engineer and the City Planner.

**FIGURE 5-2**  
**Vehicular Circulation Plan**

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## Local Roadways and Access

The following streets provide direct local access to the West Area:

### *Boronda Road*

Boronda Road is a two- to six-lane arterial road that crosses northern and eastern Salinas. This roadway forms the southern boundary of the Specific Plan Area and connects the Specific Plan Area to U.S. Highway 101 (U.S. 101) and major retail centers to the west. There are two plans to improve Boronda Road. The first improvement will occur with the West Area project build out, which proposes to establish four lanes between San Juan Grade Road, Dartmouth Way and Independence Boulevard with roundabouts at McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. The Salinas General Plan identifies the need to widen Boronda Road to an ultimate condition of six lanes between San Juan Grade Road and Williams Road.

### *San Juan Grade Road*

San Juan Grade Road is a two- to four-lane arterial road that begins at North Main Street and extends in a northeast direction ultimately into unincorporated Monterey County. It forms the western boundary of the Specific Plan Area. The Salinas General Plan proposes to widen San Juan Grade Road from a two-lane to a four-lane arterial between Boronda Road and Russell Road.

### *Natividad Road*

Natividad Road is a two-lane rural road north of Boronda Road which transitions to a six-lane divided arterial after crossing Boronda Road to the south. It forms the eastern boundary of the Specific Plan Area. The Salinas General Plan proposes to widen Natividad Road from two to four lanes between Boronda Road and Rogge Road.

### *Rogge Road*

Rogge Road is a two-lane County designated arterial roadway that connects Natividad Road with San Juan Grade Road at the Bolsa Knolls residential development. It forms a part of the northern boundary of the Specific Plan Area.

### *McKinnon Street*

McKinnon Street is a two-lane collector street that serves the Harden Ranch residential development south of the Specific Plan Area. It connects Boronda Road with Alvin Drive to the south. The Salinas General Plan proposes an extension of McKinnon Street as a two-lane collector north from Boronda Road to Russell Road. The proposed extension will cross the Specific Plan Area. The private access roadway that currently serves McKinnon Elementary School will be dedicated by the District to the City as part of the full improvement of this street.



A combination of road types work together and complement land uses to create the circulation network.

***El Dorado Drive***

El Dorado Drive is a two-lane collector street that also serves the Harden Ranch development. Like McKinnon Street, it connects Boronda Road with Alvin Drive to the south. The Salinas General Plan proposes an extension of El Dorado Drive as a two-lane collector from Boronda Road to Rogge Road. The proposed extension would cross the Specific Plan Area.

***North Main Street***

North Main Street is one of the major streets in Salinas and will provide local access to the Specific Plan site via San Juan Grade Road and Boronda Road. From Russell Road, North Main Street continues southward to downtown Salinas. From downtown Salinas, it becomes South Main Street (SR 68), until it reaches the City limits. North Main Street is a six-lane divided arterial south of its intersection with Boronda Road. No improvements have been proposed for North Main Street in the vicinity of the Specific Plan Area.

**Table 5-1: North of Boronda Future Growth Area Residential Standard 1-4 and Collector Street Standards<sup>(1)(2)</sup>**

Description	Parking	Curb/Curb Width (FT)	Two-Way Travel Lanes (FT Each)	R.O.W. Width	Recommended Max. ADT <sup>(3)</sup>
Residential Standard 1	Both sides	32	9	58	1,000
Residential Standard 2	Both sides	34	10	60	1,500
Residential Standard 3	Both sides	36	11	62	2,000
Residential Standard 4	One side	28	10.5	54	2,000
Collector without bike lanes	Both sides	40	12	66	± 3,000

(1) Salinas Zoning Code Table 37-30.200

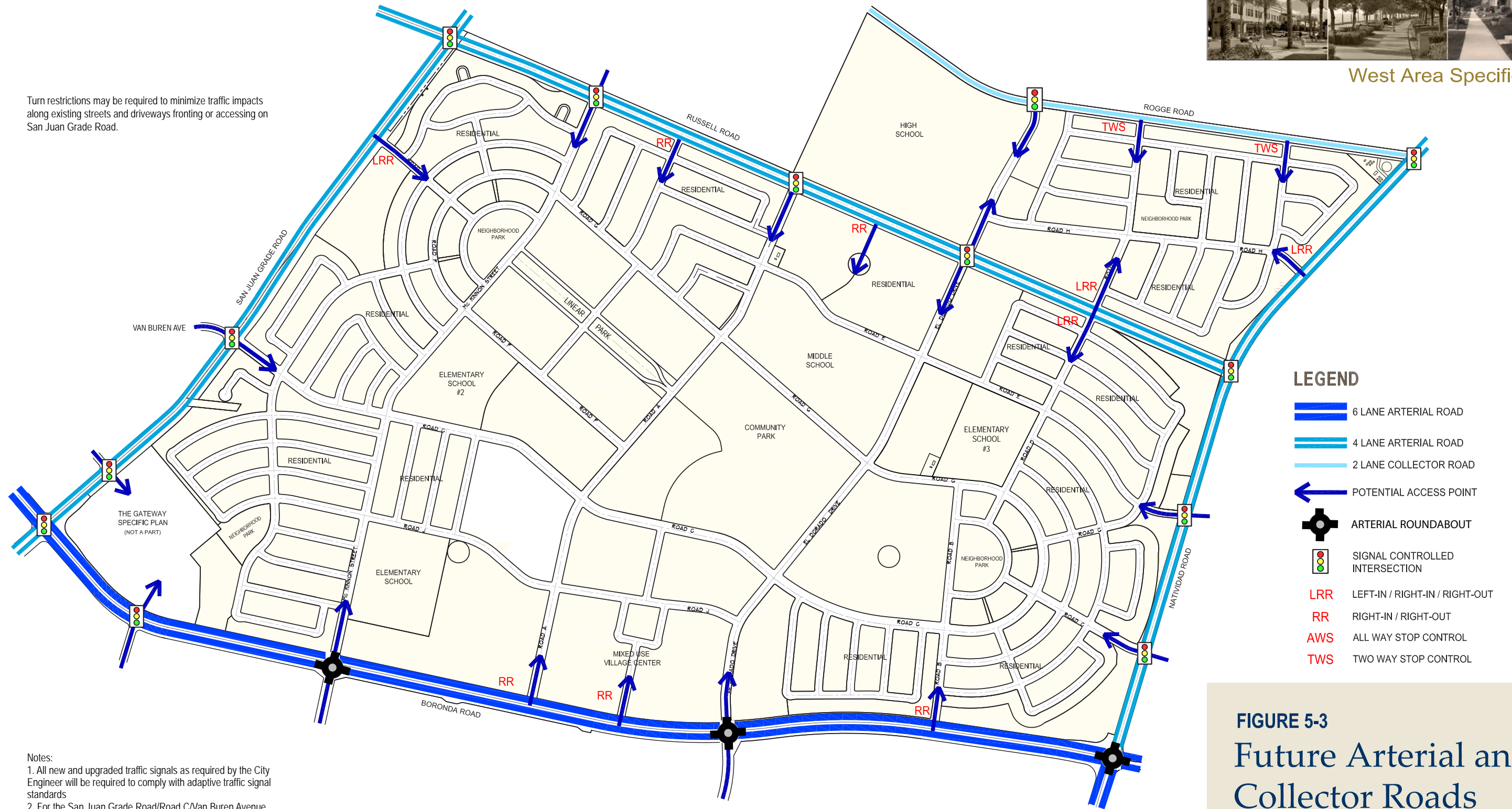
(2) Also see Table 5-2

(3) ADT favors quality of life/convenience and number of dwelling units fronting the street rather than physical capacity.



West Area Specific Plan

Turn restrictions may be required to minimize traffic impacts along existing streets and driveways fronting or accessing on San Juan Grade Road.



**LEGEND**

- 6 LANE ARTERIAL ROAD
- 4 LANE ARTERIAL ROAD
- 2 LANE COLLECTOR ROAD
- POTENTIAL ACCESS POINT
- ARTERIAL ROUNDABOUT
- SIGNAL CONTROLLED INTERSECTION
- LRR** LEFT-IN / RIGHT-IN / RIGHT-OUT
- RR** RIGHT-IN / RIGHT-OUT
- AWS** ALL WAY STOP CONTROL
- TWS** TWO WAY STOP CONTROL

Notes:  
 1. All new and upgraded traffic signals as required by the City Engineer will be required to comply with adaptive traffic signal standards  
 2. For the San Juan Grade Road/Road C/Van Buren Avenue intersection the City Engineer may direct the design of this intersection to include restrictions on the westbound Road C to Van Buren Avenue through movement and the eastbound Van Buren Avenue to Road C through movement

**FIGURE 5-3**  
 Future Arterial and Collector Roads and Vehicular Access Plan



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## 5.3 Planned Circulation Facilities

### 5.3.1 Circulation Facilities

Street sections for the nine backbone streets within the West Area (San Juan Grade Road, Russell Road, northerly greenway (collector street), southerly greenway (collector street), Boronda Road, McKinnon Street, El Dorado Drive, Natividad Road, and Rogge Road) are illustrated in Figures 5-9, 5-11, 5-12, 5-15, 5-16 and 5-18 through 5-22.

It is anticipated that buildout of the West Area, along with the development of other areas of Salinas, will occur over time, possibly as long as 30 years. Thus, it is not necessary to build the project streets to their ultimate capacity until those improvements are actually needed. Streets will therefore be constructed in phases as residential development occurs creating the need for additional capacity (as determined by the City Engineer) to maintain mandated levels of service.

The locations of collector and local streets shown in Figures 5-2 and 5-3 are approximate and the local streets are shown for illustrative purposes only. Adjustments to these locations may be permitted in conjunction with the review and approval of individual tentative maps and as specified in Chapter 8. Arterial streets may be constructed in advance of residential subdivision development, as needed for access, public safety, and to comply with the Mitigation Monitoring and Reporting Program (MMRP) in the West Area Specific Plan Final Environmental Impact Report (FEIR). Arterials adjacent to supplemental detention and retention basins shall be designed in accordance with the cross sections and design standards in this chapter of the Specific Plan.

Collector and residential streets will be constructed on a subdivision-by-subdivision basis within individual residential neighborhoods. Some refinements to the local street systems are expected and permitted in order to respond to final lot sizes, layouts, and/or phasing as approved by the City Engineer. However, the character and overall interconnected street system design will remain. Local streets within residential subdivisions will be designed to emphasize internal circulation and to encourage safe speeds. The overall street pattern in the residential areas is intended to be simple in design and to form an interconnected network, including automobile, bicycle, and pedestrian routes that provide direct connections to local destinations. Residential streets will provide for both intra-neighborhood and inter-neighborhood connections and thus will knit neighborhoods together and not form barriers between them. There will be no gated entryways into single-family developments or neighborhoods permitted, as these interfere with the goals of interconnected neighborhoods and street networks.

All residential developments will be designed to provide convenient pedestrian and bicycle access to schools, parks, and open space areas. Pedestrian paths (sidewalks) shall be provided on both sides of all streets, except for the linear park streets. In locations where paths bisect blocks or



Arterial, collector, and residential streets with pedestrian paths comprise the street network.



A network of enhanced pedestrian paths that link the neighborhoods is well represented in the West Area Specific Plan.

clusters of homes, the intrusion upon the privacy of residential property shall be minimized. Bicycle facilities will be located within designated arterial and collector street ROWs (Figure 5-28). Safe and convenient crossings of all major roads should be provided for pedestrians and bicyclists including crosswalks, bike lane markings, and similar treatments deemed necessary by the City Engineer. Pedestrian paths will be provided within and adjacent to open space areas designated for supplemental detention and retention basins, to the extent possible. Such facilities will be located and designed to minimize disturbance of drainage basins and to ensure the protection and safety of pedestrians.

Residential units will be designed to front (or side in limited locations where approved by the City Planner) on designated collector streets including streets adjacent to the community and linear park. No individual driveways will be permitted along collector streets — only common driveways in limited locations as approved by the City Engineer.

The Specific Plan Area will be landscaped with a palette of street trees and other landscaping keyed to each of the differing street types, to help establish the hierarchy of streets, and to provide a cohesive theme for the area (Figure 4-4). All street trees and parkway landscaping is subject to the approval of the City Engineer and the City Planner.

Bus shelters and turnouts, designed in accordance with MST improvement standards, will be located along arterial streets, at key residential neighborhood entrances, adjacent to the Village Center, and at other locations within the Specific Plan Area as determined by MST. Transit stop locations to serve the North of Boronda FGA will be coordinated with MST as it develops interim and ultimate transit routing plans.

### **5.3.2 Streets and Roadways**

Streets and roadways proposed as part of the West Area Specific Plan circulation system vary in design, depending on the land use the streets serve and the desired design character. All streets include separated sidewalks with landscaped parkways that may contain vegetated swale features, curb bulb-outs with bio-retention planters, tree planters, and other forms of Low Impact Development (LID) Stormwater Control Measures (SCMs) to the maximum extent practicable (MEP) for stormwater management. The streets and their proposed designs are described below and summarized in Table 5-2.

### 5.3.2.1 Linear Park Streets

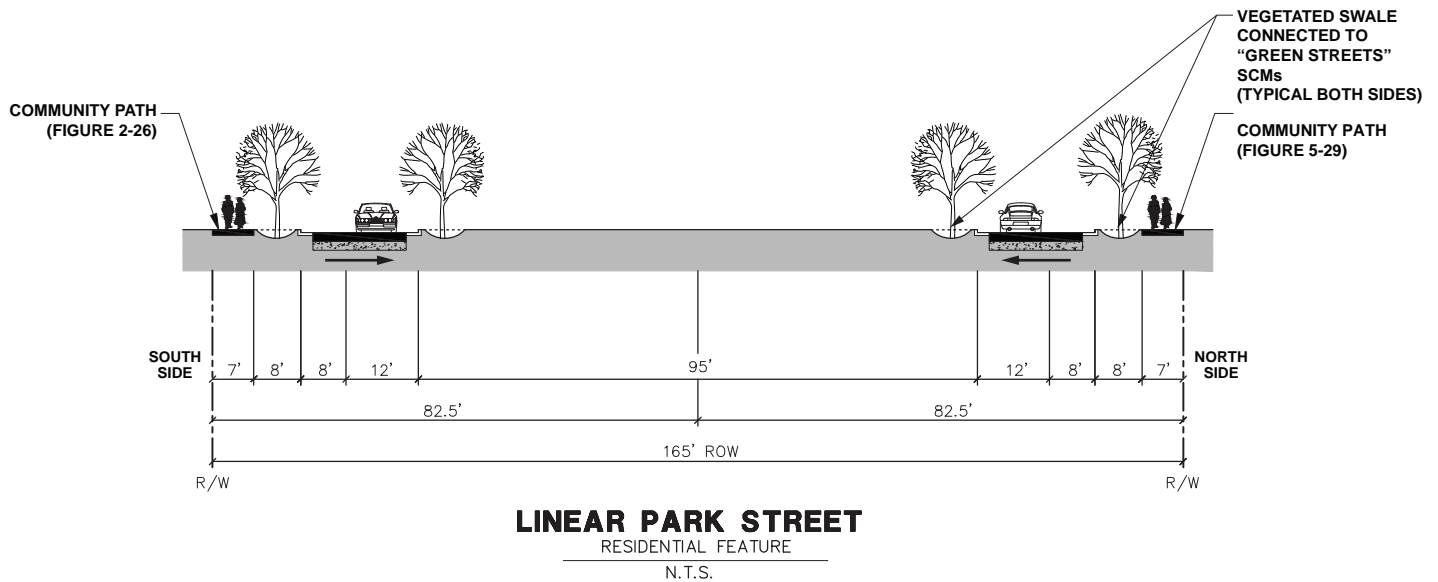
The Specific Plan proposes one-way streets on each side of the proposed linear park. The linear park streets are designed to be an attractive urban connection between the community park and the proposed neighborhood park in the northwestern portion of the Specific Plan Area, and to function as a pedestrian-oriented focal point for residents of the adjacent residential areas. The street design also encourages pedestrian use on the adjacent paths and bicycle traffic within the low-volume, low-speed street.

As shown in Figure 5-4, the streets and the linear park will be within a 165-foot ROW. Each one-way street will be 20-feet in width from curb to curb (12-foot travel lane and 8-foot parking one side) and will include a vegetated swale on both sides connected to LID SCMs. An 8-foot wide landscaped parkway will be located on the side of the street opposite the linear park. Adjacent to this parkway will be a 7-foot wide community path.



Example of a linear park.

Figure 5-4: Linear Park Street



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

### 5.3.2.2 Community Park Promenade Streets



Promenade Streets include a community path on one side of the street.



Streets and paths are designed to complement adjacent land uses.

The four streets bordering the proposed community park will be designed in a manner consistent with the character of the park area. As the name implies, these streets are designed to encourage leisurely walks by pedestrians and rides by bicyclists. They also reinforce the position of the community park as the central gathering place in the Specific Plan Area. The streets adjacent to the park also provide access to schools and the Village Center, as well as to the major residential areas. Travel lanes of 11 feet and bulb-outs, traffic circles, and speed tables at key intersections (see Figure 5-28) encourage slowing of vehicle traffic, while providing safe pedestrian crossings from the residential areas to the community park. These streets also include landscaped parkways/vegetated swales and LID SCMs to meet SWDS requirements.

As shown in the following street sections, the Promenade Streets will be installed within a 64- to 66-foot ROW. On the side of the street opposite the community park, an 8-foot landscaped parkway and a 5-foot-wide pedestrian sidewalk will be installed within a 13-foot minimum parkway. The side of the street adjacent to the park will have a meandering, multi-use, paved ADA-compliant path approximately 10-feet wide. This path may be concrete or other material as approved by the City Engineer. However, the same material shall be used for the length of the path throughout the Specific Plan. This path will have a parkway a minimum 8-feet in width from the street curb to the edge of the path. No individual driveways will be permitted on either side of the promenade streets; however, common driveways in limited locations may be permitted subject to the approval of the City Engineer.

#### *The Community Park Promenade Street-1*

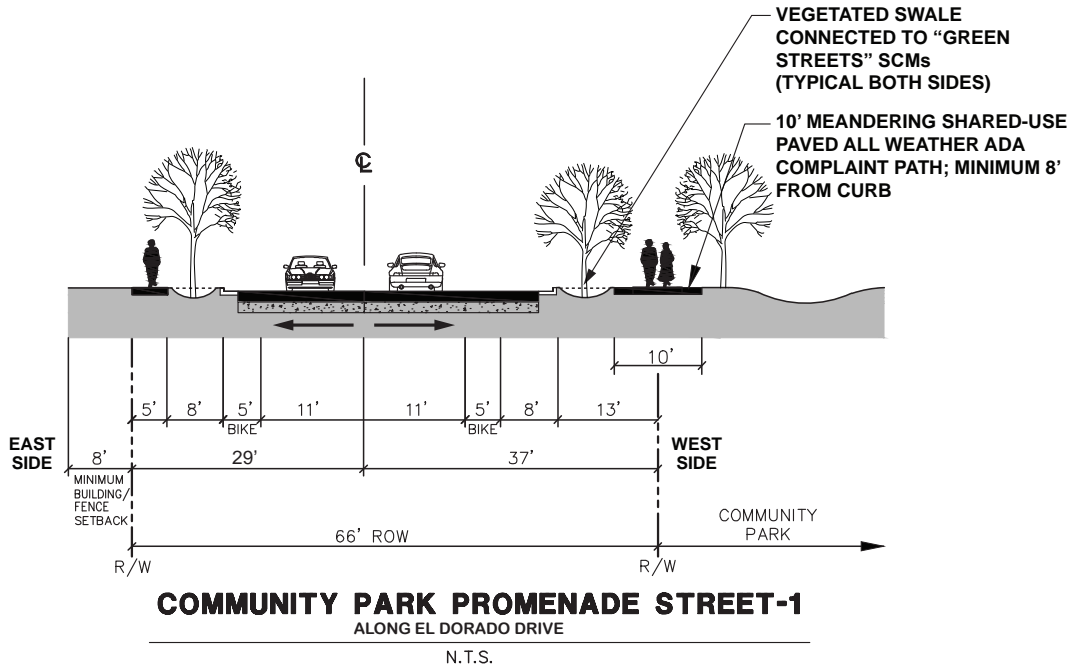
Community Park Promenade Street-1 (El Dorado Drive) is illustrated in Figure 5-5. This roadway includes bicycle lanes extending the existing bicycle lanes on El Dorado Drive south of Boronda Road into the Specific Plan Area and north to Rogge Road. On-street parking is planned on the westerly (community park) side of the street for a total width of 40-foot curb to curb. The 13-feet of parkway on the west side of the street includes portions of the meandering 10-foot, shared-use, paved ADA-compliant path located within the community park. The 13-foot parkway with an additional 8-foot building/fence setback easement on the east side of the roadway will create an improved landscape planter with a double line of trees to help create a visual extension of the park to this side of the street. This is also typical for all four community park promenade streets.

#### *The Community Park Promenade Street-2*

Community Park Promenade Street-2 (Road A) is illustrated in Figure 5-6. This roadway is a bicycle route connecting bike lanes on Boronda and Russell Roads. On-street parking is provided on both sides of the roadway for a total of 38-foot curb to curb. This relatively narrow roadway section combined with bulb-outs, traffic circles, and speed tables at key intersections is to function as a traffic calming feature to lower speeds adjacent to the community park while providing for water quality and

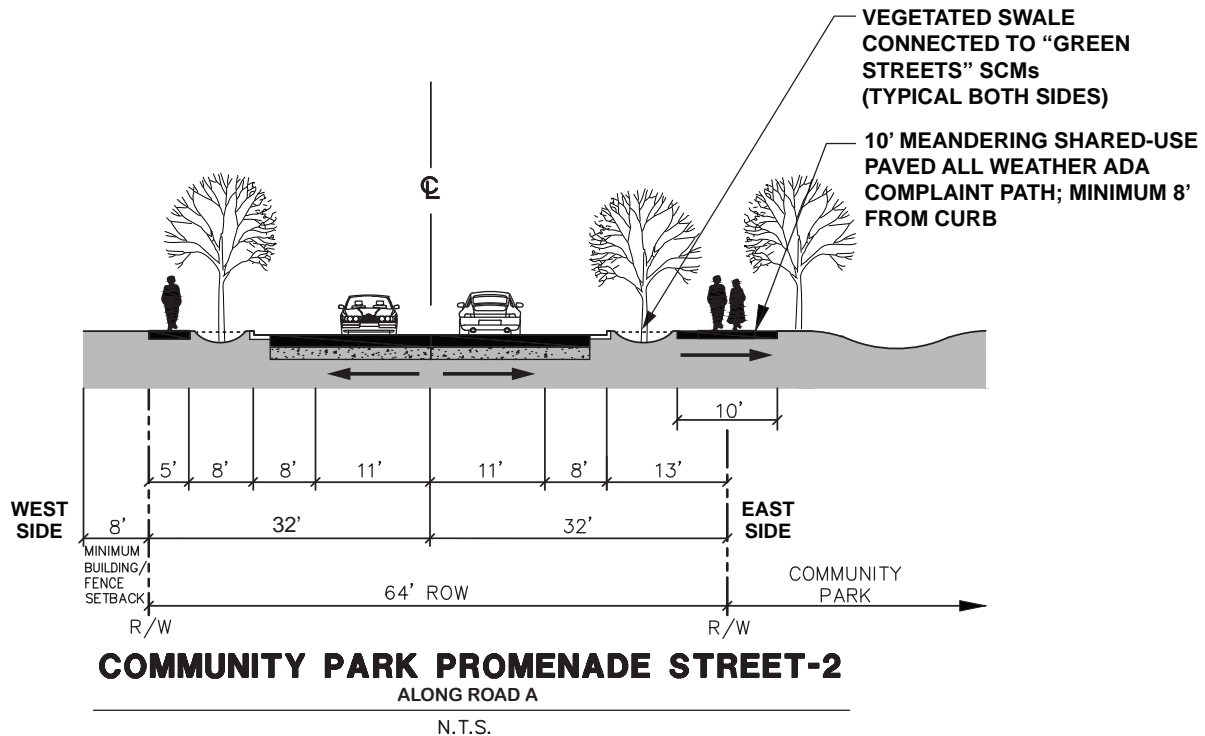


Figure 5-5: Community Park Promenade Street-1



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

Figure 5-6: Community Park Promenade Street-2



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

hydro-modification attenuation to meet the SWDS requirements.

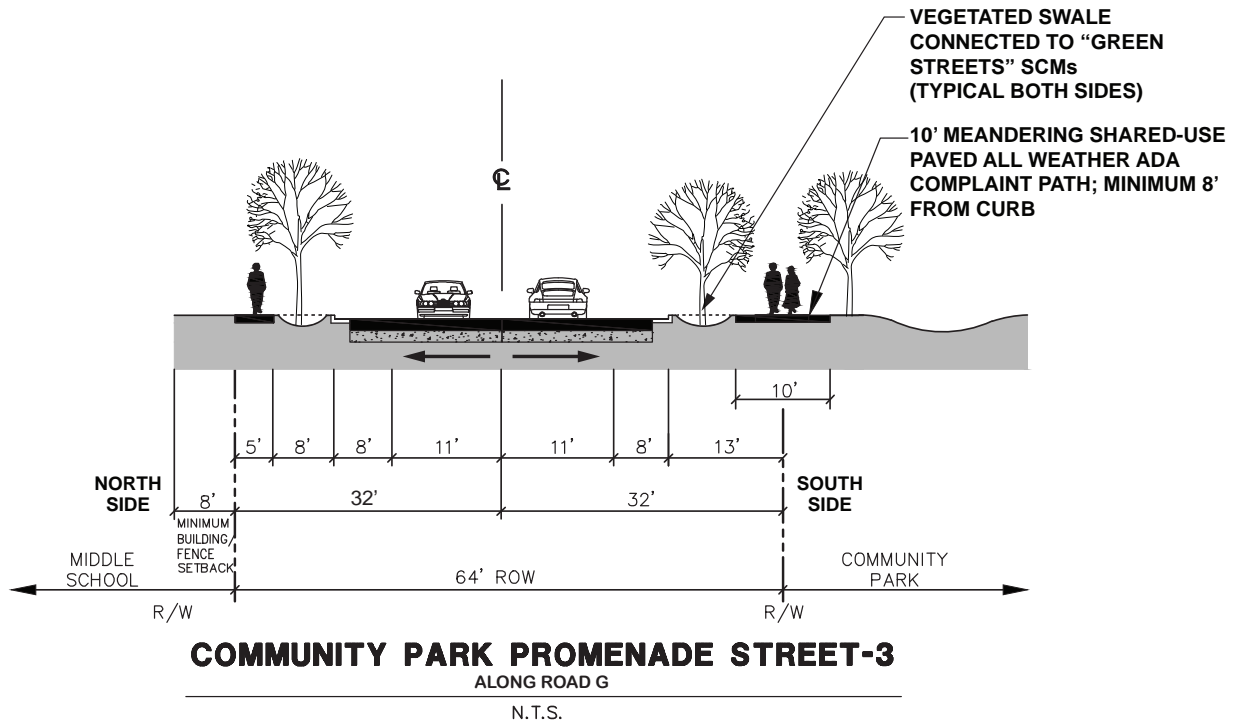
#### ***The Community Park Promenade Street-3***

Community Park Promenade Street-3 (Road G) is illustrated in Figure 5-7. This roadway is part of the northerly greenway (collector) street that extends east-west through the North of Boronda FGA. It is also a bicycle route that connects bicycle lanes on San Juan Grade Road easterly to bicycle lanes on McKinnon Street, El Dorado Drive, Natividad Road, Independence Boulevard, Constitution Boulevard, Sanborn Road, and Williams Road. On-street parking is provided on both sides of the roadway for a total of 38 feet curb-to-curb. This relatively narrow roadway section combined with bulb-outs, and speed tables at the key intersections is to function as a traffic calming feature to lower speeds adjacent to the community park and middle school.

#### ***The Community Park Promenade Street-4***

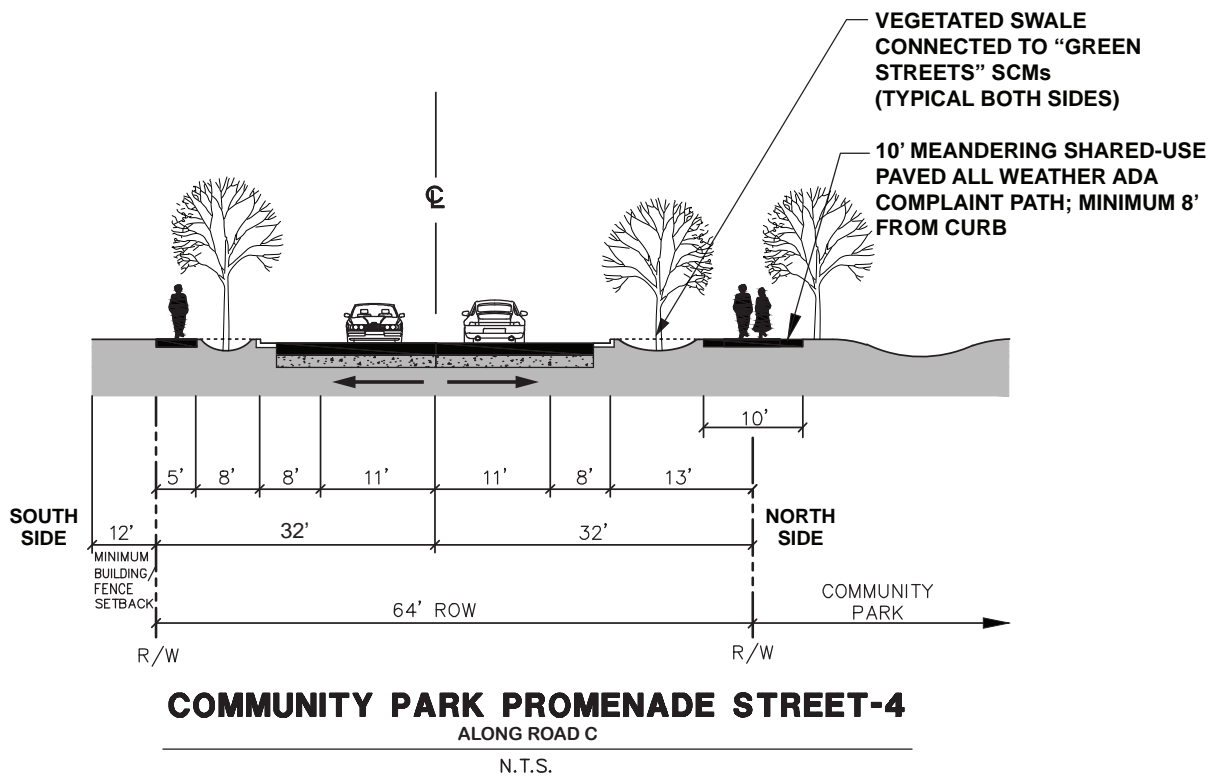
Community Park Promenade Street-4 (Road C) is illustrated in Figure 5-8. This roadway is part of the southerly greenway street that extends through the North of Boronda FGA. It is a bicycle route and, similar to Promenade Street-3, connects bicycle lanes from San Juan Grade to Williams Road. This is also the location of the North of Boronda FGA greenway. The greenway is a shared-use, paved, all-weather, ADA-compliant path on the north side of the southerly greenway street. The path will be located within a landscaped planter (a portion is within the ROW and a portion is within a landscape easement/setback area) consisting of a minimum 8-foot-wide landscaped planter between the curb and edge of the 10-foot-wide, multi-use, paved ADA-compliant path, and a minimum 8-foot landscaped easement (no fences) and 12-foot building setback from the back of the path to the nearest building. No fences or buildings are permitted in the easement and no buildings are permitted within the setback area. On-street parking is provided on both sides of the roadway for a total width of 38-feet curb to curb. As with the other street sections around the community park, on-street parking also functions as a traffic calming feature.

Figure 5-7: Community Park Promenade Street-3



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

Figure 5-8: Community Park Promenade Street-4



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

### 5.3.2.3 Collector Feature Streets

Collector feature streets connect the community park and the schools to the main roadways adjacent to or within the Specific Plan Area— Boronda Road, San Juan Grade Road, Natividad Road, and Russell Road. These collector feature streets act as gateways from the arterial streets surrounding the Specific Plan Area to its main focal points. Reflecting the characteristics of the Specific Plan Area, collector feature streets are designed with a landscaped parkway/swale and community path on both sides of the street to encourage pedestrian traffic. Some streets provide adequate pavement width for bicycle lanes.

These streets will be installed within a 66- to 74-foot ROW (Figures 5-9 through 5-12). The pavement width will be 38- to 40- feet curb-to-curb, allowing for two 11-foot travel lanes. One side of the street will contain a minimum 8-foot landscaped parkway and a 5-foot sidewalk. The other side will contain an 8-foot landscaped parkway and a 7-foot, paved all-weather ADA-compliant path, with 6 feet of space between the path and a residential lot line except for the southerly and northerly greenway streets. These streets will have an 8-foot landscape easement and 12-foot building setback along the greenway side of the street (between the edge of the path and the nearest building). The southerly greenway street will have a 10-foot-wide paved ADA compliant path along the north side of the street as shown in Figure 5-11.

#### *Collector Feature Street Section 1*

Collector Feature Street Section 1 (McKinnon Street and El Dorado Drive) is illustrated in Figure 5-9. This roadway represents McKinnon Street and the portion of El Dorado Drive north and south of the community park. It includes bicycle lanes that extend existing bicycle lanes on McKinnon Street and El Dorado Drive south of Boronda Road into the Specific Plan Area and north to Russell and Rogge Roads. Parking is provided on the side of the street adjacent to the community path. The 21-foot landscaped parkway on the east side of McKinnon Street and the west side of El Dorado Drive includes a 7-foot-wide community path (Figures 5-24 and 5-25).

#### *Collector Feature Street Section 2*

Collector Feature Street Section 2 (Road A) is illustrated in Figure 5-10. This roadway is designated as Road “A” north and south of the community park. It is part of a bicycle route connecting bicycle lanes on Boronda and Russell Roads. On-street parking is provided on both sides of the roadway for a total of 38-feet curb to curb. Widening of the curb-to-curb dimension to allow for turns is expected in the vicinity of the mixed use Village Center.

Figure 5-9: Collector Feature Street-1

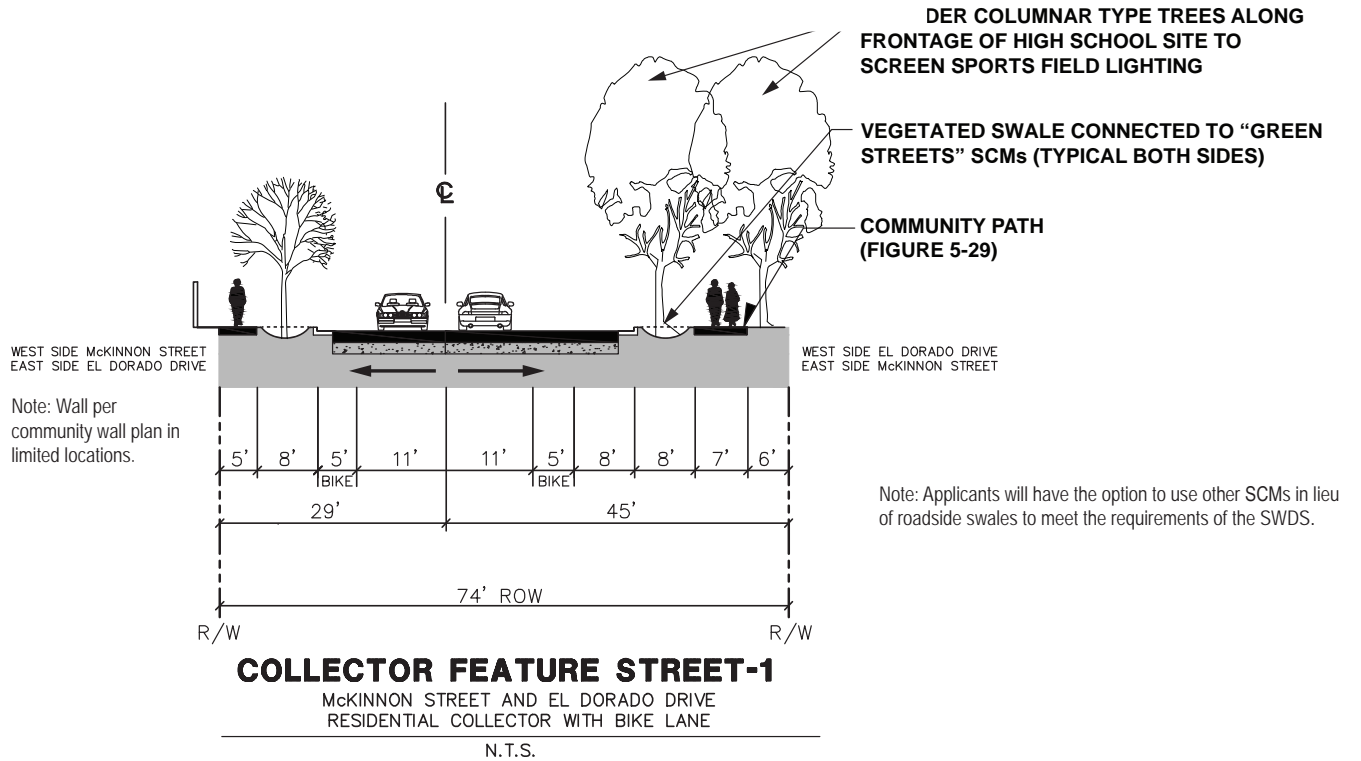
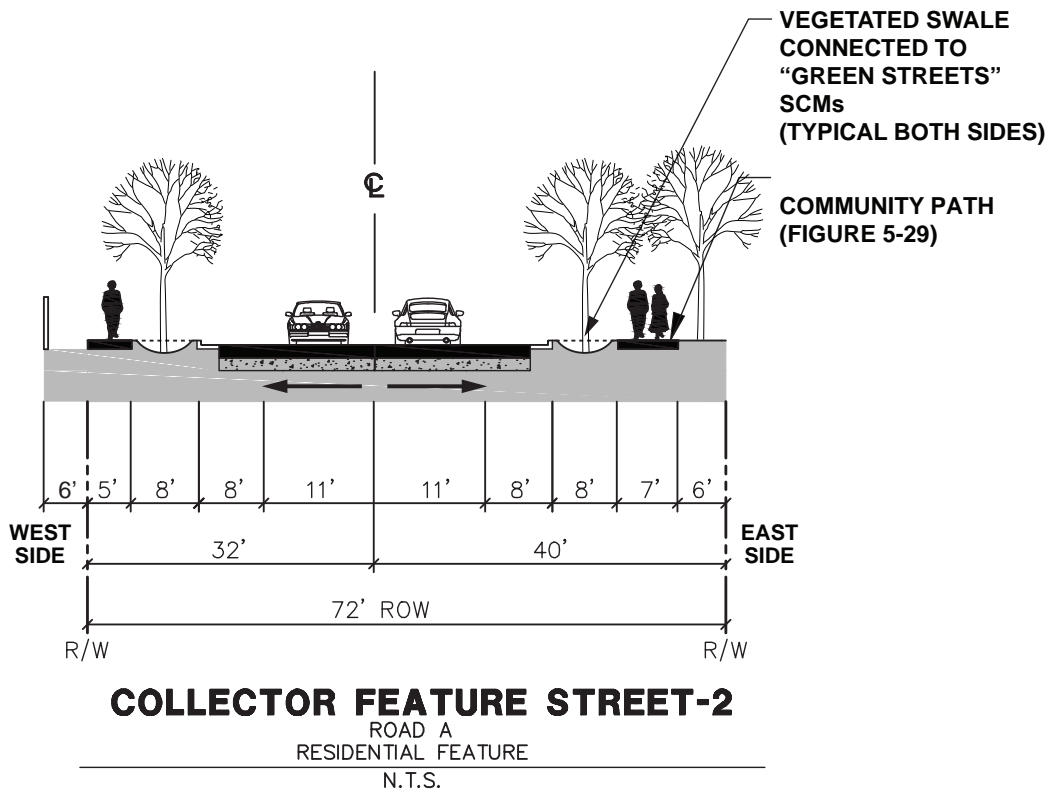


Figure 5-10: Collector Feature Street-2



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

Note: Wall per community wall plan is limited locations.

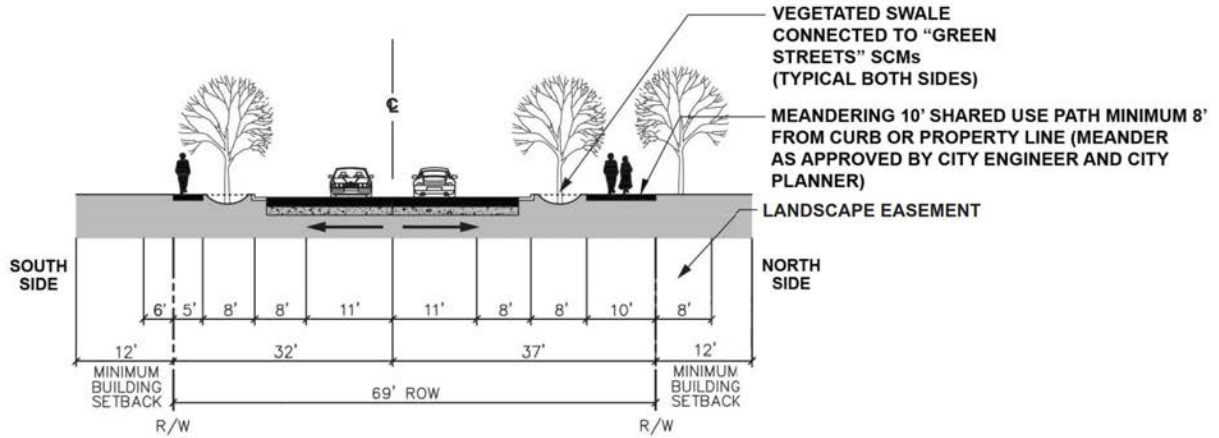
### ***Collector Feature Street Section 3 (Segment of the Southerly Greenway Street)***

Collector Feature Street Section 3 (Road C) is illustrated in Figure 5-11. This roadway is part of the southerly greenway street that extends east and west through the entire North of Boronda FGA. It is a bicycle route that connects bicycle lanes on San Juan Grade Road easterly to bicycle lanes on McKinnon Street, El Dorado Drive, Natividad Road, Independence Boulevard, Constitution Boulevard, Sanborn Road, and Williams Road. This is also the location of the North of Boronda FGA southerly greenway. The greenway is a shared-use path within an 18-foot minimum landscaped parkway on the north side of the street with an additional 8-foot easement and 12-foot building setback. On-street parking is provided on both sides of the roadway for a total width of 38-foot curb to curb. To maintain an all-weather paved ADA-compliant path as uninterrupted as possible, private driveway access across the shared-use path is prohibited on both streets. However, common private driveways/streets and access to alleyways may be approved in limited locations across the path by the City Engineer. Appropriate striping, signage and design will be utilized to ensure safety of path users.

### ***Collector Feature Street Section 4 (Segment of the Northerly Greenway Street)***

Collector Feature Street Section 4 (Road G) is illustrated in Figure 5-12. This roadway is part the northerly greenway street that runs east-west through the entire North of Boronda FGA. It is a bicycle route and, like Collector Feature Street 3, connects bicycle lanes from San Juan Grade Road to Williams Road. The 15-foot landscaped parkway on the south side of Road G and the 8-foot landscape easement includes a 7-foot community path with an additional 8-foot easement and 12-foot building setback. On-street parking is provided on both sides of the roadway for a total width of 38- foot curb to curb. To maintain an all-weather paved, ADA-compliant path as uninterrupted as possible, private driveway access across the shared-use path is prohibited on both streets. However, common private driveways/streets and access to alleyways may be permitted in limited locations across the path by the City Engineer. Appropriate striping, signage and design will be utilized to ensure safety of path users.

Figure 5-11: Collector Feature Street-3 (Southerly Greenway)



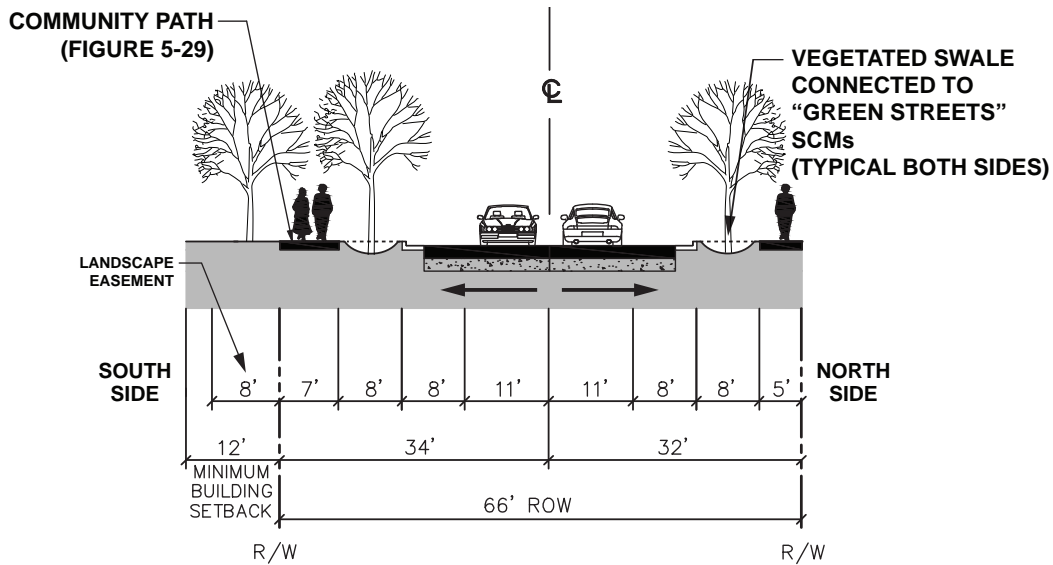
**COLLECTOR FEATURE STREET-3**  
ROAD C/SOUTHERLY GREENWAY STREET

N.T.S.

NOTE: APPLICANTS WILL HAVE THE OPTION TO USE OTHER SCMS IN LIEU OF ROADSIDE SWALES TO MEET THE REQUIREMENTS OF THE SWDS

NOTE: WALL PER COMMUNITY WALL PLAN IN LIMITED LOCATIONS.

Figure 5-12: Collector Feature Street-4 (Northerly Greenway)



**COLLECTOR FEATURE STREET-4**  
ROAD G/NORTHERLY GREENWAY STREET

N.T.S.

Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

Note: No building or fence permitted in the landscape easement.



Example of dwellings that are pedestrian-focused and friendly.

### 5.3.2.4 Local Streets

#### *Residential Feature Streets*

Residential feature streets are similar to the collector feature streets. Residential feature streets are designed with a landscaped community path on one side of the street and a 5-foot path on the other to facilitate and promote pedestrian circulation.

Residential feature streets will have a narrower width than collector streets, thereby encouraging slower speeds by motor vehicles. At the same time, the narrower streets encourage pedestrian and bicycle activity and increase pedestrian and bicycle safety by reducing the crossing distance and slowing vehicular traffic.

Located within a 67- to 69-foot ROW, these streets will have pavement 34- to 36- feet in width from curb-to-curb (Figure 5-13). This will allow for two 10- to 11-foot-wide travel lanes and parking on both sides. One side of the street will contain an 8-foot landscaped parkway and a 5-foot-wide sidewalk. The other side will contain a minimum 8-foot landscaped parkway and a 7-foot, community, paved all weather ADA-compliant path, with a minimum of 5-feet of space between the path and a residential lot line. No walls will be located along these streets except where required as a mitigation measure for noise attenuation purposes or as indicated on the community wall plan where approved by the City Planner and the City Engineer.

#### *Residential Standard Streets*

Residential standard streets are the primary local residential streets of the Specific Plan Area. Residential standard streets will function like local streets elsewhere in Salinas, providing access to residences. However, in keeping with the goals and objectives of the Specific Plan, consideration has also been given to the aesthetic quality of the residential area and to non-vehicular traffic. The reduced street width and separated sidewalks with widened parkways create a low vehicular-speed, pedestrian-oriented, and tree-lined residential street. These are summarized in Table 5-1 and for Residential Standards 1, 2, and 3 illustrated in Figure 5-14. Residential Standard 4 (with parking provided on one side of the street only) is not illustrated, but is further described in Tables 5-1 and 5-2. Consistent with the principles of New Urbanism, residential streets in the Plan Area are intended to interconnect with each other and typically not terminate in a cul-de-sac.

#### *Residences which Back to Major Arterial*

With some residential layouts, dwelling units may have the rear of the lots potentially abutting a major arterial (i.e., Boronda Road, Natividad Road, Russell Road, Rogge Road and San Juan Grade Road). These major arterials may require noise attenuation in the form of sound walls along residential portions of the Specific Plan Area due to their high traffic volumes. The use of sound walls shall be limited to major arterials only or where needed for noise attenuation. Due to high traffic volumes that will utilize these major arterials and the concern for residential safety, it is



Figure 5-13: Residential Feature Street

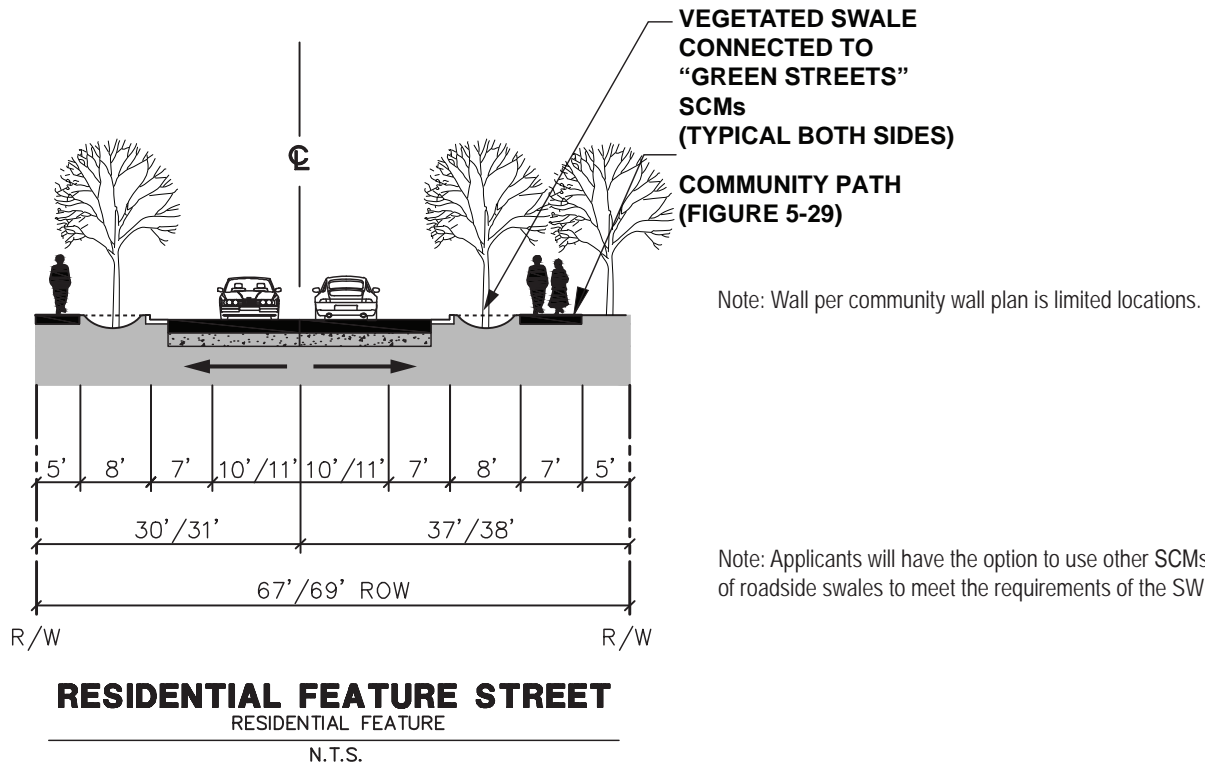
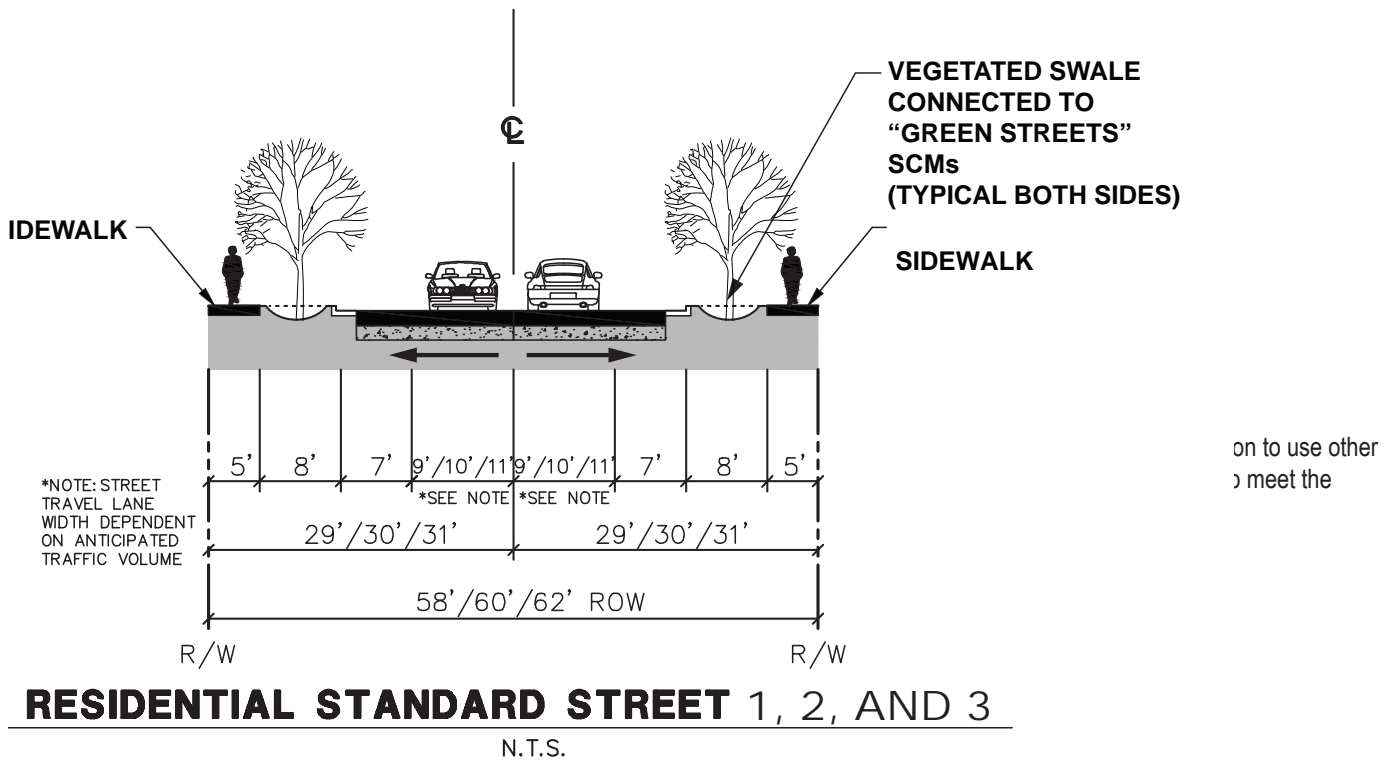


Figure 5-14: Residential Standard Street



preferred to not have residences front onto major arterials. No residence will back to a promenade, collector, or residential street within the Specific Plan Area except when required for noise attenuation or as indicated on the community wall plan as may be approved by the City Engineer and the City Planner.

#### *Residential Standard Street – One Way*

Residential streets along the linear park and potentially around some of the small parks are one-way streets within a 46-foot ROW. These streets will have a pavement width of 20-foot curb-to-curb and parking on one side (Figure 5-15). Individual driveways are not permitted; however, common driveways may be permitted in limited locations subject to the approval of the City Engineer.

### **5.3.2.5 Major Roadways**

#### *Boronda Road*

For the portion of Boronda Road adjacent to the Specific Plan Area, the General Plan reserves 164-foot right of way, necessary for the build out of the ultimate condition of Boronda Road (Figure 5-16). The ultimate condition of Boronda Road will have six, 12-foot lanes, three in each direction, separated by a 22-foot wide median. Trees and other landscaping will be planted in this median.

Boronda Road will be improved to four lanes under the West Area project build out condition. The initial improvement to four lanes is planned strategically to fit within the ultimate build-out condition and to minimize future throwaway costs when future widening is required. The project build-out condition proposes converting the existing 2-lane facility into two eastbound 12-foot wide lanes plus an 8-foot shoulder/bike lane, a 32-foot wide vegetated bio-retention median island with landscaping and trees and building a new pavement section for the two 12-foot westbound lanes plus an 8-foot shoulder/bike lane.

The project build out condition four-lane facility can be widened to the General Plan ultimate condition, six lane facility. This can be accomplished by outside widening on the westbound lanes to provide the third 12-foot lane and 6-foot shoulder/bike lane. The third eastbound 12-foot wide lane can be provided by inside widening using a portion of the median island and reducing the width of the eastbound shoulder/bike lane to 6-feet. The ultimate condition of Boronda Road will have six 12-foot lanes, with 6-foot shoulder/bike lanes, and a 22-foot wide median.

The south side of Boronda Road will retain the existing meandering sidewalk, during both the project build-out conditions. The parkway may be reduced at intersections improved with roundabouts and ultimate condition, subject to review and approval of the City Engineer and the City Planner, along with the existing parkway landscaping and screen walls. The north side of the roadway will have a 28-foot landscaped parkway, consisting of a 10-foot-wide parkway, an 8-foot path, and a 10-foot landscaped area between the path and the perimeter wall on the

Figure 5-15: Residential Standard Street, One-Way

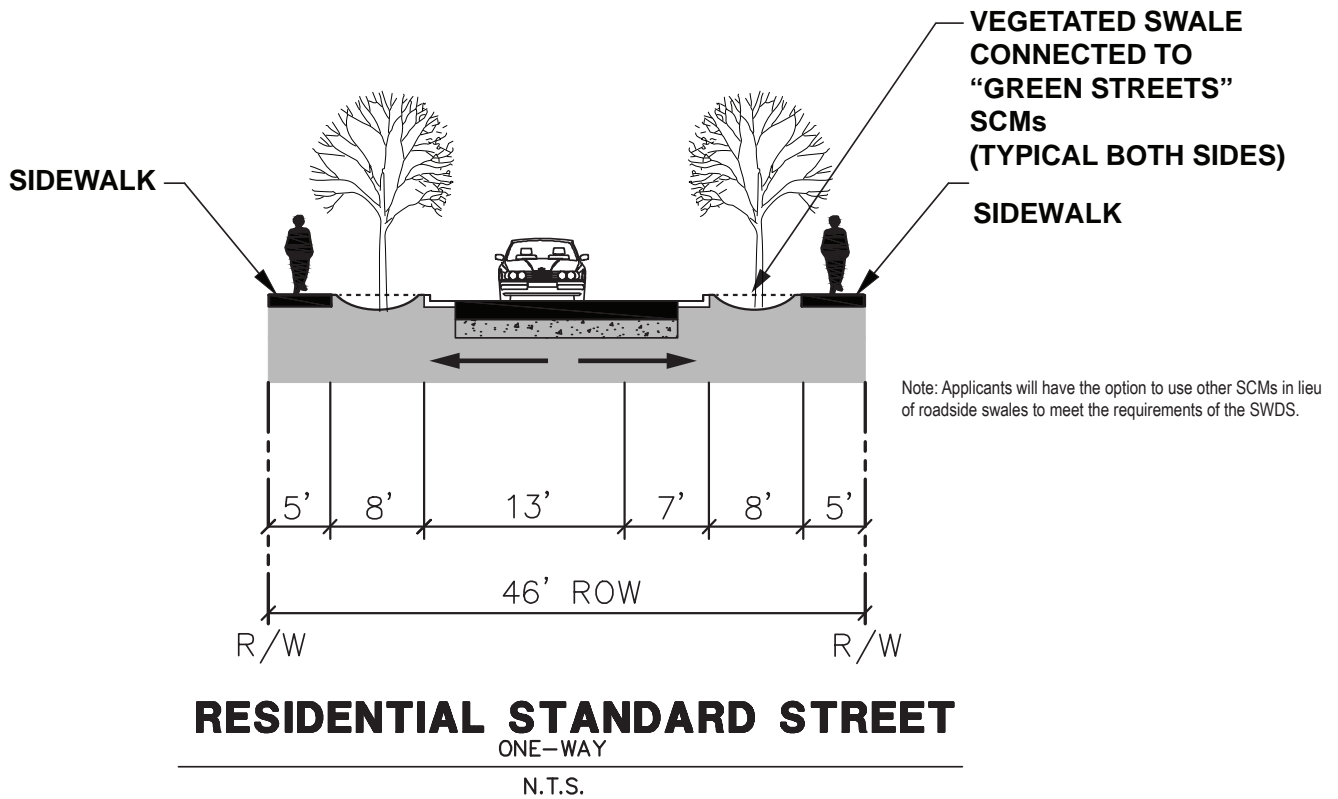
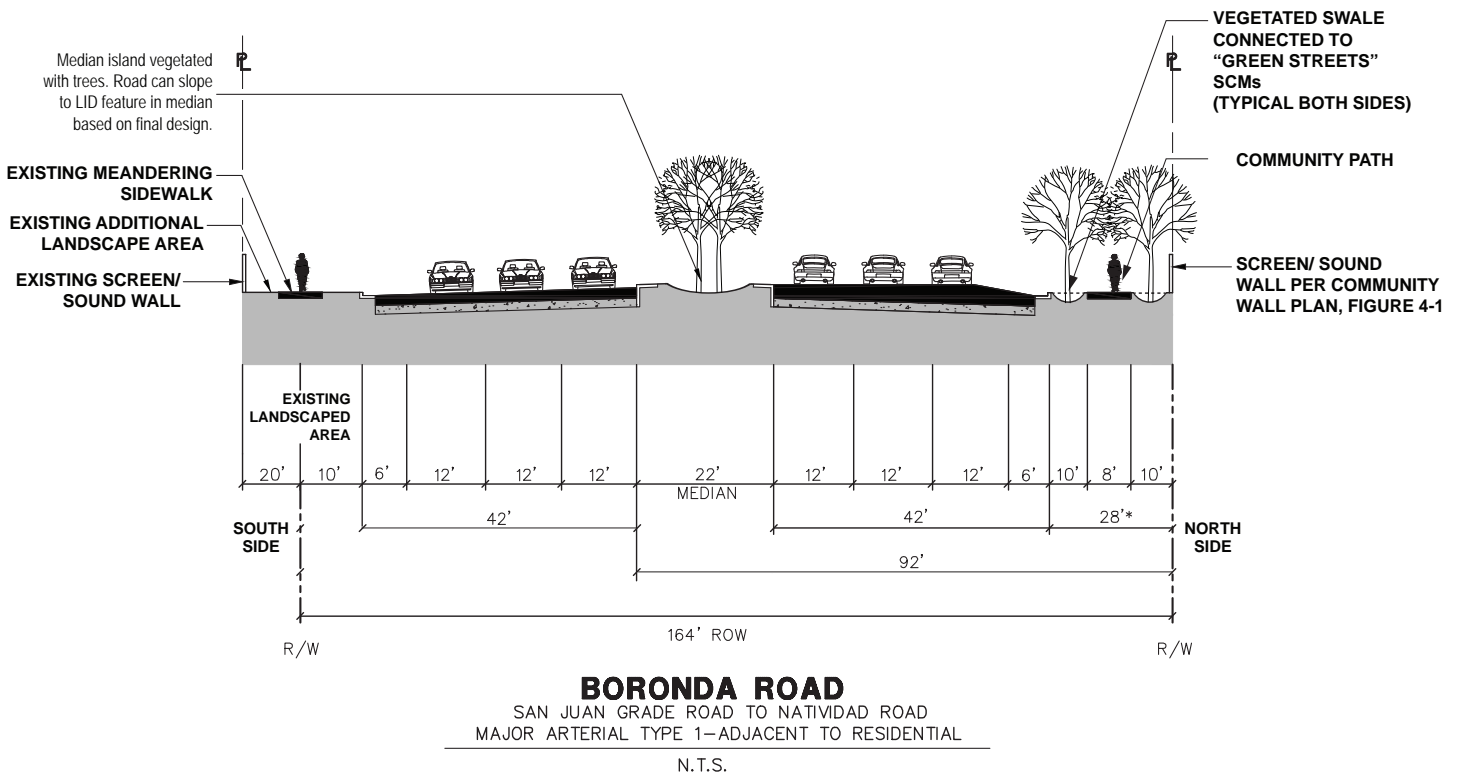


Figure 5-16: Boronda Road, Ultimate



adjacent property line. The width of the landscape planters will also be allowed to be reduced at the impacted areas abutting the intersections with proposed roundabouts where deemed necessary by the City Engineer and City Planner to accommodate the final design of the roundabout. At Project build-out, the north side of the roadway will have an added 10-foot parkway for a total 20-foot wide landscaped parkway between the shoulder/bike lane and the 8-foot-wide path. The added 10-foot parkway will be part of the westbound shoulder/bike lane and roadway for the General Plan ultimate condition of Boronda Road (see Appendix I for the two street sections described above).

For the portion of Boronda Road adjacent to the Village Center buildings and parking area, improvements will be similar to those for the residential segment. However, on the side of the path opposite the street, a low screening device (a minimum 32 inches in height and maximum 42 inches in height) such as a landscaped berm and/or a low wall in combination with landscaping (vines, bushes, and trees) is to be installed between the path and any visible parking area. All other features of this segment will be the same as those for the residential segment.

#### **East Boronda Road Congestion Relief Project Improvements:**

As previously discussed, the General Plan originally called for the construction of a 22-foot median island, three 12-foot lanes in each direction with a 6-foot shoulder/bike lanes; and traffic signal modifications; for the Boronda Road corridor. However, on May 16, 2017, the Council approved a roundabout concept instead of traffic signals at the following intersections along Boronda Road: McKinnon Street, El Dorado Drive, Natividad Road, Independence Boulevard, and Hemmingway Drive. The roundabout concept allows for a typical four lane facility between intersections, rather than the six-lane facility with traffic signals.

#### *Proposed Project Overview:*

The Boronda Road Congestion Relief Project will improve East Boronda Road into a four-lane roadway with two-lane roundabouts. The first phase of the project includes improvement of East Boronda Road from just east of Dartmouth Way to approximately 1,900 feet east of McKinnon Street for a total length of approximately 3,500-feet. It also includes a roundabout at the intersection of McKinnon Street and East Boronda Road. Existing agricultural and roadside drainage ditches situated along the north side of East Boronda Road are to be relocated to the north to accommodate the roadway project.

The second phase (outside of the West Area Specific Plan) of the project continues the improvement of East Boronda Road from the Phase 1 limit to approximately 1,100-feet east of Natividad Road. It also includes roundabouts at the intersections of El Dorado Drive and Natividad Road.

Table 5-2: Roadway Summary

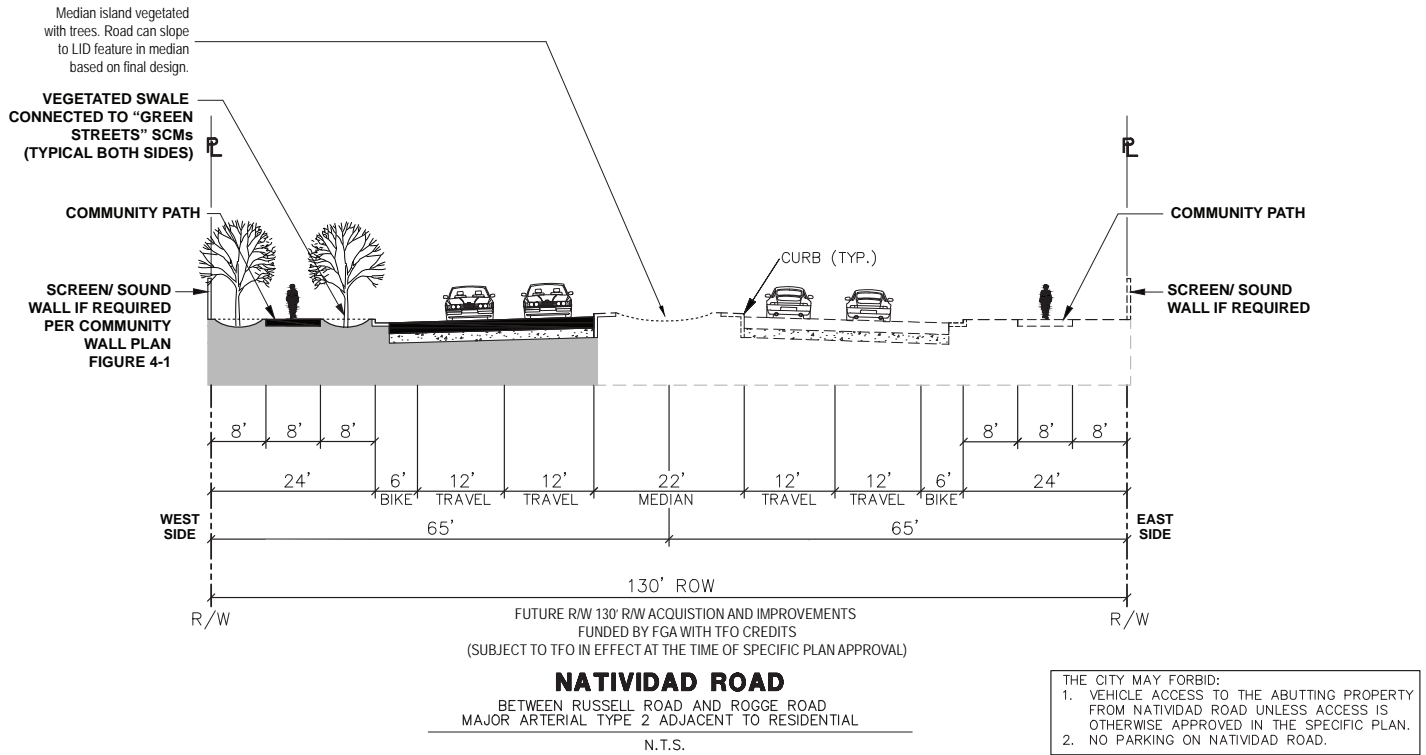
Roadway Name	Right-of-Way	Pavement Width	Vehicle Lanes	Lane Width	Street Parking	Pedestrian/Bicycle Component	Figure
<b>Planned Streets</b>							
Linear Park Street	165'	20' x 2	2	12	ONE SIDE	7' Path both sides	5-4
<b>Community Park Promenade Streets</b>							
Community Park Promenade-Street 1	66'	40'	2	11'	ONE SIDE	10' Path one side, 5' Path other side, 2 Bike Lanes	5-5
Community Park Promenade-Street 2	64'	38'	2	11'	YES	10' Path one side, 5' Path other side, Bike Route	5-6
Community Park Promenade-Street 3	64'	38'	2	11'	YES	10' Path one side, 5' Path other side, Bike Route	5-7
Community Park Promenade-Street 4	64'	38'	2	11'	YES	10' Path one side, 5' Path other side, Bike Route	5-8
<b>Collector Feature Streets</b>							
Collector Feature Street 1 – McKinnon/El Dorado	74'	40'	2	11'	ONE SIDE	7' Path one side, 5' path other side, 2 Bike Lanes	5-9
Collector Feature Street 2 – Road A	72'	38'	2	11'	YES	7' Path one side, 5' Path other side, Bike Route	5-10
Collector Feature Street 3 – Road C (Southerly Greenway)	69'	38'	2	11'	YES	10' Path one side, 5' Path other side, Bike Route	5-11
Collector Feature Street 4 – Road G (Northerly Greenway)	66'	38'	2	11'	YES	7' Path one side, 5' Path other side Bike Route	5-12
<b>Local Streets</b>							
Residential Feature Street	67'/ 69'	34'/ 36'	2	10'/ 11'	YES	7' Path one side. 5' Path other side	5-13
Residential Standard Street (1,2,3)	58'/60'/62'	32'/34'/36'	2	9'/10'/11'	YES	5' Path both sides	5-14
Residential Standard Street 4	54'	28'	2	10.5'	ONE SIDE	5' Path both sides	-
Residential Standard Street (one way)	46'	20'	1	13'	ONE SIDE	5' Path both sides	5-15
<b>Adjacent Arterial Roadways</b>							
Boronda Road Ultimate	164'	42' x 2 (plus 22' median)	6	12'	NO	8' Path one side, 2 Bike Lanes	5-16
Russell Road	130'	30' x 2	4	12'	NO	8' Path both sides, 2 Bike Lanes	5-19
Natividad Road between Russell and Boronda Rd	130'	30' x 2	4	12'	NO	8' Path both sides, 2 Bike Lanes	5-18
Natividad Road between Russell and Rogge Rd (Interim/Ultime)	65'/130'	30'/30' x 2	2/4	12'/12'	NO/NO	8' Path one side, 1 Bike Lane/8' Path both sides, 2 Bike lanes	5-17
San Juan Grade Road	116'	30' x 2	4	12'	NO	8' Path one side, 1 Bike Lane	5-21
Rogge Road (Natividad Road to El Dorado Drive)	82'	34'	2	12'	NO	8' Path both sides, 2 Bike Lanes	5-20
Rogge Road adjacent to High School Frontage	92'	44'	2	11'	NO	8' Path one side, 2 Bike Lanes	5-22

The remainder of the improvements, including improvement of the bridge crossing Gabilan Creek and the construction of a roundabout at the intersection of Independence Boulevard and East Boronda Road, are to be completed as the last phase of the project.

#### ***Natividad Road***

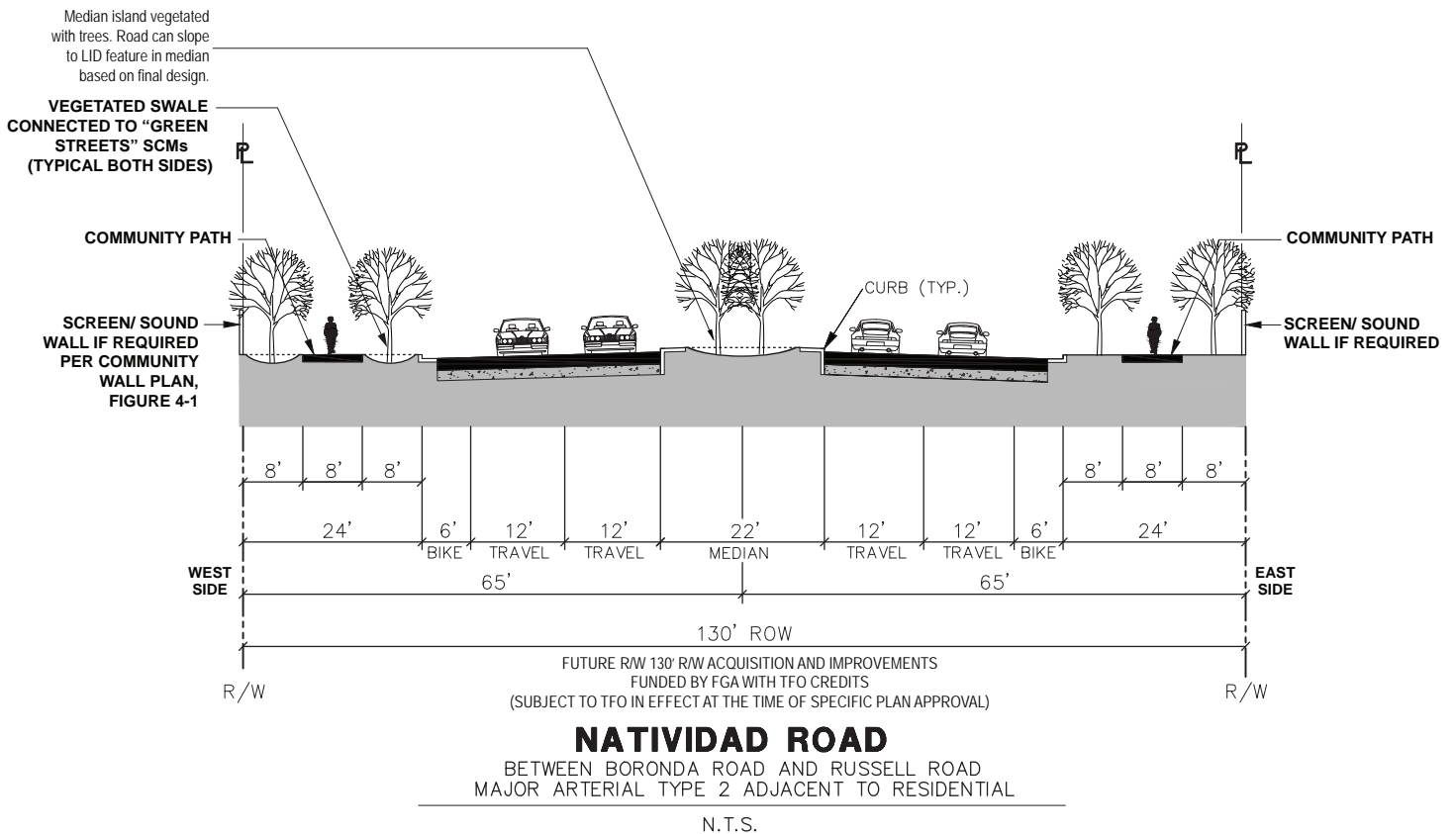
The segment of Natividad Road adjacent to the Specific Plan Area will be improved as a major arterial, but with two different parkway designs, depending on the adjacent land uses. For the portion of Natividad Road adjacent to residential neighborhoods, improvements will be installed within a 130-foot ROW (Figure 5-17). Natividad Road will have four, 12-foot lanes, two in each direction, separated by a 22-foot median. Where feasible, travel lanes will be sloped toward the median. Trees and other landscaping along with LID SCMs will be installed in this median. The two traffic lanes in each direction will be located within a 30-foot wide paved section from curb to curb, for a total of 60-feet of pavement width. The west side of Natividad Road, adjacent to the Specific Plan Area, will have an 8-foot parkway, an 8-foot path, and an 8-foot landscaped area between the path and a perimeter wall on the adjacent property line. The east side of the roadway will have an 8-foot parkway and an 8-foot path that conforms to City standards. The interim improvement of this road adjacent to unincorporated Monterey County is shown on Figure 5-18.

Figure 5-17: Natividad Road, Between Russell Road and Rogge Road (Interim/Ultimate)



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

Figure 5-18: Natividad Road, Between Boronda Road and Russell Road



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

“In almost all U.S. cities, the bulk of the right-of-way is given to the roadway for vehicles, the least to the sidewalk for pedestrians...just suppose that Americans were to extend their walking radius by only a few hundred feet.

The result could be an emancipation...”

– William H. Whyte

### *Russell Road*

The extension of Russell Road into the Specific Plan Area will be improved as a major arterial. Improvements will be installed within a 130-foot ROW, as shown in Figure 5-19. Russell Road will have four 12-foot lanes, two in each direction, separated by a 22-foot median. Where feasible, travel lanes will be sloped toward the median. Trees and other landscaping along the LID SCMs will be installed in this median. The two traffic lanes in each direction will be located within a 30-foot curb-to-curb pavement section, for a total of 60-feet of pavement width. Both sides of Russell Road will consist of an 8-foot parkway, an 8-foot path, and an 8-foot landscaped area between the path and a perimeter wall, or Type 3 wall as applicable per Community Wall Plan on the adjacent property line. The owner, developer and/or entity developing along Russell Road shall be responsible for construction of walls, frontages, ROW/parkway improvements, and half the street width, as determined by the City Engineer.

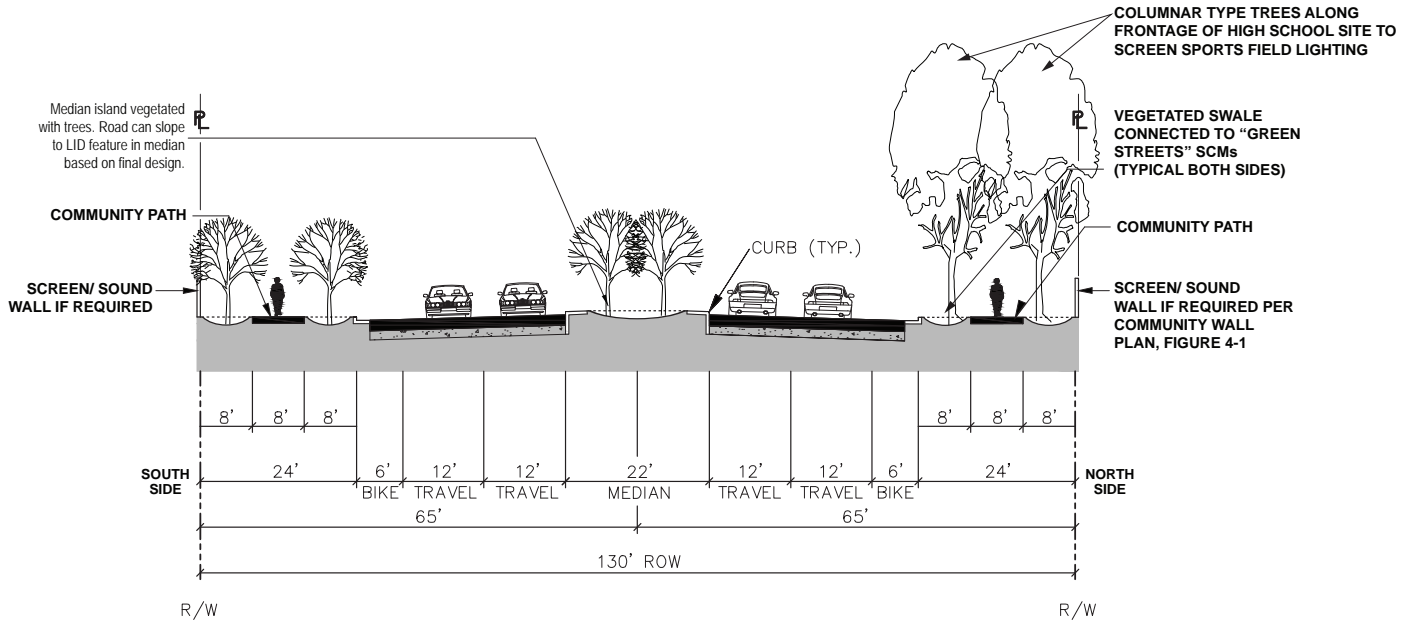
For the portion of Russell Road adjacent to a supplemental stormwater detention/retention basin, improvements will be installed within a 130-foot ROW. The south side of Russell Road, adjacent to the supplemental detention/retention basin, will have an 8-foot path and an 8-foot landscaped area between the path and the Type 3 wall (if approved by the City Engineer). All other features of this segment will be the same as those for the segment illustrated in Figure 5-19.

### *Rogge Road*

The segment of Rogge Road adjacent to the Specific Plan Area will be improved with two different configurations depending on the adjacent use. For the portion of Rogge Road adjacent to the new high school, improvements have been installed within an interim 52-foot ROW. The ultimate ROW is planned to be 92-feet including two travel lanes, a left-turn lane, and bike lanes (Figure 5-22). For the portion of Rogge Road east of the future extension of El Dorado Drive and adjacent to residential uses, initial improvements will be installed within an interim 53-foot ROW. The ultimate ROW is planned to be 82-feet including two travel lanes and adjacent bike lanes (Figure 5-20).



Figure 5-19: Russell Road

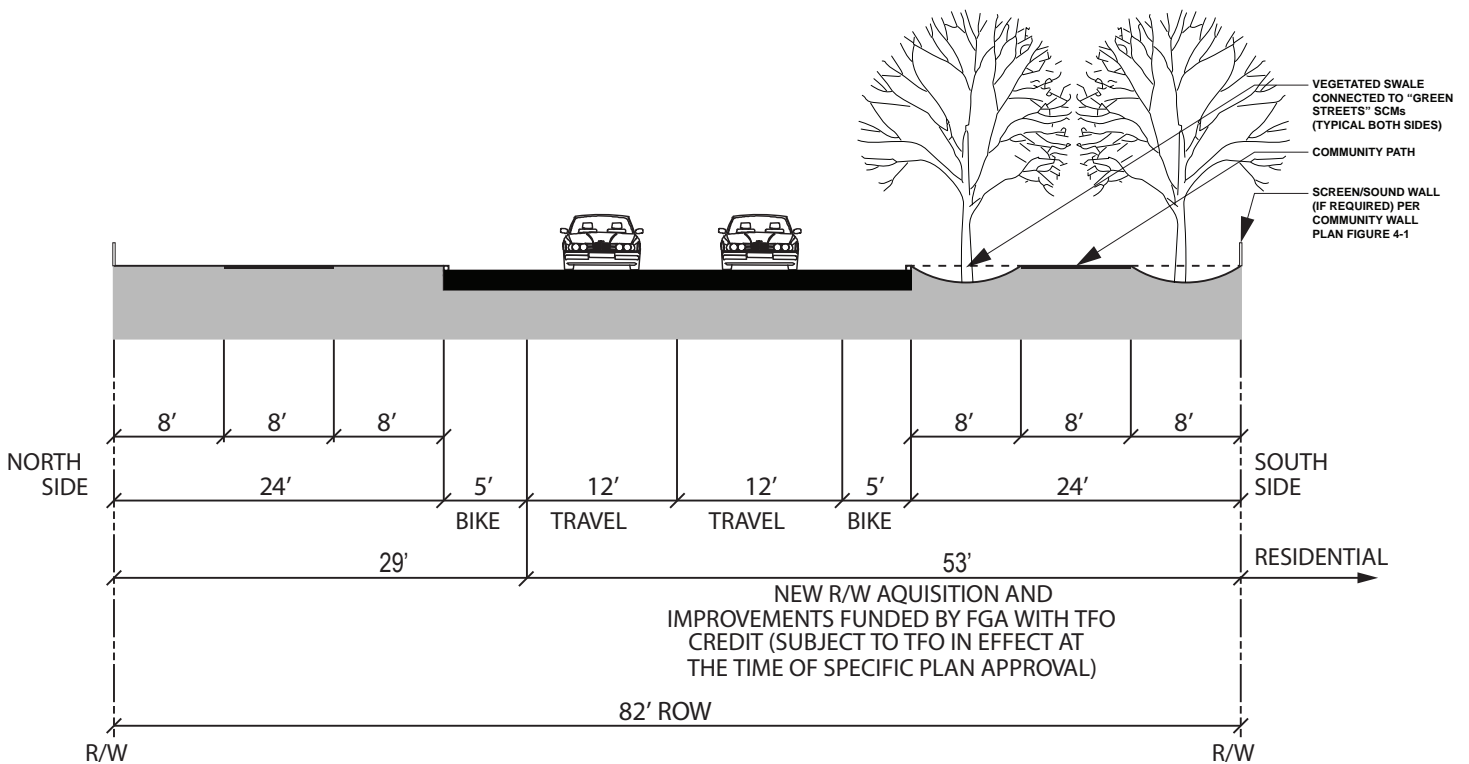


**RUSSELL ROAD**

SAN JUAN GRADE ROAD TO NATIVIDAD ROAD  
 MAJOR ARTERIAL TYPE 2  
 N.T.S.

Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

Figure 5-20: Rogge Road (Natividad Road to El Dorado Drive)

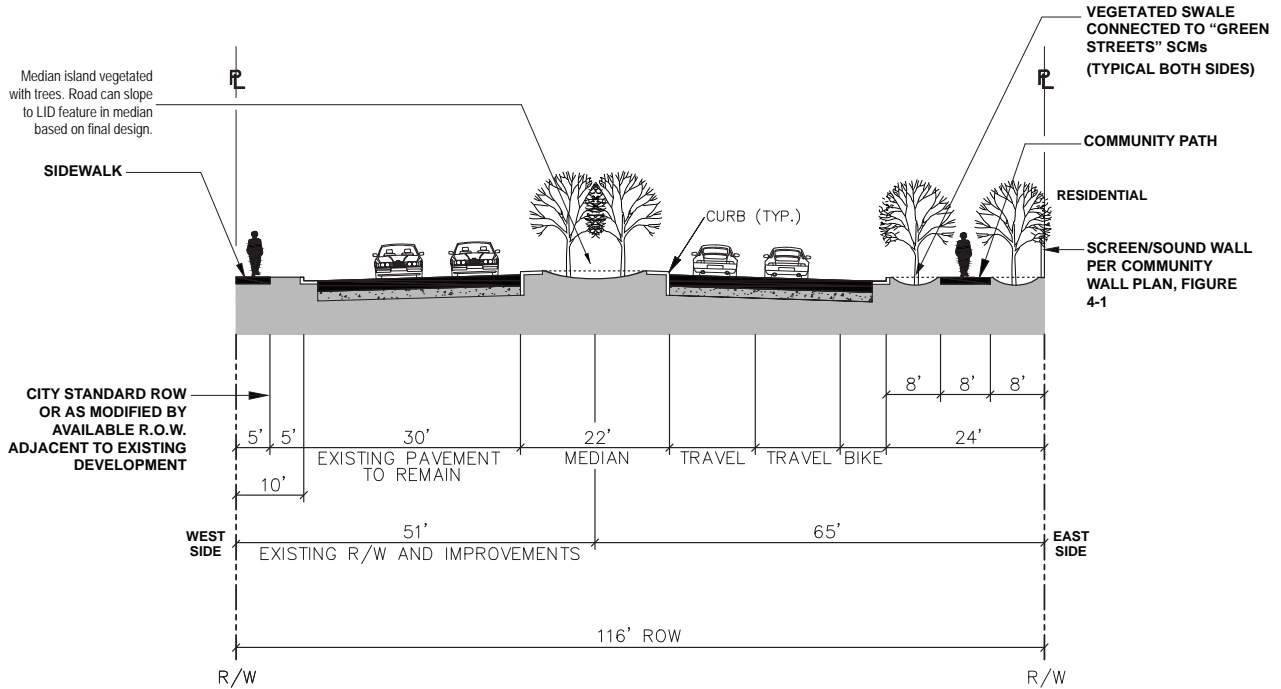


### *San Juan Grade Road*

The segment of San Juan Grade Road adjacent to the Specific Plan Area will be improved as a major arterial with two different parkway designs depending on the adjacent land uses. For the portion of San Juan Grade Road adjacent to residential neighborhoods, improvements will be installed within a 116-foot ROW (Figure 5-21). San Juan Grade Road will have four, 12-foot lanes, two in each direction, separated by a median 22-foot wide. Where feasible, travel lanes will be sloped toward the median. Trees and other landscaping along with LID SCMs will be installed in this median. The two traffic lanes in each direction will be located in a 30-foot paved section curb-to-curb, for a total of 60-feet of pavement width. The east side of San Juan Grade Road, adjacent to the Specific Plan Area, will have a parkway 8-feet-wide, a path 8-feet-wide, and an 8-foot landscaped area between the sidewalk and a screen wall on the adjacent property line. The west side of the roadway will have a 5-foot parkway and a 5-foot sidewalk. These features will be located within a ROW that conforms to City standards or as modified by the available ROW adjacent to the existing development west of San Juan Grade Road. Turn restrictions may be required to minimize traffic impacts along existing streets and driveways fronting or accessing along San Juan Grade Road.

To ensure a safe flow of vehicle traffic and in compliance with City level of service (LOS) standards for streets and intersections, traffic signals and/or roundabouts will be installed at appropriate locations on the arterial roads adjacent to the Specific Plan Area. The locations of signalized intersections, roundabouts, and unsignalized intersections with full or restricted turn movements are illustrated in Figure 5-3.

Figure 5-21: San Juan Grade Road



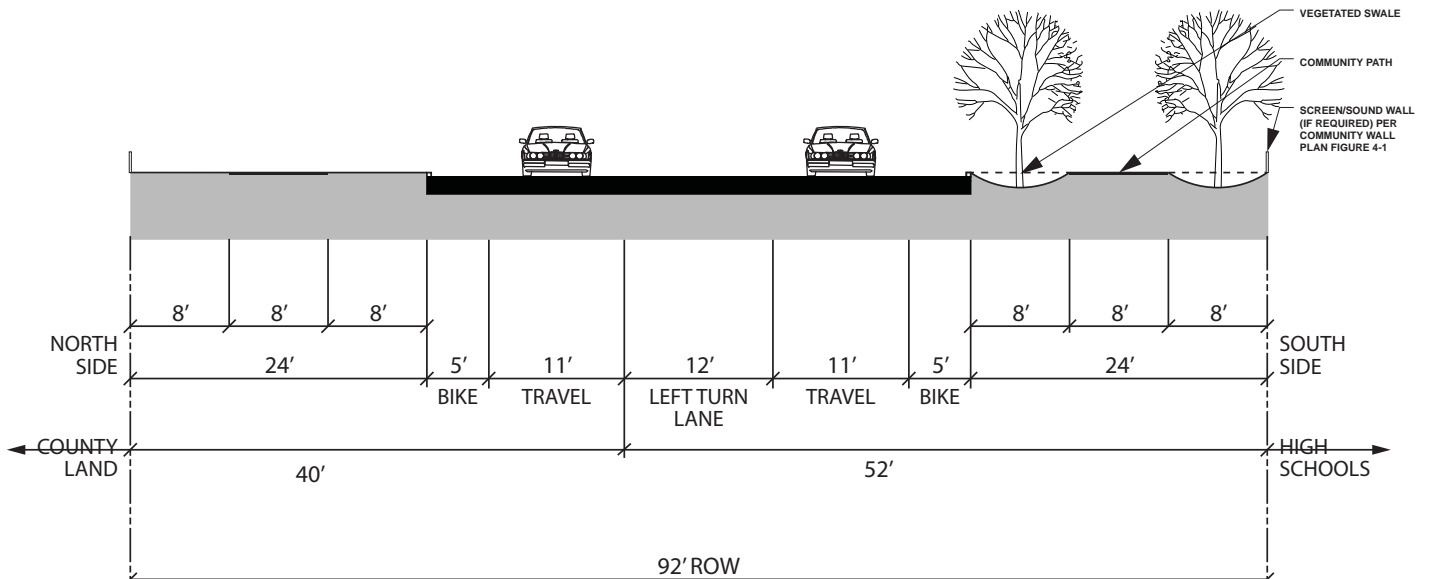
**S. SAN JUAN GRADE ROAD**

BORONDA ROAD TO RUSSELL ROAD EXTENSION  
 MAJOR ARTERIAL TYPE 2 ADJACENT TO RESIDENTIAL

N.T.S.

Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.

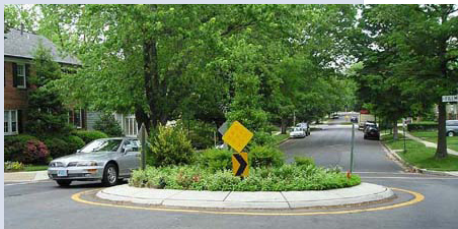
Figure 5-22: Rogge Road Adjacent to High School Frontage



Note: Applicants will have the option to use other SCMs in lieu of roadside swales to meet the requirements of the SWDS.



Example of a curb bulb-out.



## 5.4 Traffic Calming

Initially developed in Europe, traffic calming is a system of design and management strategies that aim to balance traffic on streets with other uses. It is founded on the idea that streets should help create and preserve a sense of place, and that their purpose is for people to walk, stroll, look, gaze, meet, play, and shop alongside cars; but not be dominated by cars. The tools of traffic calming fundamentally shifts focus from treating the street only as a conduit for vehicles passing through at the greatest possible speed. These tools include techniques designed to lessen the impact of motor vehicle traffic by slowing it down, or literally “calming” it. This helps build human-scale places and an environment friendly to people on foot and on bikes. In 2008, the City of Salinas published and adopted the Neighborhood Traffic Management Program in an attempt to reduce the speed of vehicles and discourage cut-through traffic on residential streets. One aspect of this program is the consideration of the roadway network and design of new developments. Project proponents, with guidance from the City, can reduce the need for future traffic calming mitigation measures by designing new streets that discourage speeding and cut-through traffic. To supplement these design principles, the West Area Specific Plan encourages incorporation of traffic calming goals and objectives as part of the initial development.

### *Goals:*

- Increasing quality of life;
- Incorporating the preference and requirements of the people using the area (e.g., walking, playing, residing) along the street(s) or at intersection(s);
- Creating safe and attractive streets;
- Helping to reduce the negative effects of motor vehicles on the environment;
- Promoting pedestrian, bicycle, and transit use;

### *Objectives:*

- Achieving slower speeds for motor vehicles;
- Reducing collision frequency and severity;
- Increasing the safety and the perception of safety for non-motorized users of the street(s);
- Reducing the need for police enforcement;
- Enhancing the visual street environment;
- Increasing access for all modes of transportation;
- Reducing cut-through motor vehicle traffic;

Traffic calming methods, identified for potential use in the Specific Plan Area, are described below and the preliminary locations are illustrated in Figure 5-28. The type and location of all traffic calming methods will be subject to the approval of the City Engineer in consultation with the City Planner. Additionally, all traffic calming methods and other improvements provided along streets (e.g., landscaping, pedestrian amenities and other street furniture, lighting, and signage) shall meet the City’s line-of-sight requirements to promote pedestrian safety.

#### **5.4.1 Widening Sidewalks, and Narrowing Streets and Traffic Lanes**

Traditional traffic engineering calls for 12-foot-wide lanes, citing “traffic safety” standards—but newer evidence shows that lanes as narrow as 9-feet can still be safe for driving and provide adequate access for public safety. These traffic calming techniques provide a way to take back space for non-motor-vehicle uses. Table 37-30.200 in the City’s New Urbanism Districts regulations show local residential street travel lanes ranging in width from 9- to 11- feet for local residential streets, noting that neighborhood standard street sections should be appropriately sized for the expected demands. Some of the benefits of these techniques are outlined below:

- Narrowing lanes eases street crossings for pedestrians and widened sidewalks gives them more space to walk.
- All street lanes can be narrowed together to create more room for non-auto uses.
- Vertical elements like trees or bollards further reduce the “optical width” of a narrowed street, thereby discouraging speeding.

#### **5.4.2 Bulb-Outs (Chokers, Neckdowns)**

These are interchangeable terms for sidewalk extensions in selected areas, such as at intersections or at mid-block. The benefits of these devices are that they:

- Provide a safe haven for pedestrians waiting to cross the street;
- Shorten the crossing distance;
- Define parking bays;
- Deflect and slow through traffic at a corner;
- Function as attractive entry points;
- Provide space for amenities and enhancements (e.g., kiosks, trees, lighting); and
- Provide locations for bio-retention planters.



Examples of small traffic circles.

### 5.4.3 Traffic Circles

These are essentially “mini-roundabouts” designed for small intersections, often used to slow traffic from a wide street into a smaller local street. Traffic circles accomplish the following:

- Help to slow down traffic in neighborhoods and remind drivers that they must proceed carefully;
- Help to sustain lowered vehicle speeds when they are used in a series;
- Facilitate pedestrian crossings of streets adjacent to proposed schools, (no traffic circles are proposed directly adjacent to schools); and
- Reduce need for stop sign controlled intersections.

### 5.4.4 Tight Corner Curb Radius

The longer the radius of a curve, the faster a vehicle can move around that curve. Many pedestrians discover this when crossing at a standard intersection, they are confronted by a car whizzing around the corner seemingly out of nowhere. Reducing a corner radius to somewhere between 1 and 20 feet can:

- Inhibit the speed of turning vehicles;
- Give pedestrians a better chance to see and be seen by approaching traffic; and
- Add sidewalk space, thereby shortening the distance to the other side of the street.

### 5.4.5 Speed Tables

Speed tables are raised road sections that are flat on top and wider than a typical speed bump utilized to enhance pedestrian crossings and slow vehicles. They are typically the same width as the street and rise to meet the grade of the sidewalk, providing safe and comfortable crossings for walkers and wheelchairs. One important benefit of speed tables is that pedestrians cross at the same point where drivers decrease speed.



West Area Specific Plan

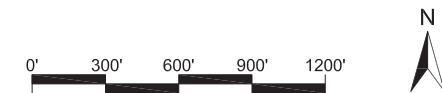


- LEGEND**
- FIRST PRIORITY BUS ROUTE
  - SECOND PRIORITY BUS ROUTE
  - EXISTING BUS ROUTE
  - EXISTING AND POTENTIAL MST TRANSIT STOPS

Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations.

Note: Final transit routes and stops will be determined by Monterey Salinas Transit.

FIGURE 5-23  
**Public Transit Plan**



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## 5.5 Public Transit

### 5.5.1 Existing Transit System

Monterey-Salinas Transit (MST) provides public transportation services in Salinas. MST provides both local and intercity bus service for Salinas residents. MST operates six local lines in Salinas, and six intercity lines connecting Salinas to Monterey, Marina, Watsonville, San Jose, and Gonzales, among other communities. One of the local lines, Line 45 (East Market—Creekbridge), passes by the Specific Plan Area on Boronda Road and San Juan Grade Road. Line 45 connects the Specific Plan Area to the Northridge shopping center and to downtown Salinas at the transit center, where passengers may transfer to the other MST lines or other transit opportunities.

#### *Greyhound*

Greyhound Bus Lines, a private company, provides bus service throughout the United States and Canada. The bus terminal for the Salinas-Monterey area is in downtown Salinas. Local service is provided between Salinas and cities northwest in Santa Cruz County, as well as to the Salinas Valley communities. Interregional services are provided from the Salinas-Monterey area to the San Francisco Bay Area and to southern California.

#### *Amtrak*

Passenger rail service is provided in the Salinas area by Amtrak. Amtrak utilizes the railroad track that enters Monterey County at the Watsonville Junction and goes south through Castroville to Salinas. From Salinas, the track continues southward through the Salinas Valley into San Luis Obispo County, and eventually to Los Angeles. An Amtrak station is located in downtown Salinas.

#### *Caltrain*

The City and the Transportation Agency for Monterey County (TAMC) are pursuing the extension of commuter rail service from the San Francisco Bay Area to Salinas. Currently, commuter rail service (Caltrain) extends from San Francisco and Sacramento to Gilroy in Santa Clara County. In anticipation of such service, the City developed an intermodal transportation center at the existing Amtrak station. The Salinas Rail Extension EIR was certified in the fall of 2006. Extended commuter rail service is anticipated to begin in 2020.

### 5.5.2 Public Transit in the Specific Plan Area

The New Urbanism approach to planning the North of Boronda FGA includes planning for the extension of bus transit to serve the Plan Area. As the development of the North of Boronda FGA is expected to occur over 20–30 years, interim bus routing plans may be implemented prior to a final bus routing plan.



Higher density residential areas are good candidates for transit stops.

The interconnecting street and path system throughout the North of Boronda FGA facilitates a flexible approach to future transit service. The project proponents of all or a portion of the Specific Plan Area are required to work with the City and MST to expand public transit into the area and provide bus pullouts and bus shelters at key locations. Figure 5-23 illustrates a concept for extending a bus transit route and bus stops into the Specific Plan Area provided by MST in May 2016. This concept plan is subject to change and the final routing and bus stop/shelter locations plan will be subject to the approval of MST in coordination with the City and the developers of the North of Boronda FGA and West Area.

In the Specific Plan, the transit system is expected to have bus stops/shelters within or adjacent to the Village Center, high density residential areas, and major activity centers such as community parks. Bus stop/shelter locations will be included on the individual tentative maps and site plans in the vicinity of the location shown in the Specific Plan or in a revised location based on any changes to the current MST plan for transit service (Appendix G). The design of the bus stops/shelters will conform to the MST standard included in the report *MST Designing for Transit: A Manual for Integrating Public Transit and Land Use in Monterey County* or the current standard at the time of development.

The land use organization of the Specific Plan is specifically designed to be transit oriented. The site plan of the Village Center includes retail, employment, and high density residential. It is also surrounded by other higher density residential uses, creating the optimal situation for transit. Transit stops within the Village Center will have the opportunity to support both residential and commercial trips. The neighborhoods surrounding the Village Center also have neighborhood centers, some with adjacent higher density residential. These are also candidates for stops for any transit routed through the residential areas.

## 5.6 Pedestrian Circulation

To achieve the desired character and high-quality public realm within the West Area, the entire community must be highly accessible and friendly to pedestrian movement.

The pedestrian circulation system in the Specific Plan Area emphasizes safe and convenient pedestrian movement within neighborhood, park, and urban settings. Fundamental to achieving this are the feature streets with community paths and widened parkways that connect the major pedestrian destinations. Where these paths cross key internal streets, bulb-outs are typically used to reduce the pedestrian crossing distance, slow vehicular traffic, and provide locations for LID SCMs. All streets within the development will include ADA-compliant paths along all street frontages and access ramp at curb returns and other locations required by law and City/State standards. All pedestrian route improvements will meet federal and State accessibility requirements.

The Pedestrian and Bicycle Circulation for the West Area is illustrated in Figure 5-28.

The typical design details for Community Paths and the intersection crossing design standards are illustrated in Figures 5-24 through 5-27. The location, design, materials, width, and other features (e.g., lighting) of all paths (including sidewalks) is subject to the approval of the City Engineer and City Planner in accordance with City standards and pedestrian needs. At a minimum, all paths are to meet accessibility requirements and have paved all-weather surfaces except where otherwise approved by the City Engineer and the City Planner. The design of the southerly greenway and northerly greenway paths are illustrated in Figures 5-6, 5-7, 5-8, 5-11 and 5-12. Other paths (such as those located adjacent to arterial streets and other roadways) are shown on the applicable street sections.

Figure 5-24: Community Path at Standard Intersection Detail

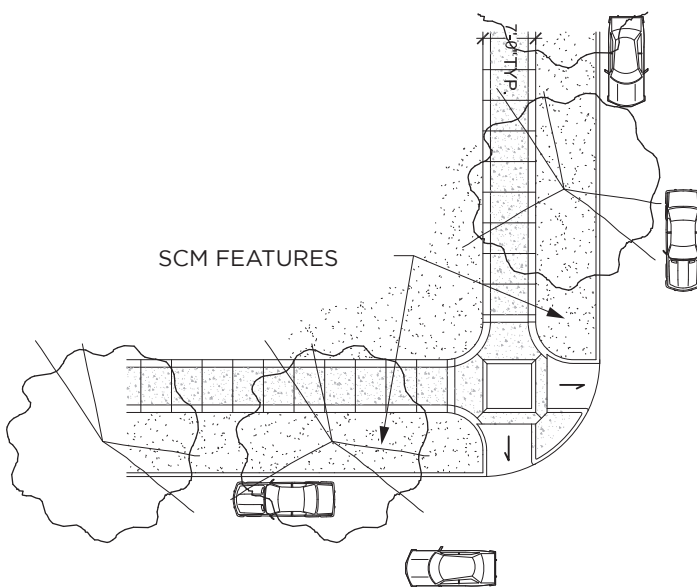
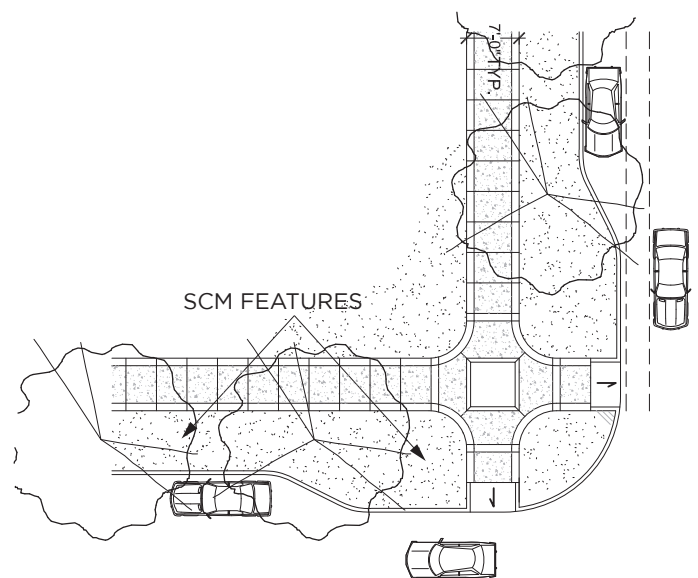


Figure 5-25: Community Path at Bulb-Out Detail





Example of a shared-use path.



Example of a pedestrian promenade.

Figure 5-26: Community Path Detail

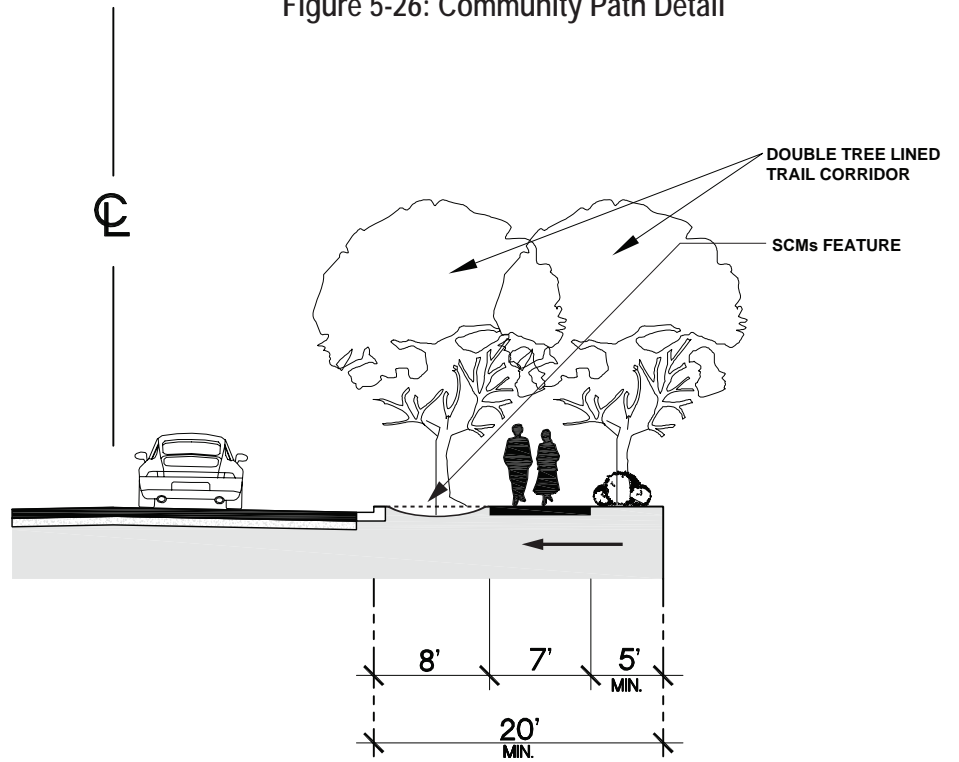
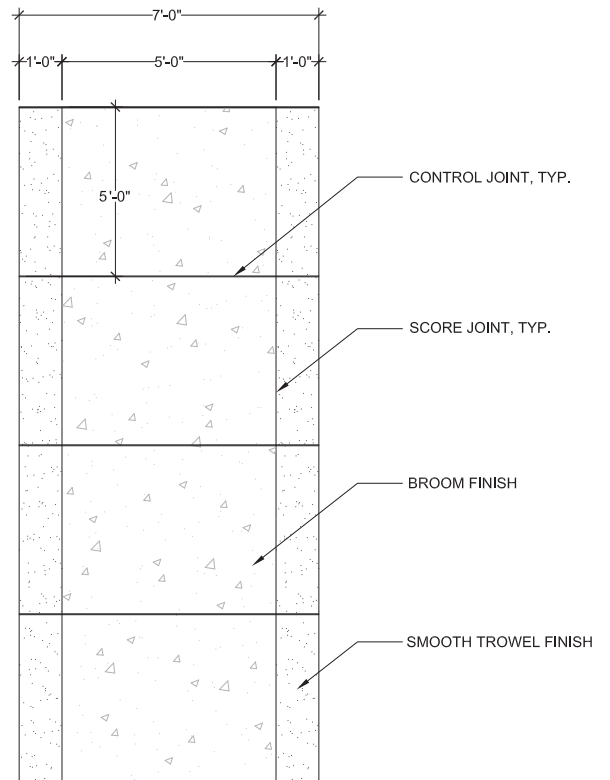


Figure 5-27: Typical Community Path Detail



Note: Path shall be designed to drain to vegetated areas or SCMs typical

### 5.6.1 Greenways

“Greenways” refer to the south side of Road G/northern collector commonly referred to as the “northerly greenway street” and the north side of Road C/southern collector commonly referred to as the “southerly greenway street” as shown on the West Area Land Use Map (Chapter 2) and in the street sections (Chapter 5). All lots abutting the greenways shall be afforded “nonexclusive” on-street parking along their frontage and direct pedestrian access. The north side of the southerly greenway street (Collector Feature Street-3, Figure 5-11) will be improved with the following: an 8-foot landscaped planter as measured from curb face, a 10-foot, shared-use, paved all-weather (ADA-compliant) path and an 8-foot landscape easement from edge of the path (which is located within a 12-foot building setback area from property line). No fences or buildings may be located within the landscape easement and no buildings may be located within the building setback. Along the community park, the pedestrian path may meander into the park. This portion is shown as part of Community Park Promenade Street-4 (Figure 5-8). The south side of the northerly greenway street (Collector Feature Street-4, Figure 5-12) will be improved with a 7-foot path and 8-foot landscaped planter as measured curb-to-curb (except for along the community park where the path will increase to 10-feet as part of the Community Park Promenade Street 3; Figure 5-7).

To maintain an all-weather (ADA-compliant) path as uninterrupted as possible, private driveway access across the paths is prohibited on both northerly and southerly greenway streets. However, common private driveways/streets and access to alleyways may be allowed in limited locations across the path as approved by the City Engineer. Appropriate striping, signage, and design will be utilized to ensure the safety of path users.

The southerly greenway street segment that is also referred to as Road C will have special treatments that include custom decorative street lighting (see Appendix E), additional greenway path lighting, street furniture (such as benches, trash receptacles), and way-finding directional signage. These special treatments are to be consistent along the greenway segment as it extends through the West Area and into the proposed Central Area Specific Plan Area and greater North of Boronda FGA. The northerly greenway street will have the same decorative street lighting (see Appendix E) as that used for the southerly greenway street since this street will also extend the length of the greater North of Boronda FGA.

## 5.7 Bicycle Circulation

### 5.7.1 On-Street and Off-Street Trail System

The existing bicycle network in Salinas consists of more than 55 miles of Class I, II, III, and IV bikeways, which cover significant portions of north, south, and east Salinas. The classes of bikeways are as follows:

- **Class I—Bike path.** A completely separated ROW for exclusive bicycle and pedestrian traffic with cross-flow minimized.
- **Class II—Bike lane.** A striped lane for one-way bicycle travel on a street or highway. The bike lane typically includes signs placed along the street segment.
- **Class III—Bike route.** The bike route provides use of the edge of a street segment shared with motor vehicle and possibly pedestrian traffic. It typically includes signs, but no striping or additional facilities.
- **Class IV—Separated bikeway.** Separated bikeways are on-street facilities reserved for use by bicyclists with physical separation between the bikeway and vehicular travel lanes

In 2002, the City adopted the Salinas Bikeways Plan, which proposes additional bicycle lanes throughout the City. Once future improvements are completed in accordance with the Salinas Bikeways Plan, there will be approximately 95 miles of bikeways. Currently, Class II bike lanes exist on Boronda Road, McKinnon Street, and El Dorado Drive, and a Class III bike route exists on the segment of San Juan Grade Road between Boronda Road and Van Buren Avenue.

### 5.7.2 Bicycle Circulation Plan

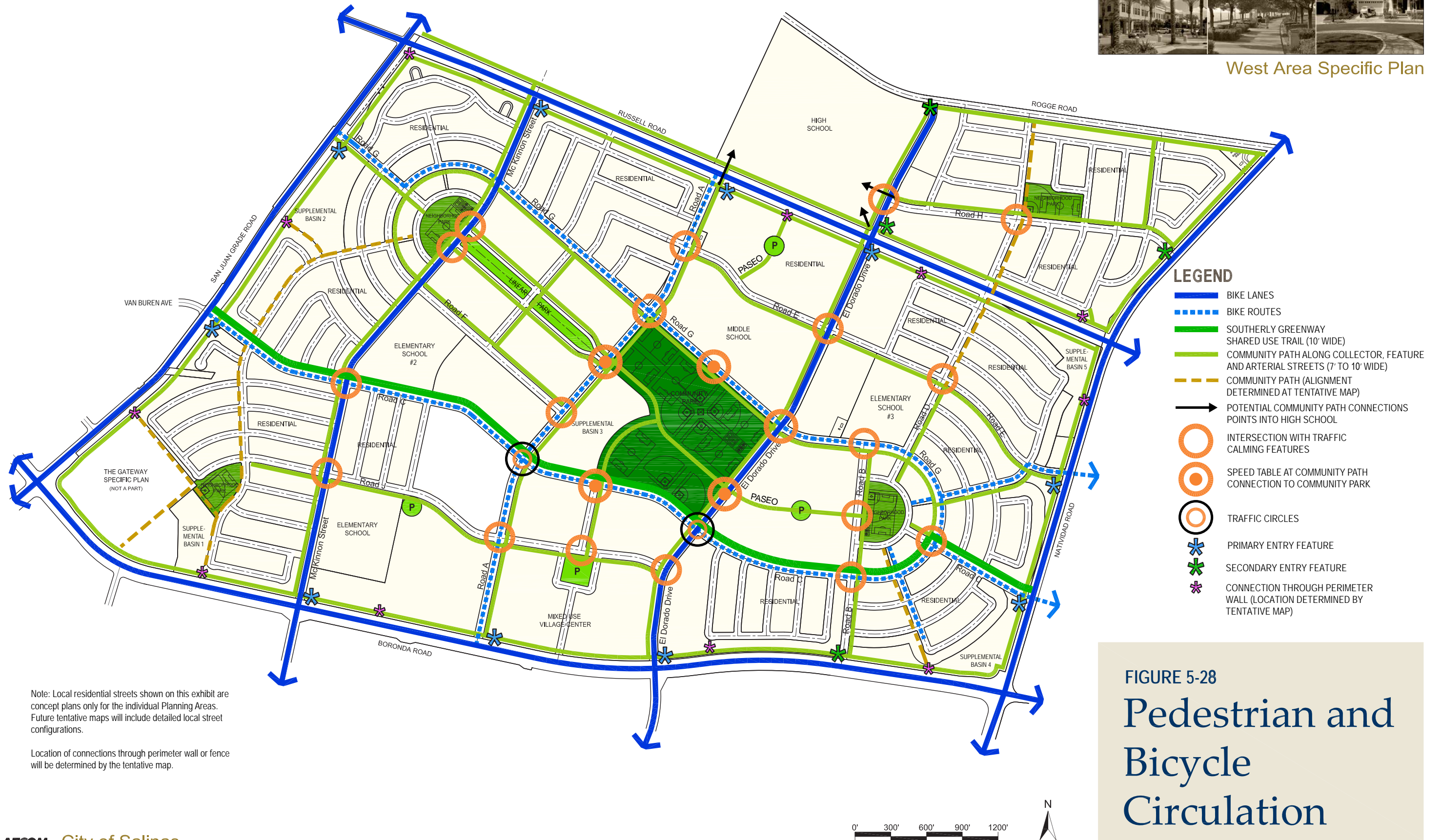
The bicycle circulation plan for the West Area is composed of Class II bike lanes along Boronda, San Juan Grade, Russell, Natividad, and Rogge Roads and internal to the Specific Plan, McKinnon Street, and El Dorado Drive. Class III bike routes are located on Road A, Road C, and Road G. In addition to the bike route designation on Road C, there is an off-street 10-foot shared-use paved all weather ADA-compliant path along the north side of the southerly greenway ROW within a minimum 18-foot parkway and 8-foot landscape easement (within a 12-foot building setback) (Figure 5-11).

### 5.7.3 Bicycle Parking

Bicycle racks are part of the expected facilities program for the Small Parks, Neighborhood Parks, and Community Park. Bicycle racks will also be provided in the Village Center in the vicinity of the main street and the town square, and along the southerly greenway path as required by the City Engineer and the City Planner. The New Urbanism District regulations contain standards for bicycle racks in the Village Center main street area. Schools typically provide bicycle racks for students and staff.



West Area Specific Plan



Note: Local residential streets shown on this exhibit are concept plans only for the individual Planning Areas. Future tentative maps will include detailed local street configurations.

Location of connections through perimeter wall or fence will be determined by the tentative map.

FIGURE 5-28  
Pedestrian and  
Bicycle  
Circulation

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# 6. Infrastructure Plan

## 6.1 Introduction

This chapter describes the existing utilities infrastructure available, the required improvements to the existing infrastructure, and the proposed new infrastructure needed to support the development of the West Area Specific Plan. This Chapter will also summarize engineering information obtained from the City of Salinas and other public and private utility providers. For the purpose of this Specific Plan, this chapter will address the following infrastructure:

- Public Infrastructure which includes water supply, treatment, storage, and distribution; and wastewater (sanitary sewer) collection and treatment (see Chapter 7 for grading, drainage, and stormwater infrastructure).
- Public Services which includes schools, public safety, fire, library, and transit (see Chapter 5 for discussion of transit).
- Public Utilities which refers to electricity, gas, telephone, dark fiber (optic), cable television and garbage collection.

All utilities and infrastructure serving each lot within the project shall be installed underground, as shall main utility lines within the project boundaries except as otherwise approved by the City Engineer. The existing overhead 60-kilovolt (kV) electrical distribution line that transects north-south through the Plan Area will remain; however, portions of this line will be realigned as described in Section 6.4.2. A 100-foot setback shall be required from the electrical distribution line to middle school facilities.



Minimizing traditional “grey” infrastructure by utilizing low impact development to the maximum extent practical is a backbone component of the West Area Specific Plan.

## 6.2 Public Infrastructure

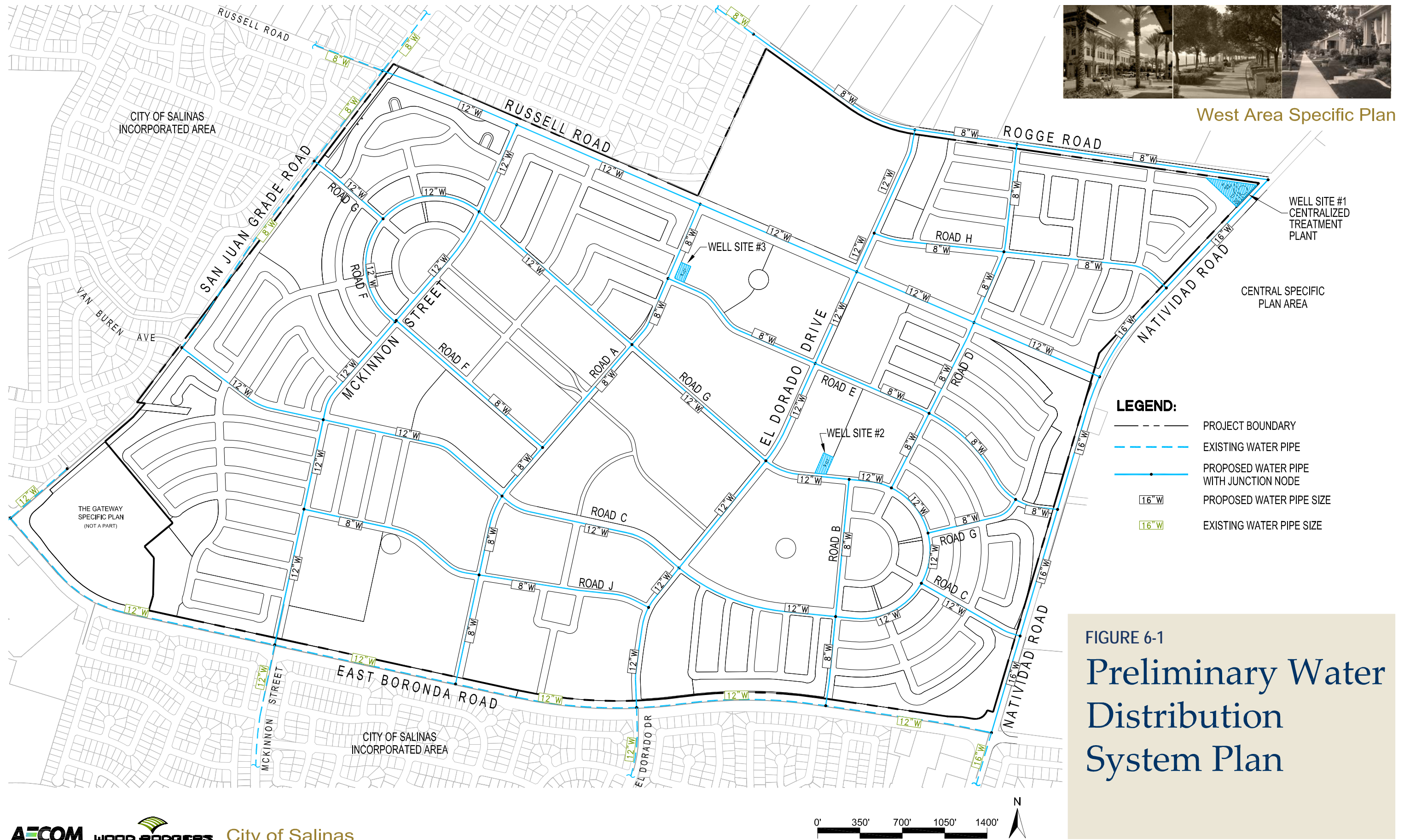
### Water Supply

This section provides an overview of the existing domestic water system pertinent to the proposed West Area Specific Plan, including the municipal drinking water wells, off-site water distribution system, water treatment facilities, and other drinking water supply considerations. It also describes the proposed on-site distribution system to meet potable water demands and fire flow requirements for the Plan Area. The West Area Specific Plan EIR includes additional information and detail regarding water.

Salinas currently receives all its potable drinking water from groundwater wells. There are two residential water purveyors within the City of Salinas: Alisal Water Corporation (Alco); and California Water Service Company (Cal Water). Much of the groundwater in the Salinas area comes from the East Side Aquifer Subarea. This Subarea provides much of the water supply to the Plan Area. There are no other water supply sources in the area and water imports across regional boundaries are not financially or practically feasible.

Potential water use was examined using, as an initial guiding document, the 2005 City of Salinas Sphere of Influence Water Study (SOIWS) prepared by P&D Consultants (P&D). This plan was initially used as a “base-line” and was expanded where required for the purpose of the West Area Specific Plan. This baseline was subsequently updated to reflect the Cal Water Water Supply Assessment dated December 15, 2015 (Cal Water has indicated that the 2015 Water Supply Assessment prepared for the West Area is still acceptable (Brenda Granillo, District Manager, August 2018)).

The preparation of the Specific Plan included review and discussion with the City regarding the Salinas General Plan and its certified FEIR. Discussions were also held with Cal Water to identify specific future on-site and off-site water supply and distribution facility needs and concerns. The preparation of this Specific Plan also included review of the requirements of the Salinas Urban Water Allocation Plan (City Council Resolution No. 15077). This allocation plan addressed water consumption from 1993 through 1996, requiring a 15% reduction from the 1987 consumption levels. The allocation plan anticipated conversion of agricultural land to residential, as well as and the benefits and credits derived from wastewater reclamation.



West Area Specific Plan

FIGURE 6-1  
**Preliminary Water Distribution System Plan**

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## 6.2.1 Water Purveyor

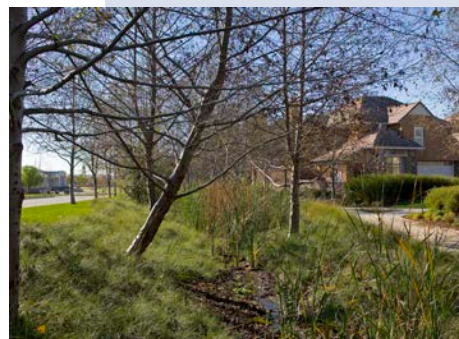
Cal Water is a private water company that supplies potable water to the City of Salinas, including properties located in the Plan Area. Cal Water is a California Public Utilities Commission (CPUC) regulated water utility that has been providing water service in the area since 1962. The Cal Water District service area encompasses a large portion of the City of Salinas and the unincorporated communities of Bolsa Knolls, Las Lomas, Oak Hills, Country Meadows, Salinas Hills, and Indian Springs. A single distribution system provides services to the City of Salinas and Bolsa Knolls while small hydraulically isolated distribution systems provide services to the other communities.

### 6.2.1.1 Wells

Cal Water has 28 wells that supply the City of Salinas service area. The design capacity of active operational wells is 27,880 gallons per minute (gpm) or 40 million gallons per day (mgd) or 44,843 acre feet per year (AFY) of water. In addition, Cal Water has constructed three new wells in the last 2-3 years; capacities range from 500 gpm to 2,000 gpm. It is assumed that the three new wells have an average design capacity of 1,200 gpm for a total of 3,600 gpm or 5.18 mgd, which is equivalent to 5,812 AFY. The West Area Specific Plan will include the development of three new wells (see Figure 6-1) to be constructed as the development progresses. Cal Water plans to have the first on-site well operational at the time that initial development occupancy occurs. The design capacity of the three new wells is anticipated to average 1,200 gpm each. The first West Area well that would be online would add 1,200 gpm capacity or 1,937 AFY. Thus the total design capacity of wells serving the City of Salinas, including the West Area at the initiation of development occupancy, would be approximately  $44,843 + 5,812 + 1,937 = 52,592$  AFY.

### 6.2.1.2 Well Water Quality

Sea water intrusion threatens parts of Monterey County and continues to gradually move closer to the northwest boundary of the City of Salinas. The City is cooperating with other local government agencies and the two private water companies (Alco and Cal Water) to respond to the sea water intrusion problem. Agricultural users in the Plan Area operate agricultural wells that are relatively shallow for this ground water basin and are reported to have elevated nitrate concentrations. Water purveyors are working closely with the Monterey County Water Resources Agency (MCWRA) to address the sea water intrusion and elevated nitrate level issues in a larger regional context while at the same time planning nitrate treatment facilities. Most of these agricultural wells within the Plan Area will need to be abandoned and closed following the State and County regulations.



Proposed grading will closely follow the existing grades of the land.



LID and Supplemental Detention basins and other green spaces slow water flow rates, which is a goal of stormwater management.



Example of a water well facility designed to be compatible with surrounding development.

## 6.2.2 Off-Site Distribution System

Cal Water has an 8-inch-diameter pipe along San Juan Grade Road from Van Buren Avenue to Russell Road, an 8-inch-diameter pipe along Rogge Road from San Juan Grade Road to the West Area project, a 12-inch-diameter pipe along East Boronda Road from San Juan Grade Road to Natividad Road, and a 16-inch-diameter pipe along Natividad Road with a stub at the southwest corner of the West Area for future extension to the north along Natividad Road. This existing infrastructure will serve the Plan Area.

Figure 6-1 depicts the existing and proposed water system within the vicinity of this project.

## 6.2.3 Assumptions and Methodology on Water Supply

- Current Average Day Demand: 74 gallons per capita per day for single-family, duplex, triplex and multifamily dwellings combined.
- Projected Plan Area demand, with all new water conservation facilities: 59.2 gallons per capita per day for dwelling units.
- Occupancy: 3.66 persons/household (Cal Water projection).
- 20 psi residual pressure at maximum day demand plus fire flow
- The fire flow requirement for the West Area is 1,500 gpm for a minimum of 2 hours.
- Under peak day demand, the system will deliver the required flows with a minimum of 40 psi residual pressure.

## 6.2.4 Proposed Water Supply

As noted earlier, the West Area Specific Plan proposes to construct three wells to meet a maximum day demand at full plan development, with two wells in operation and one well in reserve as a backup. Well locations have been chosen by Cal Water on the basis of water quality and potential production capabilities. According to Cal Water’s Assessment Report dated December 15, 2015, the wells have a high probability of meeting drinking water quality standards. As a hedge against possible future changes in water quality and/or regulations, Cal Water will make provisions for on-site treatment with the design of the wells for the West Area. Figure 6-1 shows the locations of the three wells, including a potential centralized treatment plant (Well Site #1).

The wells and treatment plant will be subject to approval of a Conditional Use Permit (CUP) through the City. This process will include details on the decorative screening walls, landscaping, noise attenuation, use of hazardous materials, if any, and drainage details (including water flows in the event of the malfunction of the well or treatment facility) to ensure compatibility with the surrounding development.

The siting of LID SCMs will take into account the required setbacks from potable water wells as required by the Salinas SWDS. Development will also utilize site/parcel-based post-construction SCMs to the MEP.

Designing landscaping to meet the City’s Water Efficient Landscaping Ordinance and other regulations requiring the use of drought-tolerant plantings will help minimize potable water use for irrigation as will use of LID SCMs, such as cisterns that will capture water for irrigation purposes.

## 6.2.5 Proposed Water Distribution System

Information provided is based on the December 2015 Water Supply Assessment prepared by Cal Water. Cal Water, pursuant to annexation approved by the California Public Utilities Commission, is the water purveyor for the Plan Area

The Cal Water Assessment Report projected that the West Area will demand on average 1,220,256 gallons per day and will include 4,340 dwelling units and 688 developable “net” acres. Maximum daily demand is estimated at 1,830,384 gallons per day. As the project moves to the implementation and improvement plan phase, a site-specific study and update to the overall system hydraulic model will be required.

Table 6-1 provides a summary of the estimated water demand.

**Table 6-1: Estimated Water Demand (Acre Feet Per Year)**

Use	Calculation <sup>(1)</sup>	Acre Feet per Year
Retail/Services	480,000 sf x 0.75 x 0.3425 gpd/square foot (sf) = 123,300 gpd	138.2
Residential	4,340 du x 3.66 p/du x 59.2 gpd = 940,333 gpd	1,054.1
Schools	90.73 acres @ 988 gal/acre/day = 89,641 gpd	100.5
Parks	44.8 irrigated acres @ 1.8 AFY/acre	80.6
<b>TOTAL</b>		<b>1,373.4</b>

(1) 2015 West Area Specific Plan SB610 Water Supply Assessment – Cal Water

The proposed on-site water distribution system will be looped to maintain water quality and is sized for minimum system pressures of 20 psi at the maximum day demand plus fire flow. The fire flow requirement is set by the Salinas Fire Department at 1,500 gpm for a minimum of two hours. Under peak day demand, the system will deliver the required flows with a minimum of 40 psi residual pressure. The proposed system will tie into the existing Cal Water system on San Juan Grade Road, Russell Road, Rogge Road, Natividad Road, and East Boronda Road. The West Area will be served by 12-inch and 16-inch-diameter main trunk lines and 8-inch diameter distribution lines branching off the trunk lines and serving individual streets. The water pipeline within the new development will be AWWA C900 or C905 PVC or HDPE (DIP sizes). It is expected that no ductile iron or steel pipe will be used for any size pipes for the water system due to high corrosivity of localized soils. Figure 6-1 depicts the proposed on-site water distribution system.



Low-impact development encourages the use of native plants in landscaping.



Low-impact development attempts to mimic the natural hydrology of the site.

## Water Conservation Policies

The West Area will implement a Water Conservation Program requiring the use of low-flow toilets and shower heads, demand-controlled irrigation system, and other measures as may be required at the time of this development by the State of California and the City throughout the Specific Plan Area. Landscaping plant materials and trees will be selected based upon low water usage requirements and adaptability to site conditions. Extensive use of native and naturalizing plant species is proposed where appropriate, which will reduce water demands and adapt well to the soil and wind conditions. This plant palette will quickly establish the community as an integral part of Salinas, yielding benefits in terms of visual quality, biological integration and adaptability to climate change.

Landscaping for streetscapes, individual parcels, and other outdoor areas and uses shall be drought tolerant (except as otherwise required by the City Planner and City Engineer) and utilize irrigation systems designed to minimize water use (drip/bubbler system). Use of turf shall be limited in accordance with City and State requirements. All landscaping and irrigation in the Specific Plan Area shall comply with the State’s Model Water Efficient Landscape Ordinance, City’s Water Conservation Ordinance (Chapter 36A of the Municipal Code), Salinas Zoning Code Landscaping and Irrigation requirements, and the City’s SWDS (in regard to plant material for LID and similar areas) and is subject to the approval of the City Planner and City Engineer.

### 6.3 Sanitary Sewer System

The following section provides an overview of the City of Salinas sewer system pertinent to the proposed West Area Specific Plan, including the off-site collection system and the wastewater treatment plant. The proposed on-site sanitary sewer collection system and required off-site improvements are also discussed. The West Area Specific Plan EIR includes additional information regarding sanitary sewer.

The proposed sewer system was initially examined using the 2005 City of Salinas Sphere of Influence Sewer Study (SOISS) prepared by P&D Consultants (P&D) as an initial guiding document. This plan was used as a “base-line” and was expanded on where required for the purpose of this West Area Specific Plan. The P&D study accounted for an overall 2,488 acres (net) for the entire North of Boronda FGA with three specific Plan Areas: West, Central, and East. The sanitary sewer details in the City of Salinas General Plan (adopted September 17, 2002) and its certified EIR were confirmed in discussions with the City and Monterey One Water (M1W), formerly known as the Monterey Regional Water Pollution Control Agency (MRWPCA), to identify future off-site sewer facilities. The Mark Thomas & Company Inc. report—Salinas Future Growth Area Wastewater Treatment Facility Study (November 2006)—was reviewed for recommendations associated with regional treatment plant capacity and planning horizon for expansion at the regional treatment plant. A



memorandum was also prepared for the City by the engineering consulting firm Camp Dresser and McKee (CDM). “Northern Salinas Development Evaluation”, revised January 24 (February 2), 2007 (Original October 12, 2006). This memo provided initial evaluation of the impacts of the new development on the City’s existing sewer system.

In addition, the City of Salinas Sanitary Sewer System Master Plan (August 2011), prepared by CDM was reviewed. This study provides a comprehensive Sanitary Sewer Master Plan update for the City of Salinas, based on the 2002 General Plan, development planning, and preliminary planning information from the current housing element update. This 2011 Master Plan update addresses the City’s sanitary sewer system only and does not include the wastewater facilities owned or operated by the M1W. The City intends to update the Sanitary Sewer Master Plan in 2019.

### 6.3.1 Existing Sanitary Sewer System

The City of Salinas provides its residents with sewer collection facilities and collections maintenance. M1W provides regional wastewater conveyance, treatment, disposal, and wastewater recycling services to customers in northern Monterey County, including the City of Salinas. M1W serves the City via the Salinas Pump Station and the Salinas interceptor. Therefore, sewage trunk line conveyance, treatment, and disposal for the West Area will be provided by M1W. The pumping station and interceptor are both currently designed for Average Daily Wastewater Flow ADWF of approximately 12 mgd and Peak Waste Water Flow (PWWF) of approximately 29 mgd (2002 Salinas General Plan FEIR).

#### 6.3.1.1 Collection System

According to the 2014 Sewer System Maintenance Plan update, the City’s existing sewer collection system consists of about 270 miles of pipe ranging from 6 to 72 inches in diameter, 11 sanitary sewer lift stations, and 7 flow split structures.

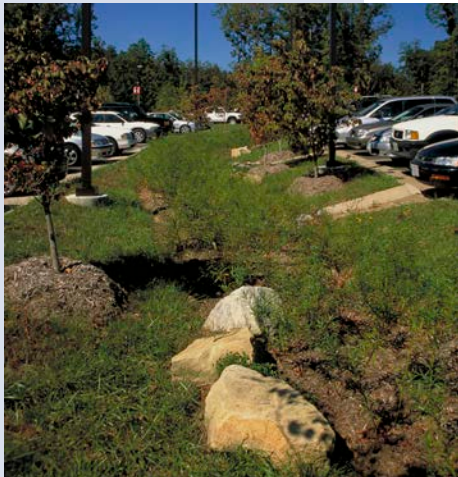
Near the southwest corner of the West Area, there is an existing sewer trunk line, 24-inches in diameter, which runs along McKinnon Street terminating at East Boronda Road, which will serve as the connection point for the majority of the sewer lines for the West Area. The connection will require open-cut construction or tunneling (using bore and jack) across East Boronda Road. The 2011 Sanitary Sewer Master Plan assumed all sewer lines for the West Area would connect to this 24-inch McKinnon Street trunk line. However, due to elevation issues, portions of the West Area will need to connect to an existing 10-inch sewer trunk line that runs along Van Buren Avenue by San Juan Grade Road, which is tributary to the Santa Rita Pump Station. The connection will require conventional open trench construction to install new trunk lines for the West Area (see Section 6.3.3 for additional information). Connection to the 10-inch Van Buren line will require further analysis of the affected sanitary sewer system, which may include capacity analysis of the Santa Rita Pump Station. This analysis will occur in conjunction with development of this area.



Example of a rain barrel



Example of a vegetated strip.



LID features like bioswales help to improve water quality.

### 6.3.1.2 Treatment System

Wastewater and recycling treatment are provided by the M1W Regional Wastewater Treatment Plant (RTP) and the Salinas Valley Reclamation Plant, each rated at 29.6 mgd. The Treatment Plant treated on average about 21 mgd in 2014 and due to conservation efforts treated about 16 mgd in 2016 (according to Treatment Plant Engineer Jennifer Gonzalez, 2016). Over the last 25 years, since the Treatment Plant began operation, flow rates to the plant have decreased due to water conservation and other factors. M1W owns, operates, and maintains a sewer system that serves a population in northern Monterey County of over 252,000 persons and includes the Marina area treatment plant, five pump stations, 35 pressure vacuum stations, and approximately 30 miles of pipeline. The Agency provides collection, treatment, and disposal service for 12-member agencies, including the City of Salinas. Additionally, M1W operates the water recycling facility at the RTP and manages the distribution system under contract from the Monterey County Water Resources Agency. Sixty percent of incoming effluent is recycled and purchased by Salinas Valley agricultural growers and property owners. The recycling operations provide irrigation water to 12,000 acres of Castroville area farmlands.

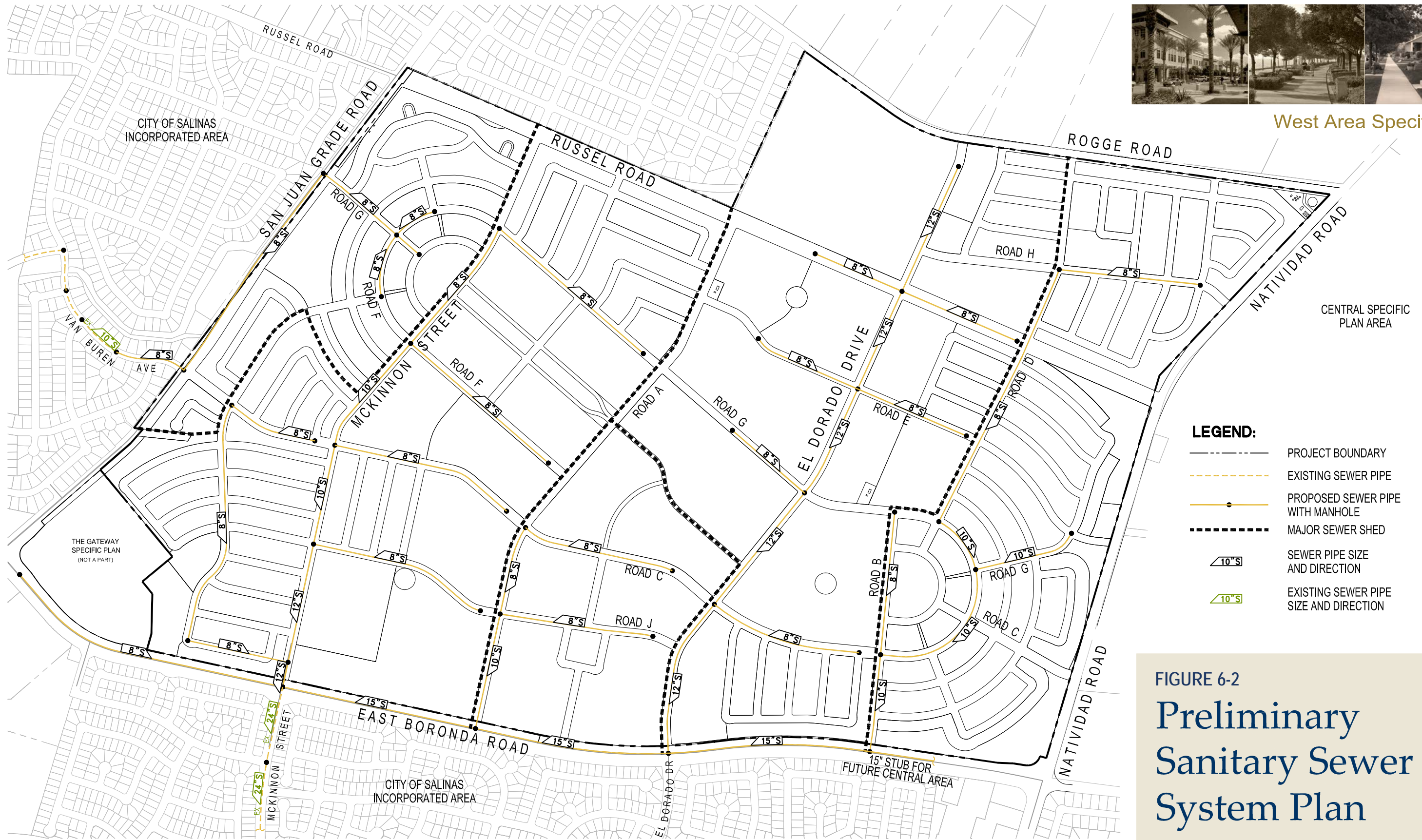
The MIW Regional Wastewater Treatment Plant, is a Trickling Filters – Solid Process (TF-SP) secondary treatment plant. The Salinas Valley Reclamation Plant uses mixed-media gravity filters and treats and disinfects wastewater to a disinfected tertiary level prior to unrestricted food crops irrigation meeting Title 22 of the California Code of Regulations. The RTP is located 2 miles north of the City of Marina. The wastewater treatment plant and reclamation plant currently operate at approximately 71% of full rated capacity. According to M1W and the prior sewer study, these facilities have the reserved capacity to treat the additional flows from the City's North of Boronda FGA. Therefore, the development of the West Area will not require any immediate expansions to the treatment system.

### 6.3.2 Assumptions and Methodology

The City of Salinas standards and design criteria for sewer installation will be used in the design and construction of the sewer system for the West Area. These criteria will cover sewer manholes, sewer saddle connections, clean-outs and flushing inlets, sewer mains, sewer laterals, clearances from water lines and dry utilities, minimum slopes, and minimum depths.

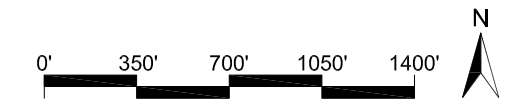


West Area Specific Plan



- LEGEND:**
- PROJECT BOUNDARY
  - EXISTING SEWER PIPE
  - PROPOSED SEWER PIPE WITH MANHOLE
  - MAJOR SEWER SHED
  - 10" S  
SEWER PIPE SIZE AND DIRECTION
  - 10" S  
EXISTING SEWER PIPE SIZE AND DIRECTION

FIGURE 6-2  
**Preliminary Sanitary Sewer System Plan**



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### 6.3.3 Proposed Sanitary Sewer System

#### 6.3.3.1 On-site Collection System

The SOISS indicates that the entire sewer collection system for the West Area will be connected to the existing 24-inch-diameter sewer trunk line on McKinnon Street at the intersection with East Boronda Road. This is confirmed by the 2011 Sanitary Sewer Master Plan update.

As discussed earlier, based on information gleaned from previous reports, the elevation at the connection point on McKinnon Street and the lowest point of the northwest area of the development are very similar, making it difficult to connect the proposed sewer collection system for the northwest area to the existing 24-inch sewer system on McKinnon Street. Therefore, the proposed sewer collection system for the northwest area of the development may need to be connected to the existing 10-inch sewer system on Van Buren Avenue near San Juan Grade Road. The 10-inch sanitary sewer line along Van Buren Avenue goes to the Santa Rita pump station. Connection to this line will require further sanitary sewer analysis for the affected sanitary sewer lines and the Santa Rita pump station. Refinement to the proposed sewer collection system for the northwest area and point of connection can be implemented upon completion and approval of this detailed analysis.

The proposed sewer collection system for the remainder of the development will connect to the aforementioned existing 24-inch sewer trunk line on McKinnon Street. The City will provide and maintain sewer collection once the West Area development is established. With the potential exception of the northwest area discussed above, all of the proposed sanitary sewer collection system will convey flow to the City’s existing sewers by gravity without the need of any sewer pump station. Figure 6-2 presents the proposed on-site sewer collection system.

Table 6-2 provides a summary of the estimated sewer generation for the West Area.

Table 6-2: Estimated Sewer Generation

Use	Calculation	Acre Feet Per Year	Average Gallons Per Day
Retail/Services	214.4 af/yr @ 90% <sup>(1)</sup>	193.0	172,321
Residential	1,562.3 af/yr @ 50% <sup>(2)</sup>	781.2	697,464
Schools	356.5 af/yr @ 50% <sup>(2)</sup>	178.3	159,188
TOTAL		1,152.5	1,028,973

(1) A typical estimate for retail/services sewer demand is 90% of water demand  
 (2) A typical estimate for residential and school sewer demand is 50% of water demand. Approximately 50% of residential and school water is used for landscape irrigation.



Example of a park with supplemental retention area adjacent to a neighborhood.

### 6.3.3.2 Off-site Collection System

The SOISS indicates that the entire West Area will be fed into an existing 24-inch sewer pipe on McKinnon Street at the intersection with East Boronda Road. However, as mentioned above, it is anticipated that the northwest area of the West Area development will be serviced by the existing sewer system on Van Buren Avenue. For the purposes of this Specific Plan and discussion of improvements to existing sewer system based on the CDM technical memorandum, dated January 24, 2007, and based on the 2011 Sanitary Sewer Master Plan update, it is assumed that the entire West Area will be served by the existing sewer system on McKinnon Street.

The 2011 Sanitary Sewer Master Plan update provides an estimate of the off-site sanitary sewer improvements required to serve the West Area. However, further sanitary sewer analysis is required to determine the impacts of connecting the northwest area of the West Area to the Van Buren Avenue sanitary sewer line before the City would permit this connection. The costs of further analysis and any related improvements required in conjunction with the subject connection to the Van Buren Avenue sanitary sewer line will be borne by the developers of the northwest area of the West Area or those parties who otherwise wish to connect to this line.

Table 6-3 provides a summary of the required improvements necessary to accommodate the future development of the West Area and the proposed Central Area Specific Plan.

**Table 6-3: Required Off-Site Improvements for Existing Sewers**

Location	Existing Pipe	Required Pipe
E. Bolivar St.	8" and 10"	1,500 linear feet 15"
Van Buren Ave., Louise St., Lenny St., Souza Wy.	8" and 10"	3,200 linear feet 12"
West Alvin Dr., Main St.	12"	2,900 linear feet 18"
Cherokee Dr., Tulane St.	18"	2,500 linear feet 24"

### 6.3.3.3 Treatment Plant

The M1W Regional Treatment Plant is located two miles north of the City of Marina in northern unincorporated Monterey County. The Plant began operation in 1990, replacing six local wastewater treatment facilities. M1W Treatment Plant currently serves over 252,000 people. The Waste Discharge Requirements (WDRs) Order No. R3-2019-0017 allows the M1W Regional Treatment Plant to accept up to 29.6 million gallons per day (MGD) of average dry weather flow (ADWF) and 75.6 MGD of peak wet weather flow (RWQCB Central Coast, 2018). The Plant treated approximately 21 MGD in 2014; however, wastewater conveyance has decreased due to conservation efforts and in 2016 the Plant treated approximately 16 MGD, of which the City of Salinas contributed 12 MGD. The M1W Regional Treatment Plant provides regional wastewater treatment, disposal, and reclamation facilities for the cities of Monterey,

Pacific Grove, Del Rey Oaks, Sand City, Marina, and Salinas; the Seaside County Sanitation District; Moss Landing and Castroville Community Services Districts and Fort Ord.

The estimated sewer generation for the project is approximately 1.0 MGD. The M1W Treatment Plant has and is anticipated to have capacity for the project buildout absent any future expansion.

The City's current NPDES Permit, which regulates the wastewater effluent quantity and quality upon discharge was issued by the Central Coast Regional Water Quality Control Board and is Order R3-2014-0013; NPDES No. CA0048551.

## 6.4 Public Services and Utilities

This section provides an overview of the public service and utility providers for the West Area. For police, fire, and library services and facilities, see Chapter 8, Section 8.4.

### 6.4.1 Schools

The West Area Specific Plan is located within the Salinas Union High School District and the Santa Rita Union School District. The Specific Plan incorporates sites for a high school, a middle school and three elementary schools. The locations of the school sites are shown in Chapter 2, Figure 2-1.

The Salinas Union High School District is currently constructing a high school on land it has acquired within the Plan Area. The approximately 38-acre high school site is located on Rogge Road, west of the future extension of El Dorado Drive and north of the future extension of Russell Road. The District indicates that the school will likely open in 2019.

The Santa Rita Union School District has one existing elementary school located within the Plan Area (McKinnon Elementary School). To serve the Plan Area, the District is proposing two additional elementary schools and one middle school. Each of the two elementary school sites is approximately 10 acres in size; the middle school site is approximately 21 acres in size. Improvement of school site frontages, ROW and parkway improvements are the responsibility of the owner, developer, entity, etc. developing the land adjacent to the site, subject to review and approval by the City Engineer and City Planner.

The above-referenced schools are further discussed in Section 2.6.1 of the Specific Plan.

Table 6-4 provides a summary of the projected student population for the Plan Area.

**Table 6-4: Projected Plan Area Student Population**

Dwelling Unit Type	Minimum Dwelling Units <sup>(1)</sup>	Maximum Dwelling Units <sup>(1)</sup>	Education Level	Generation Factor	Students Generated		Estimated Number of Students Generated by Education Level Minimum/Maximum
					Min.	Max.	
SFD	1,114	1,361	Elementary	.3416	380	465	Elementary 910 / 1,114
			Middle	.1948	217	265	
			High	.149	166	202	
SFA	1,476	1,803	Elementary	.1967	290	355	Middle School 417 / 509
			Middle	.0738	109	133	
			High	.149	220	268	
MF	963	1,176	Elementary	.2492	240	294	High School 600 / 731
			Middle	.0944	91	111	
			High	.222	214	261	
<b>Total</b>	<b>3,553</b>	<b>4,340</b>			<b>1,927</b>	<b>2,354</b>	<b>1,972 / 2,354</b>

(2) See Table 3-6  
Sources: Salinas Union High School District (January 2014), Santa Rita Union School District/Cooperative Strategies (October 2018)

### 6.4.2 Electricity and Natural Gas

In February of 2017, Monterey Bay Community Power (MBCP), a joint powers authority, was formed to provide locally-controlled, carbon-free electricity services to San Benito, Monterey and Santa Cruz counties through the Community Choice Energy (CCE) model established by the State of California. The MBCP serves as the primary electricity service provider for residential and business customers in the City of Salinas. Prior to the formation of MBCP, PG&E was the primary electricity service provider for the City.

MBCP provides various carbon-free electricity service offerings (with reduced greenhouse emissions) to customers. MBCP procures electricity from carbon-free sources such as solar, wind, and hydroelectric. Residential and business customers located in the Plan Area will be automatically served by MBCP unless they specifically select PG&E to be their service provider.

PG&E has indicated that sufficient primary line power service exists in proximity to the West Area. A 12 kV underground primary line exists along Boronda Road. PG&E also currently operates a 60 kV overhead power line easement that extends through the West Area (Figure 1-2). This 60 kV line will be the primary source of electrical power for the Plan Area. By agreement, MBCP is authorized to utilize this same primary line power distribution system to provide electricity services to its customers. As development of the Plan Area proceeds, this overhead power line easement will be realigned to follow the future alignment of El Dorado



Drive. As previously indicated, a 100-foot setback is required from the electrical distribution line to middle school facilities. The overhead power line easement will be landscaped and improved concurrent with improvement of El Dorado Drive. A landscaping and irrigation plan shall be submitted by the project developers for the review and approval of the City Engineer and City Planner prior to installation of any landscaping or irrigation in the easement.

Table 6-5 provides a summary of the estimated electricity demand for the West Area.

**Table 6-5: Estimated Electricity Demand**

Use	Usage Factor (kwh)	Project	Estimated Monthly Usage (kwh/month)
Retail/Services	1.35 kwh/sq.ft./month <sup>(1)</sup>	571,500 sq.ft.	771,525
Residential	867 kwh/unit/month <sup>(2)</sup>	4,340 units	3,762,780
Schools	17,736 per acre kwh/acre/month <sup>(3)</sup>	90.95 acres	1,613,089
<b>TOTAL</b>			<b>6,147,394</b>

(3) 2012 U.S. Energy Information Administration Commercial Building Energy Consumption Survey  
(4) Average annual electricity consumption per residential customer, U.S. Energy Information Administration, 2017  
(5) SUHSD New High School #5 Construction, Subsequent EIR

PG&E provides natural gas service to the City of Salinas and will provide this service to the Plan Area. There is an existing 12-inch-diameter transmission line in Natividad Road that operates at a maximum pressure of 350 pounds per square inch gauge (psig). PG&E will need to extend their existing gas service to the proposed development along Boronda Road in accordance with the City-PG&E franchise agreement.

Existing natural gas transmission pipelines located along Rogge Road and Natividad Road on the perimeter of the Specific Plan Area (further discussed in Chapter 3.5 of the West Area Specific Plan EIR) do not pose a significant hazard to land uses in the Plan Area.

Table 6-6 provides a summary of the estimated gas demand for the West Area.

**Table 6-6: Estimated Natural Gas Demand**

Use	Usage Factor (Therms)	Project	Estimated Monthly Usage (Therms)
Retail/Services	0.0225/s.f./month <sup>(1)</sup>	571,000 sq.ft.	12,848
Residential	40.25/unit/month <sup>(2)</sup>	4,340 units	174,685
Schools	0.0225/s.f./month <sup>(1)</sup>	495,000 <sup>(3)</sup> sq.ft.	11,138
<b>TOTAL</b>			<b>198,671</b>

(6) 2012 U.S. Energy Information Administration, Commercial Building Energy Consumption Survey  
(7) California Residential Natural Gas Consumption, California Energy Commission  
(8) School Estimated square feet: 85,000 sq.ft. for Elementary School, 125,000 s.f. for Middle School and 200,000 sq.ft. for High School

### 6.4.3 Telecommunications

Comcast provides cable television and internet service to the City of Salinas and will provide this service to the Plan Area. AT&T/SBC and other telecommunication companies provide telephone and cellular phone service to residents of the City of Salinas. Extension of existing underground networks within adjacent streets will be required to provide service to the Plan Area. Communications infrastructure, including infrastructure necessary to support cable television, telephone, fiber optic networks, and wireless telecommunications shall be installed throughout the Plan Area. Empty fiber optic conduit shall be installed within the public right-of-way in accordance with applicable City standards, subject to review and approval by the City Engineer.

### 6.4.4 Solid Waste Management and Recycling

The Specific Plan will result in new mixed use commercial, residential, and other development that will generate an increased demand for solid waste collection and disposal capacity. As shown in Table 6-7, the project will generate approximately 49,000 pounds of solid waste per day.

The Salinas Valley Solid Waste Authority (SVSWA) is currently the solid waste disposal service provider for the City of Salinas. SVSWA is a joint powers agency made up of the eastern half of unincorporated Monterey County and five cities, including the City of Salinas. SVSWA currently owns four landfills. Three of these landfills are closed and inactive while the Johnson Canyon Landfill is currently in operation. This landfill is operated by and serves as the regional landfill for the Agency.

Solid waste generated within the incorporated boundaries of the City is currently collected by Republic Services of Salinas and delivered to the SVSWA's Transfer Station and Republic Services Transfer Station, which then transports the collected refuse to the Johnson Canyon Landfill, which is owned and operated by SVSWA. The combined permit capacity of both transfer stations can support most or all of the City's waste stream transportation needs.

The Johnson Canyon Landfill is classified as a Class III refuse disposal facility by the Regional Water Quality Control Board (RWQCB). The site is permitted by the California Department of Resources Recycling and Recovery to accept a maximum of 1,574 tons of solid waste per day. The landfill's approved filled area is approximately 96 acres in size and its total site capacity is approximately 14 million cubic yards. Approximately 213,714 tons of solid waste were landfilled at the Johnson Canyon Landfill in FY 2017-2018. According to SVSWA (2018), the Johnson landfill will be filled to capacity in approximately 38-45 years based on a combination of current solid waste generation rates and new waste reduction/diversion programs.

SVSWA is currently responsible for overseeing future landfill siting or expansion to meet the area's long-term solid waste disposal and resource recovery needs. Therefore, SVSWA has proposed an approach

to provide for the solid waste disposal and resource recovery needs for jurisdictions (that are located within its service area) for approximately 70 years or through approximately 2085. This approach includes increased waste diversion and materials recovery as well as the application of or contracting for advanced technologies for processing solid waste to provide sufficient long-term capacity and to help achieve the waste diversion mandates required by Assembly Bills (AB) 939, 341 and 1826, and Senate Bill (SB) 1383.

The California Green Building Standards Code (CALGreen), Chapter 14 of the City Salinas Municipal Code and Zoning Code Sections 37-50.200 and 210, which regulates the management of garbage, recyclables and other solid waste apply to the land uses/properties located in the incorporated boundaries of the City, including the West Area.

On November 20, 2018, the Salinas City Council passed and approved Resolution 21521 that authorizes the City Manager to deliver a one year written notice to the SVSWA of the City's intent to withdraw from the Joint Powers Agreement Between the City of Salinas, the City of Gonzales, the City of Greenfield, the City of King, the City of Soledad, and the County of Monterey creating the Salinas Valley Solid Waste Authority. Pursuant to section 19 of the Joint Powers Agreement, the City gave the one- year notice to the SVSWA in a letter dated December 6, 2018. Accordingly, the one-year period is deemed complete on December 7, 2019.

The notice will allow the City time to evaluate more efficient and economical methods of delivering waste disposal and diversion services to the Salinas community. If the City finds that maintaining its membership in the SVSWA is in the best long-range interests of its residents and businesses and the region, then the City may opt to rescind the notice and remain a member of the SVSWA Joint Powers Authority. Whether the City remains with the SVSWA or ultimately chooses another service provider, the solid waste disposal, diversion and resource recovery needs of the West Area and the City will be fully met.

Table 6-7 provides a summary of the estimated solid waste generation for the West Area.

**Table 6-7: Estimated Solid Waste Generation**

Land Use	Generation Factor <sup>(1)</sup>	Project	Estimated Solid Waste Generation (lb/day)
Retail/Services	6 lb/1,000 s.f./day	571,000 s.f.	3,426
Residential	10 lb/unit/day	4,340 units	43,400
Schools	0.5 lb/student/day	4,191 students	2,096
<b>TOTAL</b>			<b>48,922</b>

(9) Cal Recycle; Estimated Solid Waste Generation Rates; Commercial, Residential and Institutional Sectors. Blended rate from multiple cited sources, accessed 2016

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# 7. Stormwater and Water Quality Management

## 7.1 Introduction

Development of the West Area Specific Plan will require the support of well-planned stormwater infrastructure. The stormwater infrastructure will be designed to meet all the City of Salinas water quality, retention, and flow control requirements, and in doing so, County, State, and federal requirements will also be met. The most stringent requirement stems from the City of Salinas General Plan Implementation Program LU-17 that requires, as a condition of project approval, new development to provide adequate stormwater and flood management facilities so that “no net increase in runoff” occurs as a result of the proposed Project. By meeting this requirement, the stormwater infrastructure will mitigate both the post-project peak stormwater runoff rates and volumes, thereby mitigating for impacts to the downstream facilities. The stormwater infrastructure will include distributed lot/parcel-based Low Impact Development (LID) features to the Maximum Extent Practicable (MEP), such as bio-retention facilities and pervious pavements that reduce runoff rates and volumes by detaining and promoting infiltration of runoff.

The City Engineer will ultimately be responsible for assuring the stormwater system meets the applicable federal, state, and local requirements that are in effect at the time of actual development.

## 7.2 Existing Topography, Drainage & Floodplain

This section describes the existing topography and drainage of the Plan Area, the stormwater requirements that must be met, and the proposed new stormwater infrastructure to support the development of the West Area. The West Area Specific Plan EIR includes additional information and details.

### 7.2.1 Existing Topography

The Plan Area is currently used for agriculture, and generally slopes from north to south, except for the northwest area, which slopes from east to west. Existing ground elevations within the Plan Area vary from 156 feet at the intersection of Rogge Road and Natividad Road to 103 feet at the intersection of East Boronda Road and San Juan Grade Road, resulting in an overall grade of approximately 0.5%. The existing ground elevations within the northwest area vary from 140 feet at the intersection of Russell Road and proposed Road A to 95 feet at the confluence to Santa Rita Creek on San Juan Grade Road (elevations are based on NAVD88 and reflect distance above sea level).

### 7.2.2 Existing Drainage

Stormwater surface runoff from the existing site and from the off-site watershed north of the site is mostly conveyed in agricultural ditches and generally discharges in three locations:

- a) Northwest corner into Santa Rita Creek;
- b) Southwest corner into the City's storm drain systems and eventually into Markley Swamp; and
- c) Southeast corner into the City's storm drain system and eventually into Gabilan Creek.

Santa Rita Creek originates north of Salinas and flows through the unincorporated areas of the County and undeveloped portions of the City before ultimately draining into Markley Swamp. Both Markley Swamp and Carr Lake eventually drain to the west of the City boundary through the Reclamation Ditch (see Figure 7.1 for Existing Drainage).

Runoff volumes are at least as important as peak flows when considering impacts to flooding conditions downstream from the Project. Runoff volumes are important because each receiving drainage system has an element of detention. There is a storage area and pump station on Santa Rita Creek. Markley Swamp is a floodplain connected to the Reclamation Ditch by a culvert through a levee that acts as a detention basin. Gabilan Creek originates north of Salinas and flows through the unincorporated areas of the County and City before ultimately draining into Carr Lake, which is a historic lake that currently functions as detention storage for the Reclamation Ditch during significant rainfall events. The detention function of Carr Lake is in large part controlled by the culvert configuration at Main Street. The invert of a double box- culvert is set above the channel

invert and a low-level pipe limits outflow at lower elevations. The volume of runoff discharged into Santa Rita Creek, Markley Swamp, and Carr Lake can impact flood levels and peak discharges associated with them and, therefore, must be considered in the process of evaluating Project impacts.

The Monterey County Water Resources Agency (MCWRA) has indicated that the Reclamation Ditch system does not currently meet the need for flood control to protect lives and property (MCWRA, August 2006). Development within the North of Boronda Road FGA has been identified as having the potential to increase the depth, duration, and frequency of flooding along the Reclamation Ditch.

Soils on the site are characterized by the National Resources Conservation Service (NRCS) as belonging to Hydrologic Soil Group B (moderate infiltration rate and moderately low runoff potential) and D (low infiltration rate and high runoff potential).

As concluded in Technical Memorandum No. 2 - Administrative Final (TechMemo), Kennedy/Jenks Consultants, January 18, 2007, the moderate infiltration rates noted by the NRCS for much of the City's North of Boronda Road FGA values may only be applicable for the first 1 to 2 feet of soil that is often underlain by clayey soils.

Preliminary surface percolation tests were performed on the site by ENGEO on July 27, 2006. The tests were conducted to provide data for the design of LID features. The test locations were distributed over the proposed site; testing was performed near the surface. Clay layers with low infiltration rates were encountered on the surface of the site. Infiltration rates varied from 0.004 inches per hour ( in/hr) to 0.350 in/hr. Groundwater was not encountered in the depths explored by the Cone Penetration (CPT) tests (50 feet). According to the farm manager, groundwater remains 160 to 240 feet beneath the site (see Figure 7.2 for the NRCS hydrologic soil group classification).

### 7.2.3 Existing Floodplain

The Plan Area site does not have any major watercourses flowing through it, and there is no record of major flooding on the site. Santa Rita Creek and Gabilan Creek are both located off-site, and neither floodplain has records of encroaching on the site.

The Plan Area site is not mapped by FEMA with any significant Special Flood Hazard Areas (SFHAs). The northwest corner of the site is mapped in a shaded Zone X, indicating either an area of the 0.2% annual chance flood from the Santa Rita Creek, or an area with 1% chance flood with depths less than 1 foot from the Santa Rita Creek. The rest of the area is in an unshaded Zone X. See Figure 1-2 and the Monterey County Flood Insurance Rate Map (FIRM, April 2, 2009, Panel nos. 06053 C0207G, 06053 C0209G, 06053 C0228G, and 06053 C0226G). Also see Section 7.3.2 for further discussion.



Vegetated swale.

## 7.3 Stormwater Requirements & Compliance

The Plan Area stormwater drainage system will need to meet several requirements including:

- City of Salinas SWDS, which ensure compliance with the City of Salinas National Pollution Discharge Elimination System (NPDES) Permit issued by the Central Coast Regional Water Quality Control Board (CCRWQCB);
- City of Salinas Flood Damage Prevention ordinance; and
- Mitigation for potential impacts to MCWRA facilities.

Additionally, the final design of the stormwater system will comply with the City of Salinas Standard Plans and Specifications, SWDS, and Stormwater Standard Plans.

The Plan Area shall incorporate a stormwater drainage system that uses a combination of site planning, and LID runoff reduction and water quality features (including separated sidewalks that provide a location for bio-filtration facilities and vegetated swales, pervious pavement, and infiltration trenches), conventional storm drainage collection systems, and supplemental detention and retention basins to meet all of these requirements. A landscape and maintenance plan for basins shall be submitted with the tentative map creating the basin. Basins shall be designed to achieve a natural vegetated appearance (see example photo illustrations included in this Chapter). The landscape and maintenance plan must be prepared by a qualified professional and is subject to approval by the City Engineer and the City Planner (see Sections 4.6 and 7.4.9 for further discussion).

As defined in the SWDS, bio-retention facilities do not include underdrains whereas bio-filtration facilities may include underdrains. This document uses the terminology of “bio-retention facility” to include a wide range of potential configurations. Configurations of underdrains and the amount of retention storage below underdrains will be determined during the design process considering site-specific infiltration characteristics and other factors. The submittal for the map creating the basin(s) shall also include improvements of frontages, ROW/parkway, and half the street width, as determined by the City Engineer.

### 7.3.1 Compliance with City of Salinas SWDS & NPDES Permit CA0049981

The West Area Specific Plan conforms to the requirements of the City of Salinas’ NPDES Permit CA0049981 and the latest edition of the City of Salinas SWDS. If any part of Chapter 7, or any other section of the Specific Plan, conflicts with the NPDES Permit and/or the SWDS, then the NPDES Permit/SWDS shall govern over this section and this section shall govern over the remaining sections of the Specific Plan. Nothing precludes the CCRWQCB from amending and modifying the City’s permit over time. The project will be subject to the requirements of the NPDES permit in effect at time of development.





West Area Specific Plan



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West Area Specific Plan



FIGURE 7.2  
**NRCS Hydrologic  
 Soil Group**

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Nothing contained herein shall be construed to permit or allow non-conformance with the latest NPDES Permit/SWDS unless specifically allowed under the permit Provisions for Alternative Methods of Compliance. To utilize alternative compliance measures, it must be determined by a Professional Engineer that compliance with the NPDES Permit/SWDS is technically infeasible. "Alternative Compliance Justification" is outlined in the NPDES Permit. The alternative compliance measures must be approved by the City of Salinas and the CCRWQCB.

As detailed below, projects in the Plan Area will manage rainfall at the source using uniformly distributed decentralized controls, natural treatment, and volume reduction SCMs (e.g., bio-retention, vegetated swales, filter strips), also referred to as SCMs by the City, as first means of compliance for meeting the numeric criteria for stormwater management to the MEP under the NPDES Permit and the SWDS.

If approved by the City of Salinas City Council, and for the length of time the approved Specific Plan remains valid and in effect, the Specific Plan shall meet or exceed the requirements of the latest version of the NPDES Permit.

#### 7.3.1.1 Design Methodology Used for Compliance

The Plan Area plan layout and the preliminary design of the stormwater facilities were developed to meet the requirements of the City's SWDS, and thereby the City's NPDES Permit, using LID principles.

The SWDS identifies design requirements, references, and specific guidance for the selection and integration of LID measures into a project design. Accordingly, the steps listed below were taken in the Plan Area site planning and design process, consistent with an LID approach.

##### *The Site Characteristics Were Assessed*

As noted above, the site generally slopes gently to the south, and discharges at three main locations: west to Santa Rita Creek under San Juan Grade Road, south to the existing McKinnon Street storm drainage under Boronda Road, and east to the existing Boronda Road drainage discharging to Gabilan Creek. The site does not have any existing major water courses or natural areas.

##### *The Stormwater Control Goals and LID Evaluation Approach Were Defined*

The stormwater goals for the Specific Plan include meeting all the requirements of the City's SWDS to maintain compliance with the City's NPDES Permit, as discussed above.

The SWDS provides sets of increasingly rigorous requirements, Requirements 1 through 5, corresponding to the project type, total new and replaced impervious area, and the amount of new and replaced turf. The Plan Area will exceed the largest project threshold because it creates greater than 22,500 square feet of impervious area. Therefore, the project



Examples of water quality source control measures (SCMs).

will need to meet the common requirements listed in Requirement 1 for LID and source control SCMs, and then additional treatment, retention, flow control, and design and documentation requirements contained in Requirements 4 and 5.

- Requirement 1 (common requirements) – addresses site layout design and the inclusion of source control SCMs.
- Requirement 4 (15,000-square-foot threshold) – calls for retention of runoff from the 95th percentile rainfall event (0.98 inches in a 24-hour period) with provisions for low flow discharge of 0.01 cfs per tributary acre where design infiltration rates would need to be less than 0.3 inches per hour. Requirement 42 also calls for a Stormwater Control Plan and an Operations and Maintenance Plan for flow control and treatment SCMs.

NOTE: Preliminary surface percolation tests were performed in 2006. Infiltration rates on the site varied from 0.004 in/hr to 0.350 in/hr. This indicates that, on the average, on-site infiltration rates are less than 0.3 in/hr. New data must be collected and assessed prior to design of any facilities.

- Requirement 5 – addresses the need to ensure post development peak flows are reduced to less than pre-development peak flows for 2- through 100-year events. Requirement 5 calls for demonstrating compliance with the flow control criteria using continuous simulation modeling.

SWDS requirements focus on mitigation of impacts from relatively frequent storms at discharge points from the Project, commonly referred to as “points of compliance.” In addition to meeting the SWDS requirements, the stormwater goals include mitigating downstream impacts to both peak flows and rainfall runoff volumes for infrequent flood events that may be equaled or exceeded up to an average of once every 100 years.

To meet these requirements, the SWDS provides a simplified method for sizing SCMs needed on the project. This method is called the “Unit Sizing Approach,” and can be used in the project planning stage to determine the approximate surface area and storage requirements of SCMs. This method is based upon the total project equivalent impervious area and on the underlying soil properties. The final design of these facilities shall demonstrate compliance with the SWDS and their ability to meet part of the regional runoff reduction requirement to have “no net increase in runoff” based on continuous simulation modeling.

In addition to the unit sizing approach for SCM sizing, the plan and design were evaluated using both a long-term continuous hydrologic/hydraulic simulation of the site (using XPSWMM), and discrete hydrologic/hydraulic simulations of the 10-year and the 100-year events (using HEC-HMS).

**Stormwater impacts were avoided using LID design principles** - To avoid stormwater impacts; the LID design principles listed below were used.

***LID Principle: Natural areas were conserved as possible***

As discussed in other chapters, since the West Area has no existing natural areas, the Plan includes space for five large supplemental stormwater basins totaling approximately 34 acres. These areas will provide the opportunity to enhance the Plan Area with new naturally vegetated areas, in accordance with SWSP #24.

***LID Principle: Disturbances and excess grading were minimized***

The site has a fairly uniform natural slope gradient from north to south of approximately one-half of 1% (0.5%). The plan does not require mass grading and the site layout conforms to the existing slope, thereby avoiding significant changes to the existing drainage patterns.

***LID Principle: Consideration was given to concentrating development on portions of the site with less permeable soils***

The NRCS soils maps for the site indicate Hydrologic Soil Group B (moderate infiltration) soils are predominant throughout the Plan Area site, as presented in the "Regional Stormwater Analysis, Salinas West Future Growth Area," May 2007. However, the "Technical Memorandum No. 2 - Administrative Final," January 2007, indicates that the moderate infiltration rates may be only applicable to the top 1 or 2 feet of soil, and that these soils are underlain with clayey soils. Since the moderate infiltration soils are not sufficiently deep to characterize the site soil conditions where design infiltration values would need to be established, the site should be characterized as generally having soils with low infiltration capacity. Underground drains may be used in this situation.

***LID Principle: Soil compaction was avoided***

As noted in the section above, the site plan avoids excessive grading in order to conform the site layout to natural landforms. Therefore, less compaction will be required. Design requirements will call for minimizing compaction in areas where infiltration will be promoted.

***LID Principle: Impervious footprint was minimized***

The site layout necessarily balances this need with those of New Urbanism principles, which generally require denser development and the specific Salinas General Plan FGA requirement that the minimum residential density in the Plan Area averages a minimum of 9 dwelling units per net residential acre (du/nra). Impervious areas are lessened in the site plan as much as possible with the inclusion of five large supplemental stormwater detention/retention basins, the large community park, neighborhood and small parks, open space, and LID features. Specific features such as permeable pavement and infiltration areas will supplement these site plan features. Additionally, the local residential streets in the Plan Area will have reduced pavement area, as discussed below.

***LID Principle: Impervious surfaces were disconnected***

Directly connected imperviousness will be lessened with the inclusion of

separated sidewalks and disconnected roof drains.

***LID Principle: Specify vehicular zones to the minimum width necessary***

The local residential streets in the Plan Area will have reduced pavement area due to reduced overall pavement width as compared to typical residential street. A typical residential street is 40 feet wide. The width of West Area Residential Standard Street 1 is 29 feet, Residential Standard Street 2 is 30 feet and Residential Standard Street 3 is 31 feet.

***LID Principle: Green infrastructure was used for conveying stormwater runoff***

The site plan was developed to include right-of-way (ROW) for linear stormwater conveyance features, such as vegetated swales. ROW for SCMs, where determined feasible, includes areas along East Boronda Road, the east side of Road A, along the edges of the school sites and parks, and along certain frontages of the higher density residential development.

***LID Principle: Rainfall was managed at the source***

The site planning incorporated the design approach of disconnected roof downspouts and separated sidewalks with widened vegetated parkways throughout the project. The separated sidewalks will assist in the management of rainfall near the source because the sidewalks are generally at the most upstream end of the public ROW throughout the residential areas. The feature will allow the opportunity for disconnected impervious areas, and for the incorporation of vegetated swales for conveyance and water-quality treatment, and for the incorporation of infiltration areas where the soil characteristics allow. The disconnected roof downspouts will provide treatment and infiltration of roof runoff by directing runoff to vegetated areas. All projects must utilize a site/parcel-based SCM to the MEP.

**The design was evaluated to determine if stormwater goals are met** – Even with the principles of New Urbanism, about 50–60% of the surface of the Plan Area site will likely be impervious, with the underlying soils averaging less than 0.3 in/hr infiltration capacity. In keeping with the intent of the SWDS, the required SCMs for the Plan Area will be made up of a significant amount of decentralized source control LID features. The performance of these source control features will be determined at final design level.

Using the unit sizing approach described in the SWDS, the Plan Area will therefore be required to include approximately 40–50 acres of infiltration area and approximately 80 acre-feet of storage volume in SCMs over the site. These required SCMs can be source control LID features like pervious pavement or underground infiltration areas, or bio-filtration basins.

Separated sidewalks, which will include site/parcel-based SCMs, are a planned feature of the entire development and their inclusion throughout the project will provide an opportunity for LID SCMs throughout the entire project. The ability to use the separated sidewalk area depends on tributary area and the cost effectiveness of using this area relative to other SCM options. Locations where the separated sidewalk area can be configured as a bio-filtration facility will be used to meet the requirements of the SWDS.



Vegetated swales can be used to meet treatment requirements upstream from supplemental detention and/or infiltration facilities; however, these are not expected to provide significant volume reduction.

The Unit Sizing procedures in the SWDS were used to estimate the surface area and volume necessary to meet the SWDS requirements. For this preliminary estimate, the equivalent impervious area is estimated by the equation below:

Equivalent Impervious Area

= Impervious Tributary Surface Area + Pervious Tributary Surface Area

SCM Area Required

= Equivalent Impervious Area x SCM Area Factor

= 814 acres x 0.60 (average imperviousness) x 0.10 (SCM area)

= ~50 acres

See Section 4.0 of the SWDS requirements for determining equivalent impervious area. The actual area of SCMs will depend on type selection and configuration.

SCM Volume Required

= Equivalent Impervious Area x SCM Volume Factor

= 814 acres x 0.60 (average imperviousness) x 0.173 (SCM volume)

= ~85 acre-ft

Additional capacity beyond that needed to meet the requirements of the SWDS is expected to be needed to satisfy the condition of “no net increase in runoff.”

The area needed to satisfy the area requirement of the SWDS will be achieved using site/parcel-based SCMs bio-filtration facilities or pervious pavement. Bottom areas of supplemental stormwater basins and infiltration facilities will be used only if inclusion of other SCMs is not sufficient to meet SWDS requirements and are included as a back-up to site/parcel-based SCMs. The key factor is that the area that counts toward meeting the area requirement of the SWDS must promote infiltration at a shallow depth. The surface area of an infiltration gallery under even a conventionally paved parking lot (after appropriate pretreatment) can be included as an SCM area. Areas of a permeable parking lot with an impermeable barrier below the drain rock would not be considered as contributing to the minimum SCM treatment area, but could provide required volume. The maximum area that can be effective at any location depends on the drainage management area to the SCM. Each SCM will be evaluated based on its tributary area using continuous simulation modeling as part of final design (see SWDS).

The effectiveness of the various SCMs at reducing runoff volume will be evaluated and these results will be used as a basis for design of the supplemental stormwater basins. These basins are designed to supplement the proposed decentralized SCM features to assist in meeting the infiltration area and storage requirements of flows that have met treatment, but not volume reduction, criteria and to satisfy the “no net increase in runoff”

condition. The proposed SCM features will be included in a more detailed analysis of pre-development versus post-development conditions later in the design process, and the neighborhood basins overall footprint and/or capacity will be adjusted as needed.

**Reevaluate design to determine if stormwater goals are met**– A preliminary design was evaluated using a long-term hydrologic/hydraulic simulation (using HEC-HMS and XPSWMM). This evaluation focused on the effectiveness of neighborhood basins, while purposefully minimizing the beneficial impacts of the SCMs. The hydrologic/hydraulic simulations indicated that the combination of SCMs and neighborhood basins will provide sufficient stormwater controls to meet the project compliance goals (i.e., per SWDS Requirements #4 and #5, and no significant increase to 2- to 100-year peak flows or runoff volumes).

### 7.3.2 Compliance with City NFIP Requirements

FEMA FIRM maps dated April 2, 2009, have been prepared for the City by the FEMA as noted in Section 1.2.2.1 and Section 7.2.3. Since the only effective floodplain on the site is a shaded Zone X at the northwestern portion of the site, and the rest of the site is in an unshaded Zone X, (see Figure 1.2), no Letters of Map Adjustment (LOMAs) or Letters of Map Revision (LOMRs) that would revise the original FIRMs are anticipated to be required. The project will be required to meet all the regulations for new construction, subdivisions, utilities, and the regulatory floodway as stipulated by the National Flood Insurance Program (NFIP).

### 7.3.3 Compliance with Monterey County Requirements

The SWDS states, “Historically, the City has required that projects provide detention to release post-project 100- year runoff at no greater than the pre-project 10-year peak discharge rate to be consistent with a Monterey County Water Resources Agency (MCWRA) policy that is typically applied to help mitigate for project impacts on drainage systems. It has been determined that the flow control requirements in the Permit plus peak flow matching for 25- and 100-year storm events provides better overall mitigation of impacts on drainage systems than detention sized to release post-project 100-year runoff at no greater than the pre-project 10-year peak discharge rate. Therefore, the SWDS calls for peak flow matching up to the 100-year storm event, instead of over attenuation of the 100-year storm event, with the inclusion of the new requirements for the more frequent storms.”

Therefore, compliance with SWDS Requirements #4, and #5 are projected to allow the Project to meet or exceed the previous flood control requirement set forth by the MCWRA for reduction of peak flows for events up to and including the 100-year event. It should be noted that meeting the SWDS peak flow requirement associated with project discharge does not eliminate impact to MCWRA's system that is affected by both the volume and timing of discharges from the site.

## 7.4 Proposed Stormwater Infrastructure

Stormwater infrastructure will be designed to meet all of the City of Salinas requirements and NFIP requirements. In addition, the stormwater infrastructure will mitigate both the post-project peak stormwater runoff rates and the post-project stormwater runoff volumes to minimize any downstream impacts to MCWRA's facilities.

Stormwater infrastructure will meet these goals using water quality and flow control SCMs, a closed conduit system, and supplemental stormwater detention and/or retention basins.

### 7.4.1 Proposed Grading

The proposed grading plan for the Plan Area will be designed to balance earthwork on the site and to minimize movement of soils on and off the site. The proposed grades will closely follow the existing grades to maintain the existing drainage pattern and the grading plan will direct stormwater surface runoff into SCMs that release to the closed conduit system and connect to supplemental stormwater basins to meet any remaining runoff reduction requirements.

The grading plan establishes a high point of 156 feet on the northeastern corner at the intersection of Rogge Road and Natividad Road. The site will slope gently south to an existing elevation of 122 feet at the intersection of East Boronda Road and Natividad Road, southwest to an existing elevation of 103 feet at the intersection of East Boronda Road and Dartmouth Way, and west to an existing elevation of 100 feet at the intersection of San Juan Grade Road and Van Buren Avenue.

### 7.4.2 Proposed LID Infrastructure

Stormwater infrastructure will use as many LID features as practicable to enhance water quality and reduce hydro-modification. The LID features will respond to the characteristics of the soils on the site and their capacity to percolate site runoff to maximize infiltration. Preliminary tests indicate a wide variation in soil permeability. As more detailed designs are prepared, these recommended LID features may be refined or other LID features may be incorporated to comply with the City's adopted standards as may be amended over time, for LID as the design progresses. The following are descriptions of LID features that are currently planned for implementation in the Plan Area development.

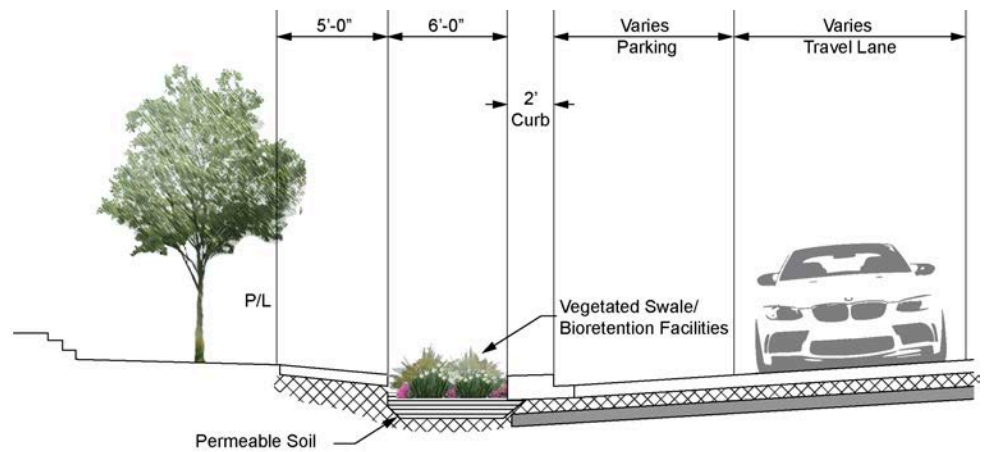
Figure 7-4 depicts some of the LID infrastructure. The text below and Figures 7-5 and 7-6 describe and illustrate the infrastructure.

### 7.4.2.1 Separated Sidewalks

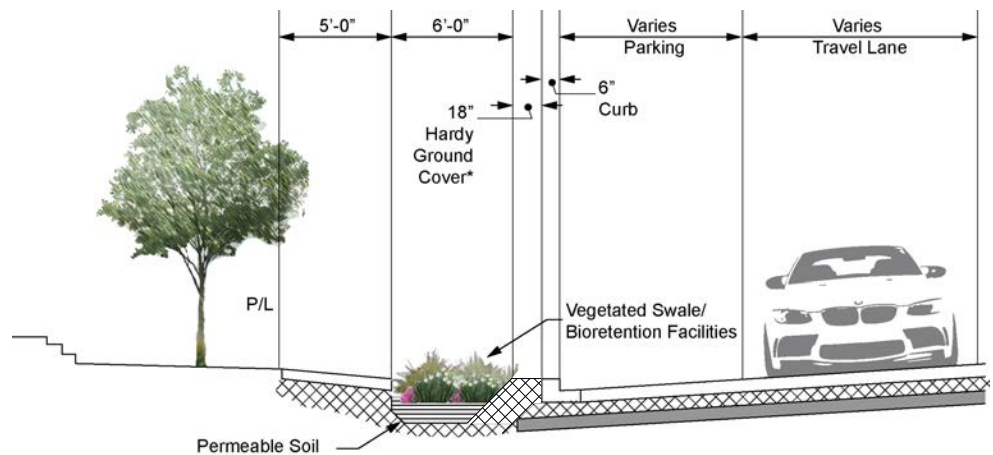
Separated sidewalks are a planned feature of the entire development. The inclusion of separated sidewalks with widened (landscaped) parkways throughout the project will provide an opportunity for distributed SCMs. As shown in Figure 7-3, Option 1, the separated sidewalks will provide an 8-foot strip (consisting of a 2-foot curb and 6-foot parkway strip) separating the residential development area from the paved portion of the streets. Option 2 illustrates a standard 6-inch curb and an 18-inch relatively flat area next to the curb planted with a hardy, drought-tolerant ground cover.

With either Option 1 or 2, this 6-foot strip will be used for bio-filtration facilities and vegetated swales, depending on needs and constraints associated with each specific location. The bio-filtration facilities and vegetated (landscaped) swales will provide water quality treatment and some runoff reduction.

Figure 7-3: Separated Sidewalk Bioretention Options



Option 1



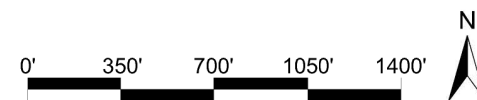
Option 2

\*Precious Great groundcover or similar material

\* Precious Great groundcover (*Dymondia margaretae*) or similar material



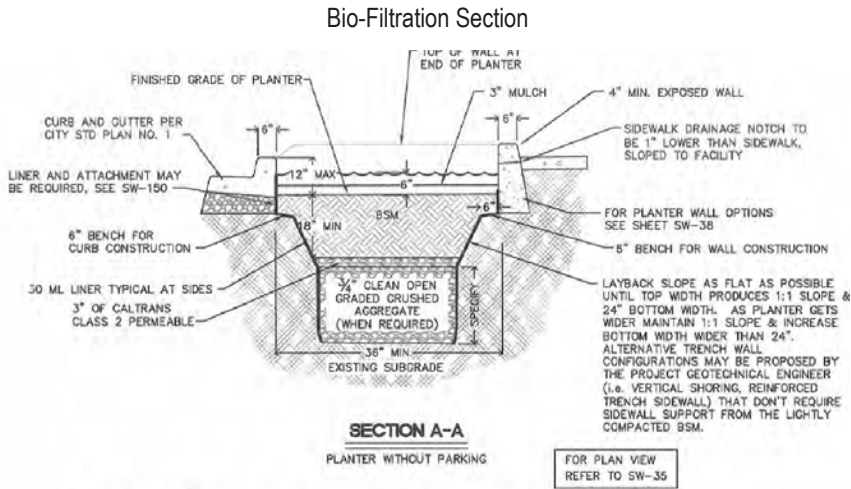
NOTE: SEE REPORT FOR DETAILED LOT LID FEATURES INCLUDING RAIN BARRELS AND MODIFIED DRIVEWAYS (PERVIOUS PAVEMENT)



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### 7.4.3 Bio-retention/Bio-filtration Facilities

Bio-filtration facilities will be designed to meet the SWDS and City of Salinas Stormwater Standard Plans (latest edition). The standard SWSP configuration is shown below. Other SWSP details will be used as part of design for plan layout, flow control, and other facets of design.



Flow-Through Planter



Parking Lot Median Flow-Through Planter



Street Infiltration Planter

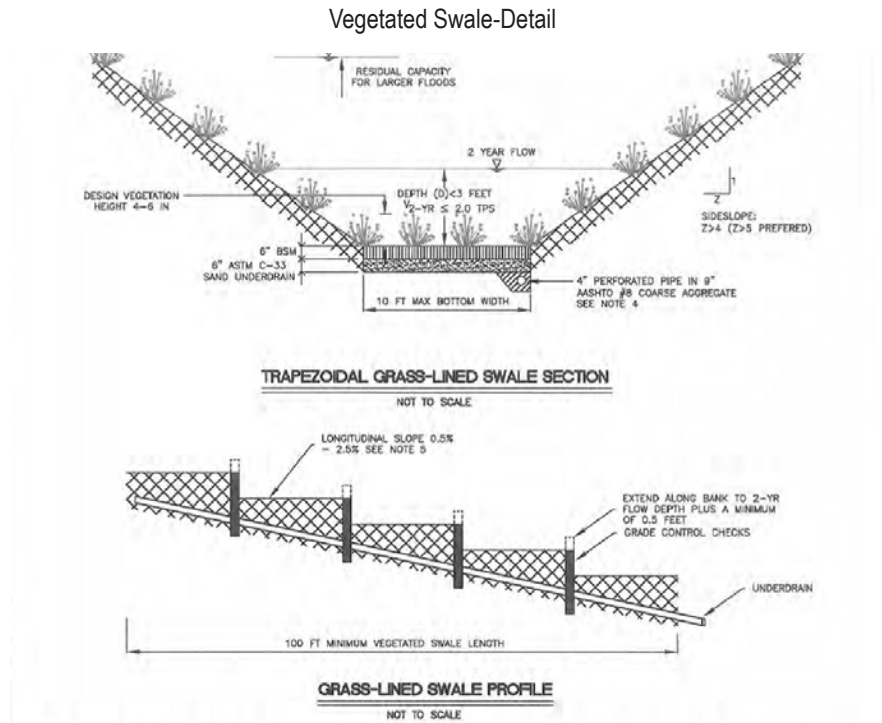


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### 7.4.4 Vegetated Swales

Vegetated swales will be used in the 8-foot strip where tributary area and/or design constraints could make a swale more appropriate than bio-filtration. The design of the vegetated swales will be consistent with the SWDS and SWSP. The SWSP swale configuration is illustrated below.

The vegetated swales will also take different forms, including a grassy swale, or a landscaped swale with different types of vegetation.



Vegetated Swale—Separated Sidewalk/Townhomes



Vegetated Swales—Separated Sidewalk/Parking



Vegetated Swale—Separated Sidewalk/Residential



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Alternative compliance measures may be considered along school frontages and other locations where swales are not conducive to the adjacent land use. The City will consult with the applicable school district in consideration of such alternatives.

### 7.4.5 Modified Driveways

To complete the disconnection of the impervious areas on the individual lots from the impervious areas of the streets, the driveways will be modified from standard construction. Generally, each driveway will include an 8-foot (+/-) section of pervious pavement or open celled pavers aligned with the 8-foot strip between the curb and the sidewalks. This driveway feature will provide continuous disconnection of impervious areas. Like the bio-filtration facilities and vegetated swales, underdrains will most likely be included in the design. Additionally, driveways can be designed to include grass or other pervious pavement, as shown in the figures below:

Modified Driveway



Pervious Driveway



Pervious Driveway



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### 7.4.6 Other Source Control LID SCMs

The site/parcel-based SCMs and separated sidewalks with vegetated swales and filter strips are included as part of the preliminary design and are intended to meet most of the SCM requirements. Site/parcel-based SCMs include, but are not limited to:

#### *Pervious Pavement and Open Cell Pavers in Parking Lots and Sidewalks*

Since parking lots and pavement will make up a substantial part of the impervious area in the Plan Area, a cost-effective approach to reduce imperviousness and supplement the separated sidewalks is to construct pervious pavement or open cell pavers (as noted in the driveway section above). Interlocking pavers allow water to infiltrate at the joints, while pervious concrete or asphalt is made with voids that promote infiltration. The use of pervious pavement or open cell pavers will be dependent on the soil characteristics of the pavement area selected. These features will be designed based on the site conditions and may include underdrain systems.

Pervious Pavement – Parking Lot



Pervious Pavement – Parking Lot



Pervious Pavement Construction



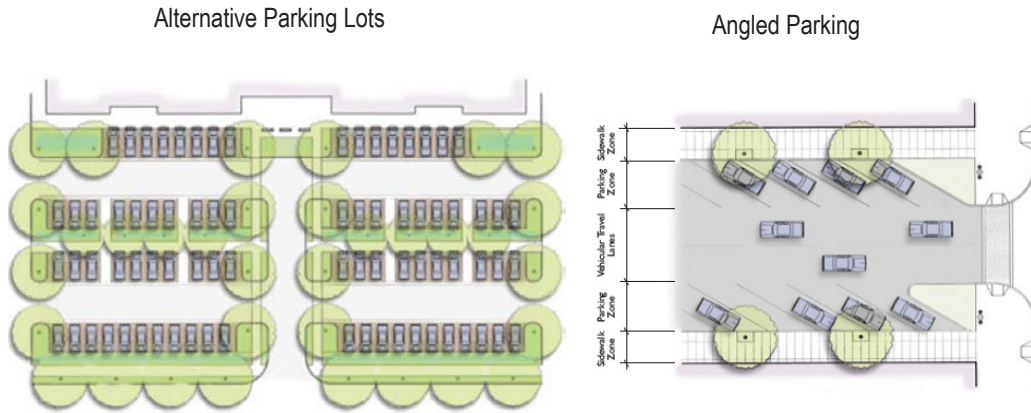
Pervious Pavement – Residential Street



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**Alternative Parking Lot Configurations**

Another parking lot configuration option that could be used includes bio-filtration facilities for water quality treatment while promoting infiltration under both the bio-filter sections and other areas of a conventionally paved parking area. Angled parking will make more efficient use of pavement.



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**Infiltration Trenches, Infiltration Basins and Injection Wells**

A wide range of configurations are available to store runoff and promote infiltration. These include, but are not limited to, open basins, rock-filled trenches, and underground chambers within areas of drain rock. Facilities that are deeper than they are wide and facilities that use manufactured storage components are generally considered Class V injection wells. SWDS requirements for dry wells and Class V injection wells will be followed.

Infiltration Trench



Infiltration Trench



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### *Vegetated Filter Strips*

Vegetated filter strips are flow-based treatment systems that act as indirect infiltration SCMs that can be effective at treating stormwater runoff provided that runoff depths are shallow and velocities are low. Vegetated filter strips are best suited for treating runoff from roads, small parking lots, and pervious surfaces. Treatment is provided by sheet flow over a vegetated area. Vegetated filter strips may be used to provide treatment upstream from infiltration or detention facilities.

### *Alternative Lot Drainage, Roof Drains, and Rain Gardens*

Lot drainage that includes risers to store higher frequency rainfall runoff and low flows on the lot before discharging to the drainage system may be considered by the City Engineer. Rain gardens are shallow depressions in the yards that fill before discharging to the storm drainage system. The ability to prevent these areas from being filled by homeowners must be considered in the SCM selection process. Maintenance declarations will be recorded for each site/parcels where SCMs are included as well as yearly inspections to ensure the SCMs are properly functioning.

Disconnected Roof Drains



Rain Garden



Rain Garden



Rain Garden



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### 7.4.7 Water Quality SCMs

Bio-filtration facilities will be used at approximately 20 locations. These will be in addition to the 8-foot strip between the curb and sidewalk and site/parcel-based SCMs. The preliminary plan includes approximately 8 acres for approximately 20 SCMs configured in this way. This averages approximately 0.4 acre per facility, allowing for a landscaped design.

Infiltration potential will be tested at each site at the bottom of the excavation elevation to establish a design infiltration rate. This rate will be used to establish final design parameters, such as orifice location and size, to demonstrate appropriate performance using continuous simulation modeling.

Water quality SCMs will also take different forms, including natural grassy basins or landscaped basins with different types of vegetation. Because of the soils likely to be encountered in the Plan Area, underdrains will most likely be included in the design. Photos of two typical examples are included below.

Water Quality SCM



Water Quality SCM



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### 7.4.8 Proposed Closed Conduit System

The conventional drainage system will include closed conduits sized to meet City Standard Specifications.

### 7.4.9 Proposed Supplemental Stormwater Basin System

Due to the increase in impervious area, and the efficiency of storm drainage systems, development increases both the rate and the volume of stormwater runoff. The LID infrastructure described above will greatly reduce these impacts and LID infrastructure will be provided to the MEP to mitigate impacts. However, the LID infrastructure is not expected to mitigate all of the expected increase in runoff volume, especially during large events that might exceed the capacity of the regional drainage system.

The supplemental stormwater basins, located within the residential neighborhood, will mitigate for the increased runoff volume to less than the pre-project release volume during critical periods when the regional system is at or near capacity as required by the City. These supplemental stormwater basins will be configured as retention facilities, though they may have flow control systems such as a gated outlet to the storm drain or a connection to a non-potable water system. Continuous simulation modeling will be used to demonstrate that the overall system of SCMs and these supplemental stormwater basins meet the hydro-modification management criteria in the SWDS and the intent of the condition to have “no net increase” in runoff.

The supplemental stormwater basins shown have been conservatively sized without fully accounting for the benefit of the decentralized SCMs that will be implemented through the Plan Area. Therefore, the size of these facilities will likely be reduced as the design of the LID feature is refined.

Maintenance of the supplemental stormwater basins will be through a Lighting, Landscaping, Maintenance District (LLMD).

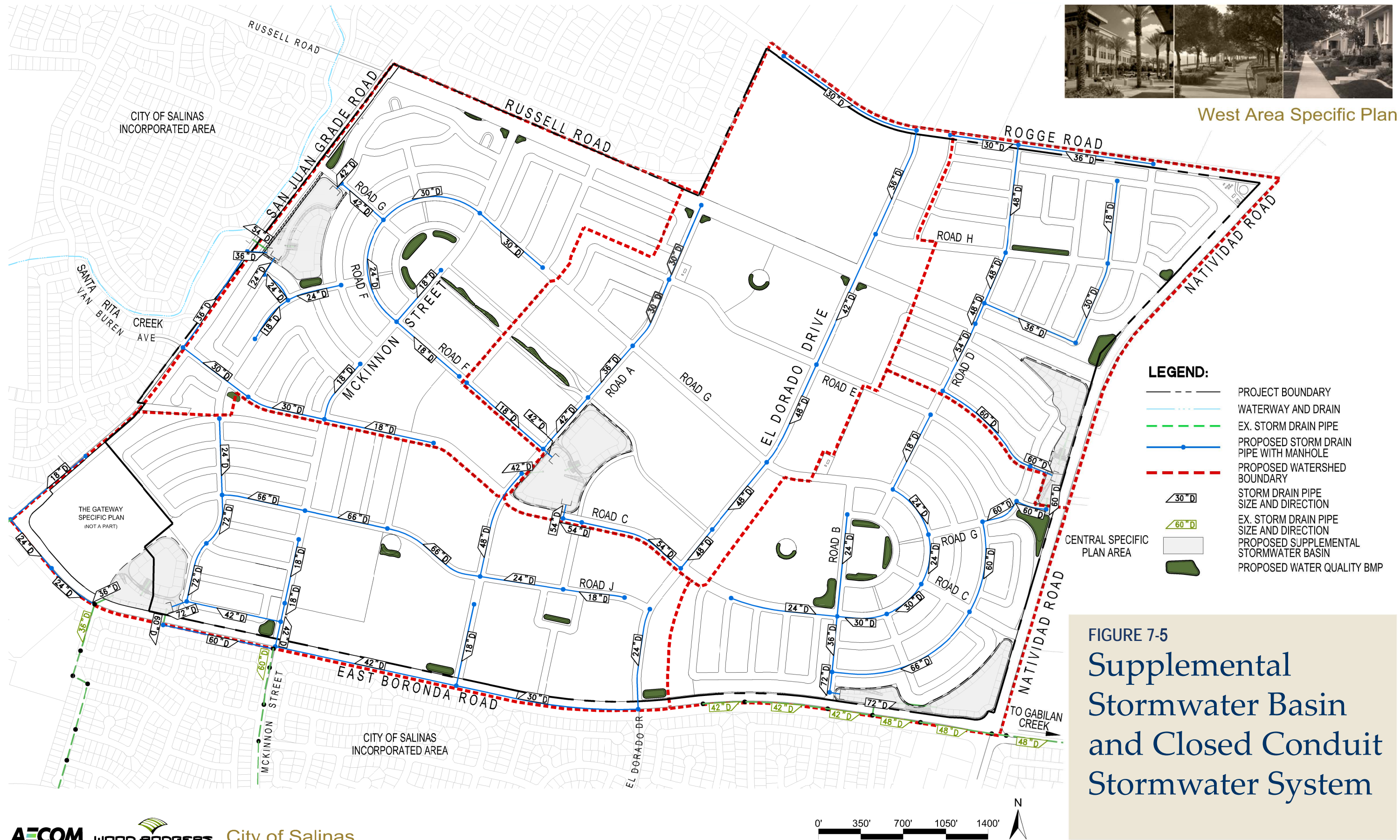
Figure 7-5 depicts both the Supplemental Stormwater Basin System and the Closed Conduit Stormwater System. Figure 7-6 includes a Typical Supplemental Stormwater Basin detail. As discussed in Section 7.3, a Landscape and Maintenance Plan prepared by a qualified professional will be required as part of the applicable tentative map application.



Supplemental detention retention basins are designed to have a natural vegetated appearance.



West Area Specific Plan



**FIGURE 7-5**  
**Supplemental Stormwater Basin and Closed Conduit Stormwater System**

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West Area Specific Plan

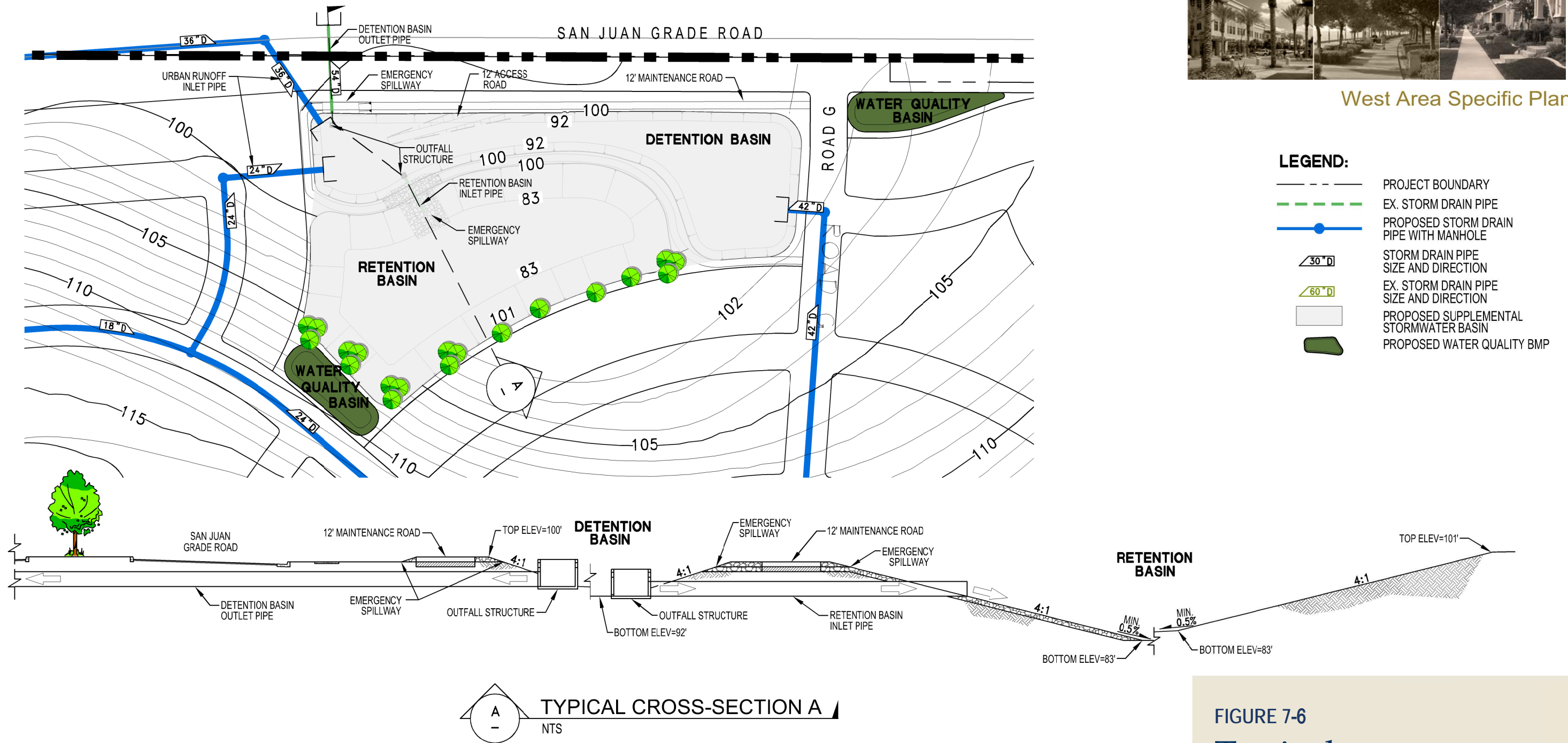


FIGURE 7-6  
 Typical  
 Supplemental  
 Stormwater Basin  
 Detail

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# 8. Public Facility Financing

## 8.1 Introduction

This chapter provides a general framework for the financing and maintenance of public and private improvements in the West Area Specific Plan.

## 8.2 Purpose and Scope of Public Facility Financing Plan

The West Area is one of three adjoining specific plan areas located in the northern portion of the City of Salinas (West Area, Central Area, and East Area). This chapter describes how the infrastructure and improvements needed to support development in the West Area will be financed.

Accordingly, this chapter identifies financing needed to create the infrastructure for the new neighborhoods described in the Specific Plan. This chapter also provides a set of principles and policies regarding how these obligations should be met, identifies proposed financing mechanisms, and outlines an action plan for implementing the preferred financing approach. The actual funding mechanism will be decided through negotiation of a development agreement.

This chapter is provided in accordance with Specific Plan requirements of the California Government Code and Salinas Zoning Code.



Financing the infrastructure and improvements of the West Area Specific Plan is a critical step in realizing the land use goals of the Specific Plan.

### 8.3 Public Facilities

The West Area comprises approximately 25.5% of Salinas future growth in the Salinas General Plan buildout scenario. Although this Specific Plan relates only to the West Area, collaboration and coordination with the other growth areas, the City, and other government entities will be necessary to fund all needed public improvements. This comprehensive financing approach assigns improvements (or portions of improvements) to a particular financing “Tier,” depending on the size of the area the infrastructure improvement benefits. Five such Tiers are recognized:

**Tier One – Regional Benefits.** Improvements to a regional interstate highway essential for creating adequate highway capacity for both State and County growth and funded with a variety of sources, including federal, State, and regional sources, as well as TAMC Impact Fees collected from the West Area.

**Tier Two – Citywide Benefits.** Infrastructure projects, including but not limited to major road thoroughfare improvements, needed to support new development will be built by developers and/or funded through the City’s Traffic Fee Ordinance (TFO) in place at the time of permit issuance, or as otherwise determined in the development agreement.

**Tier Three – North of Boronda FGA-wide Benefits.** This Tier consists of projects that will benefit all of the new development in the North of Boronda FGA. Beneficial projects for all of the West, Central, and East Area Specific Plan areas may be funded by one or more assessment districts and/or impact fee programs that allocate costs to each owner based on benefit received. Examples of improvements that may be included in this funding Tier include, but are not limited to, area roads; sewer and water system expansions; storm drainage solutions; and extension of utilities.

**Tier Four – West Area-wide Benefits.** Projects that will benefit only the new development in the West Area will be funded by one or more Assessment Districts, or Community Facilities Districts (CFDs) or fee applicable to the West Area, which will allocate costs to each owner based on “benefit received,” which will be calculated by identifying the increase in uses as a result of new or expanded services. Developers within the West Area will be required to pay all engineering and financing costs associated with the formation and maintenance of any Assessment District. The types of items that may be included in this funding Tier are internal roads, sewer and water system expansion, storm drainage solutions, open space, and parks. Costs will be allocated based on “benefit received.” Impact fee credits may be given to those who pay or are assessed costs included in City impact fee programs.

**Tier Five – Subdivision Maps.** Infrastructure improvements and required street dedications, City connection fees, school fees, and other charges not covered in Tiers 1 through 4 that will be required at the time of approval of a tentative map, or subdivision final maps/agreements (City Impact Fees will be collected at certificate of occupancy for residential development and at building permit issuance for other types of development, in accordance with City policy), and will be funded by private financing, CFDs, Assessment Districts, or other funding alternatives available.

It is anticipated that buildout of the Plan Area, along with the development of other areas of the City, will occur over an approximately 20- to 30-year time period. Thus, it is not necessary to build the arterial streets and other public facilities to their ultimate capacity initially unless required to mitigate a significant environmental impact in accordance with CEQA (as part of the Environmental Impact Report MMRP); meet a General Plan Service Standard; or if applicable, comply with the Project's Facilities Traffic Management Plan. Similarly, unless required to mitigate a significant environmental impact in accordance with CEQA (as part of the EIR MMRP); meet a General Plan Service Standard; or comply with the City's Transportation Management Plan, internal streets and other public facilities shall be constructed in phases as development occurs and the City's various development impact mitigation fees or other funding alternatives become available, thereby creating the additional capacity as needed to maintain mandated levels of service.

Within the West Area, it is expected that the first segments of the major backbone infrastructure, such as some storm drainage improvements and water and sewer extensions, will need to occur as development commences, while more localized items such as internal roads will occur as needed to support the on-site residential and mixed use commercial developments.

## 8.4 Infrastructure and Improvements

The infrastructure requirements for the Plan Area are composed of a variety of infrastructure projects including roads, sewer, water, storm drainage, parks, open space, and other public facilities. Refer to Chapter 5 regarding street improvements; Chapter 6 for water, sewer, schools, electricity and gas, telecommunications, and solid waste and recycling; and Chapter 7 for stormwater.

**Roads.** Major arterial streets that abut the Plan Area include Boronda Road, San Juan Grade Road, Natividad Road, Russell Road, and Rogge Road. With the exception of Rogge Road, these roads will be improved by the developer and/or shall be funded proportionately by the City's Traffic Fee Ordinance in place at the time of permit issuance, or as otherwise determined in the development agreement. Fair share cost of the traffic mitigation measure improvements identified in the West Area Specific Plan Final EIR shall be collected in the same manner as TFO fees.

The approved street sections for the five backbone arterial and collector streets within the West Area (El Dorado Drive, McKinnon Street, Road C/southerly collector [southerly greenway street], Road G/northerly collector [northerly greenway street], and Road E) are contained in Chapter 5.

**Parks.** The West Area includes 49.76 acres of parks. See Section 2.9 of the Specific Plan for further discussion of parks.

**Storm drainage.** Total storm drainage improvements will focus on on-site, parcel-based and West Area shared neighborhood LID, to the MEP. Supplemental retention and detention facilities may be used only if on-site SCMs are determined to be infeasible or they are needed to provide all of the mitigation required on-site due to unfavorable soil conditions from infiltration. Each site shall, at a minimum, provide SCMs for water quality and to maximize infiltration. The long-term maintenance of SCMs will be the responsibility of the property owner (site based), Maintenance Districts (CFDs), Landscape and Lighting Maintenance Districts (LLMDs) and/or assessment district (public improvements), as appropriate and as determined by the City. These improvements are considered Tier Four costs, specific to the Plan Area. See Chapter 7 for further discussion of storm drainage improvements.

**Schools.** School facilities are also addressed in Sections 2.8.1 and 6.4.1. All residential units shall be subject to the payment of school fees in accordance with the requirements of State law and local ordinance. Sites are to be reserved in accordance with the City Subdivision Ordinance.

**Sanitary sewerage, water, and joint trench.** An array of both wet and dry utilities are planned to serve the Plan Area. This is expected to include water distribution lines, wastewater collection lines, and, in a joint trench, items such as electric distribution, telecommunications, and dark fiber optic conduit. See Chapter 6 for further discussion of utilities.

**Fire Protection.** The Salinas Fire Department provides fire protection

and emergency services to properties located in the City limits of Salinas. The Salinas Fire Department is organized into six divisions: Suppression Division; Fire Prevention Bureau; Emergency Medical Services (EMS); Training Division; Vehicle Maintenance Division; and Hazmat Team.

The Fire Department currently has six fire stations from which personnel and equipment respond to emergency calls. The Fire Department headquarters is located downtown at 65 West Alisal Street. Station 5 is located on Rider Avenue near the proposed Central Area Specific Plan. The designated response area for Station 5 includes a portion of the proposed Central Area Specific Plan. Station 6 is located on Bolivar Avenue near the West Area. The designated response area for Station 6 includes a portion of the West Area. The remaining portions of each Specific Plan Area not located within the designated response area for either Station 5 or 6 and will be served by a new North of Boronda FGA Fire Station.

General Plan Table LU-4 includes a fire protection and emergency services standard that calls for the provision of necessary fire protection facilities to achieve a 6-minute response (from receipt of a 911 call to arrival of first company) 90% of the time. In January 2015, the Fire Department conducted a Fire Station Needs Assessment for the North of Boronda FGA. The report concluded, as part of the Engine Company Response Time assessment (August 2014), that an engine was needed on 68 incidents, but was unavailable to respond and that response times were met 69% of the time rather than the 90% prescribed by the General Plan. The assessment also looked at a 6-month study of truck responses in 2013, which concluded that a truck company was needed on 125 incidents, but was unavailable to respond. Truck response times were at a 48.8% level compared to the 90% prescribed in the General Plan. The Report concluded that, based on current City standards of a 6-minute response time 90% of the time, and with the future development of the FGA, the Fire Department would need new fire station locations to cover existing areas comparable to the proposed North of Boronda FGA.

A new fire station will need to be constructed off Natividad Road in the Central Area Specific Plan area as development occurs to meet the standards of the General Plan Table LU-4 to serve both the West Area and Central Area. A 1.5 net acre site for the new fire station has been designated north of Boronda Road on the east side of Natividad Road within the proposed Central Area Specific Plan. The developers of the West Area will contribute their fair share of the costs of construction of the fire station through the payment of City Public Facilities Impact Fee program. A second fire station needs to be located in the proposed East Area Specific Plan Area if/when developed. A Public Facilities Fee has been adopted by the City of Salinas to finance the new fire station on Natividad Road when future development warrants the construction of such a station.

It is expected that one truck company and one engine company (consisting of 23 firefighters) and associated equipment/vehicles is required to staff the proposed station on Natividad Road and maintain adequate service to the

Specific Plan and greater North of Boronda FGA in accordance with General Plan Public Services and Facility Services Standards. According to the fiscal analysis prepared for the West Area Specific Plan (2018), the revenue from the project will exceed the costs related to the provision of City services required for the project, including, without limitation, those related to fire services.

Most new residential and commercial structures constructed in the West Area will be equipped with automatic fire-extinguishing (fire sprinkler) systems as required by the California Fire Code as adopted and amended by the City of Salinas. Sprinkler systems reduce the spread of a fire, increase life safety, limit structural damage, and significantly increase fire department safety while responding. Fire sprinklers; however do not increase the allowable response time for Emergency Medical Services (EMS), which are also supplied by the City's Fire Department.

An on-site water system capable of providing adequate fire flow (per Fire Marshal's requirements) and in accordance with all applicable rules and regulations is required in the Specific Plan Area. The Salinas Fire Department shall review and approve the fire hydrant placement, pipe sizes, and emergency vehicle circulation with each tentative map. SFD shall review and approve final improvement plans in conjunction with the final map and subdivision improvement plan review. Water main pressures shall be sufficient to serve fire sprinkler systems installed within structures. Unless otherwise required by the Fire Chief/Fire Marshal, residential area fire hydrants shall be CLOW 950, while commercial area fire hydrants shall be CLOW 960.

Fire apparatus access roads shall be provided and maintained in accordance with California Fire Code (Section 503.1.1 through 1.3 and Appendix D, or as may be subsequently amended), in effect at the time of building permit application. All fire apparatus access roads shall consist of all-weather surface consisting of asphalt, concrete, or other approved all-weather driving surface capable of supporting the imposed load of Salinas Fire Department fire apparatus weighing at least 67,000 pounds, or as approved by the City Engineer. At the time of construction, a construction vehicle access road capable of accommodating fire equipment loads and turning movements identified by the Fire Chief shall be provided before combustible materials can be delivered to the site. Provisions for on-site water and/or other fire suppression shall be addressed concurrently with the vehicle access.

Development in the Specific Plan Area shall be subject to the California Building Code and Fire Code requirements in effect at the time of submittal of a building or grading permit.

**Police Services.** The Salinas Police Department provides full municipal law enforcement services for the North of Boronda FGA, including the West Area.

General Plan Table LU-4 includes a police protection public service and facility standard that calls for police facilities to provide an adequate level of service as determined by the City. The Police Department currently has one station on Lincoln Avenue, which serves the entire City and is authorized to staff 174 sworn personnel. The current staffing level of sworn officers is 151. With the



current staffing of 151 (2018) sworn personnel, the City has a police officer-to-resident ratio of just under 1 officer per 1,000 residents.

The Salinas Police Department is organized into three divisions: Field Operations, Administration, and Investigations. The Police Department staffs three patrol shifts per day. The City is separated into 12 beats in four command areas for reporting and assignment purposes. Officers are normally assigned to work one or more beats within a command area. Currently, one to two officers are designated to serve the proposed project during the day shift, one to two officers during the swing shift and one to two officers during the grave yard shift.

It is expected that 19 additional police officers and associated equipment/vehicles will be required to adequately serve the Plan Area and maintain adequate service levels to existing development in accordance with the applicable General Plan service standard. According to the fiscal analysis prepared for the West Area (2018), the revenue from the project will exceed the costs related to the provision of City services required for the project including, without limitation, those related to police services.

The City's existing police station is undersized and outdated. As such, the City needs to construct a new police station facility in order to adequately serve the needs of current and future City residents and meet General Plan Service standards for police protection. In this regard, the City has determined that a new single centralized police station serving the entire City is preferred over a police substation located in the North of Boronda FGA to serve the future growth of the City. The City evaluated options and began construction in September 2018 of the new police facility located at 312 E. Alisal Street. Completion is expected in 2020. The Specific Plan provides that the West Area will contribute its fair share of the costs of construction of the new central police facility through the City Public Facilities Impact Fee program.

**Library Services.** The City currently owns and operates three libraries to serve City residents. The Steinbeck Library is the main library facility and the El Gabilan and Cesar Chavez serve as branch library facilities.

General Plan Table LU-4 includes a library services and facilities standard that calls for 0.5 square feet of public use library space per capita and library services to be provided within 2 miles of any residential use.

The City has identified a two net acre site in the Central Area Specific Plan next to the Village Center for a new branch library to serve the North of Boronda FGA. Based on the 2-mile service area prescribed in the General Plan, the new branch library will also service existing residents in areas of the City south of East Boronda Road.

Additional library staff will be required to staff the proposed facility and maintain adequate service to existing development in accordance with General Plan Public Services and Facility Services Standards. The fiscal analysis prepared for the West Area (2018), indicates the revenue from the project will exceed the costs related to the provision of City services required for the project including, without limitation, those related to library services.



Roads and pedestrian paths are among infrastructure improvements.

The Specific Plan provides that the Plan Area will contribute its fair share of the costs of construction of the new library facility through the City Public Facilities Impact Fee program.

**Recreation Center(s).** The City seeks to develop one or more recreation centers within the community park in the West Area and within proposed neighborhood parks in the proposed Central Area Specific Plan and East Area Specific Plan. The precise location, configuration, and staffing of these recreation centers are yet to be determined by the City. Staffing needs may be one full-time coordinator and up to 10 temporary employees, depending on the size, type, and services of the recreation center. The timing and phasing of construction of the recreation centers will be determined by the City. According to the fiscal analysis prepared for the West Area (2018), the revenue from the project will exceed the costs related to the provision of City services required for the project, including, without limitation, those related to recreation services.

The Plan Area will contribute its fair share of the costs of construction of the recreation centers through the City Public Facilities Impact Fee program or through credits and reimbursements if the City requires the developer to build the facility.

## 8.5 Public Facilities Financing

The City shall provide a similar level of municipal services in the Plan Area as provided elsewhere in the existing City, except as otherwise required by the General Plan or noted in the West Area Specific Plan.

Many of the public facilities proposed to serve the North of Boronda FGA (for example, the new fire/EMS station, the proposed branch library, construction of a new police station, and new recreation centers) are facilities that will also serve existing City residents and residents of other new neighborhoods. As a result, these facilities will also address existing facility or service level deficiencies.

New development within the West Area will contribute their fair share to the cost of new public facilities by way of impact fees. A City-wide Public Facilities Nexus Study was prepared and approved by the City of Salinas in 2014, which established the methodology and criteria to be used to determine the impact fees for these facilities (e.g., police, fire, library, and recreation centers). In other cases, impact fee programs for other public facilities (including but not limited to roads, sewers, storm drains) have already been adopted. New development within the West Area will be required to pay the fees in effect at the time of Certificate of Occupancy for residential development and at building permit issuance for other types of development in accordance with City policy, or as specified in the Development Agreement. Property owners will be responsible for service and/or connection fees for water, sewer, schools, electricity and gas, telecommunications, and solid waste and recycling.

As discussed in Section 8.4, new development is subject to the payment of school fees in effect at the time of building permit issuance.

### *Financing of Street Improvements*

**Traffic Fee Ordinance Financed Streets.** Four of the major arterials within or adjacent to the West Area are major arterials serving areas of Salinas outside the Plan Area; Boronda Road, San Juan Grade Road, Natividad Road, and Russell Road. Each of these existing roads are designated in the General Plan as an expressway or an arterial. A fifth arterial road, Rogge Road, serves the northern portion of the site.

Each of the arterial streets is a non-access road, meaning direct access to abutting property is not allowed. On-street parking is also prohibited to all abutting properties.

All four of these roads are included in the existing TFO program. Rogge Road is not currently in the TFO. Developer fair share costs of these and other roadway improvements, as identified in the EIR, are to be determined within the Development Agreement.

### *Developer Financed Streets.*

**Abutting Improvements.** City of Salinas Ordinance No. 2585 requires that each property owner provide frontage improvements as follows: “The

frontage of each lot shall be improved to its ultimate adopted geometric section, including, but not limited to, street, structural section, curbs, gutters, sidewalks, driveway approaches, and transitions.” Resolution No. 12963 requires that a minimum of half the adjacent street be improved, but in no case shall less than 20 feet of pavement from the gutter lip be improved. Therefore, all West Area owners are required to dedicate and improve, or be assessed for land and improvements for one-half of a street along the length of their lot in accordance with the requirements of Resolution No. 12963.

Where streets front on public facilities and parks, the cost of the abutting half of the street along the frontage of all such public facilities and parks shall be funded by the same funding method used to acquire and improve the abutting public facility or park unless otherwise specified in the Development Agreement.

**Greenways.** “Greenways” means the south side of Road G/northern collector commonly referred to as the “northerly greenway street” and the north side of Road C/southern collector commonly referred to as the “southerly greenway street” as shown on the West Area Land Use Map (Figure 2-1) and in the street sections (Chapter 5). All lots abutting the greenways shall be afforded “non-exclusive” on-street parking along their frontage and direct pedestrian access. The north side of the southerly greenway street (Collector Feature Street-3, Figure 5-11) will be improved with the following: an 8-foot landscape planter as measured from curb face, a 10-foot, shared-use, paved all-weather (ADA-compliant) path and an 8-foot landscape easement from edge of the path (which is located within a 12-foot building setback area from property line). No fences or buildings may be located within the landscape easement and no buildings may be located within the building setback. Along the community park, the pedestrian path may meander into the park. This portion is shown as part of Community Park Promenade Street-4 (Figure 5-8). The south side of the northerly greenway street (Collector Feature Street-4, Figure 5-12) will be improved with an 8-foot landscape planter as measured from the curb and a 7-foot path (except for along the community park where the path will increase to 10 feet as part of the Community Park Promenade Street-3; Figure 5-7).

To maintain an all-weather (ADA-compliant) path as uninterrupted as possible, private driveway access across the paths is prohibited on both northerly and southerly greenway streets. However, common private driveways/streets and access to alleyways may be allowed in limited locations across the path as approved by the City Engineer. Appropriate striping, signage and design will be utilized to ensure safety of path users.

The southerly greenway street segment that is also referred to as Road C will have special treatments that includes custom decorative street lighting (see Appendix E), additional greenway path lighting, street furniture (such as benches, trash receptacles), and way-finding directional signage. These special treatments are to be consistent along this greenway segment

as it extends through the West Area and into the proposed Central Area Specific Plan Area and greater North of Boronda FGA. The northerly greenway street will have the same decorative street lighting as that used for the southerly greenway street since this street will also extend the length of the greater North of Boronda FGA.

**Phasing of Facilities.** Buildout of the Plan Area, and the resulting need for public facilities, will occur over an extended period of time that will be influenced by market conditions, including demand and need for housing and services, and willingness of owners within the Plan Area to participate in the development process. As development occurs, each application will have to demonstrate that the need for public facilities and the General Plan service standards are being met. Consequently, it will not be necessary to build the public facilities to their ultimate capacity at the outset of the development. Development of the public facilities can be phased as development goes forward and creates the need for additional capacity and as the funds become available through the payment of the Public Facilities Impact Fees. The fire station, the branch library (located in the Central Area), and the recreation centers are examples of facilities that can be constructed in phases as determined appropriate by the City to serve the gradual growth of the Plan Area's population and service needs. Review of tentative map applications in the Plan Area will provide both the City of Salinas and developer(s) opportunities to assess current and future needs of the Plan Area.

**Financing of Parks.** Each subdivision within the Plan Area is responsible for land dedication and improvements or the payment of Park Impact Fees per the State Quimby Act, to provide the equivalent of three acres of developed park land per 1,000 population, as set forth in the City's General Plan and Section 31-802 of the City Subdivision Ordinance. The West Area shall provide developed park land slightly in excess of that standard as shown in Chapter 2, Table 2-3 of this Specific Plan.

Dedication of park land shall occur concurrently with the recording of final subdivision maps, and park improvements will be provided in accordance with Chapter 9 of this Specific Plan, or in accordance with the Development Agreement.

The City's current park impact fee is not adequate to cover the cost of acquisition and development of a community park, neighborhood parks, and small parks needed to meet park requirements within the Plan Area. The City agrees to adopt a new West Area Park Impact Fee (WAPIF), which shall be assessed only against the West Area owners for park lands and facilities inside the Plan Area. The fee shall be set to generate sufficient funds for the acquisition and development of the community park, neighborhood parks, and small parks within the Plan Area. The fee shall be adequate to meet acquisition and means to improve those parks with facilities that are typical for small parks, neighborhood parks, and a community park as specified in the City's Park and Sport Facility Standards, as applicable except for those facilities that are a community



Sports fields are key facilities in the community park and the neighborhood parks.

benefit (such as recreation centers, ball field lighting, concession stands, etc.), which may be specifically addressed in the Development Agreement.

The Plan Area owners shall not be required to pay the Citywide Park Impact Fee upon adoption of the WAPIF by the City or as otherwise specified by the Development Agreement.

## 8.6 Funding Policies

The following policies govern the funding of infrastructure and public facilities for the West Area Specific Plan, unless otherwise provided for in the Development Agreement. The policies shall guide future decisions regarding formation of financing entities, adoption of financing mechanisms, and project approvals.

**Policy 1:** The Financing methods shall be consistent with and serve to reinforce the Land Use Plan and subsequent development of the Plan Area.

**Policy 2:** If Assessment District financing is requested by an owner or developer, a detailed financial analysis that estimates the costs of improvements and how the infrastructure costs will be allocated and the bonding ability shall be prepared by an engineer approved by the City for each proposed West Area assessment district. The owner or developer is responsible for funding the cost of the financial analysis.

**Policy 3:** The City shall require dedication of land for internal road improvements that allow on-street parking and direct pedestrian and vehicle access to the abutting property. The dedication of road improvements and other required infrastructure shall be in accordance with City Resolution 12963.

**Policy 4:** Land owners may be subject to assessments to pay for Plan Area infrastructure facilities only if benefit is received and only in proportion to the benefit received. Developer will also be required to pay the cost for related nexus and engineering studies as required by the City Engineer.

**Policy 5:** Developer will pay City development impact fees at Certificate of Occupancy for residential development and at building permit issuance for other types of development in accordance with City policy. School development impact fees in effect at time will be paid at building permit issuance, and all school sites shall be reserved in accordance with the City Subdivision Ordinance and the Subdivision Map Act.

**Policy 6:** Infrastructure and public facilities triggered by development within the West Area that provide benefits beyond the West Area and which are listed in a City, County or School District Impact Fee program may be funded through the appropriate development impact fee fund, only if said funds are available and the legislative body approves the allocation of funding for such purpose.

**Policy 7:** If an Assessment District is used, infrastructure costs shall be proportionately allocated among West Area properties based on the

principle of benefit received. Impact Fee Credits may be distributed to those who are assessed for Impact Fee-related costs.

**Policy 8:** A mechanism(s) for securing the financial obligation for an equitable share of infrastructure costs on all benefiting property owners shall be included in Assessment Districts and Impact Fees established for the West Area Specific Plan.

**Policy 9:** The City may establish Assessment District(s) within the Plan Area pursuant to related statutory authority and procedures and only if requested by the owners of a majority of the land proposed to be assessed.

**Policy 10:** A West Area Park Impact Fee (WAPIF), shall be established by the City pursuant to the provisions of California Government Code Section 66000, if requested by the owners of a majority of the land in the West Area to pay for parks. This fee, upon adoption, replaces the Citywide Park Impact Fee.

**Policy 11:** To ensure timely funding of infrastructure development and achieving other public benefits, the City may require subsequent development agreements with landowners and/or developers, pursuant to City policy and ordinances in effect at the time the development agreement is entered into.

**Policy 12:** Utility and other infrastructure costs that are determined to benefit properties outside an owner's or developer's lands shall be reimbursed through assessments against the benefiting properties or as otherwise provided in accordance with provisions of the City of Salinas Resolution No. 12963 or 18729, as applicable.

**Policy 13:** If a WAPIF is adopted, the City shall establish a mechanism within the ordinance that credits the cost against subsequent fee obligations if a developer or the WAPIF builds park facilities or infrastructure items that are included in a Citywide Impact Fee program.

**Policy 14:** The City shall form a West Area Landscaping and Lighting Maintenance District (LLMD) and maintenance CFDs concurrent with recording of the first final subdivision map.

**Policy 15:** The City shall pursue outside funding for infrastructure improvements serving the Plan Area, e.g., State and federal funding sources, etc. for improvements that are the City's responsibility, if any.

**Policy 16:** The City and developer(s) shall work cooperatively to secure West Area infrastructure financing through allocation of appropriate funds (e.g., Impact Fees, Traffic Fee Ordinance) and establishment of necessary financing entities and arrangements (e.g., an assessment district or CFDs).

**Policy 17:** To ensure timely funding of infrastructure development, the City may establish development agreement(s) to confer development entitlements.

**Policy 18:** The City may establish an Assessment District to provide necessary land-secured debt financing if requested by a majority of the land ownership within the boundary of the proposed district.

### 8.7 Financing Mechanisms and Resources

A number of financing mechanisms may be used to fund the public services, facilities, and infrastructure associated with the West Area. Table 8-1 provides a conceptual summary of costs versus possible funding sources and mechanisms. The ultimate mix of financing mechanisms will be determined in the implementation process, based on final technical analyses of costs, benefits, and burdens, and on deliberations involving City staff, property owners, developers, elected officials, bond counsel, underwriters, and finance experts. There may also be new financing mechanisms that evolve at the State or federal level and nothing in this Plan limits the consideration of those new mechanisms by the City and/or the developer.

**Table 8-1: Proposed Funding Sources (or as per Development Agreement)**

Cost Category	Proposed Funding Source			
	Developer Debt Financing <sup>(1)</sup>	City Fee Programs <sup>(2)</sup>	School District Fee	TAMC and State and Federal <sup>(3)</sup>
Arterial Streets	X	X		X
Neighborhood Streets	X			
Landscape	X			
Storm Drainage <sup>(4)</sup>	X	X		
Water	X			
Sanitary Sewer	X	X		
Joint Trench	X			
Grading	X			
Schools			X	X
Recreation Center		X		
Public Parks	X	X		

(1) Developer may propose the use of Assessment Districts or Special Districts for certain public facilities and receive fee credits.  
 (2) Certain facilities may be funded through City development impact fees. Credit against fees may be available for facilities included in a fee program.  
 (3) Funding may be available from regional, state and/or federal sources.  
 (4) If LID PCBMPs are installed on a site/parcel basis then Storm Drainage impact fees will not be charged.



## 8.8 Maintenance Responsibilities

In addition to the obligation to fund construction of “backbone” infrastructure and Citywide improvements through development impact fees, the West Area Specific Plan will fund certain recurring City costs for maintenance. This Financing Plan identifies and incorporates provisions for funding certain City maintenance activities within the Plan Area.

The City, through the draft Public Services and Public Facilities Financing Plan – Salinas Future Growth Area (November 2, 2007), has suggested the establishment of a Community Facilities District (CFD) and/or LLMD to provide public services to the North of Boronda FGA in excess of service levels elsewhere in the City. A higher level of maintenance may be desired for the North of Boronda FGA and the residents living in the area would pay for that enhanced service through an operating and maintenance CFD. At a minimum, a CFD should cover the cost of maintaining neighborhood parks, stormwater systems, open space, street sweeping and related equipment and facilities. An LLMD would be formed to pay for other maintenance as specified below. The maintenance of the community park and other public facilities not addressed in this Specific Plan will be addressed in the Development Agreement.

### *Landscape and Lighting Maintenance District*

The West Area LLMD will be formed to pay for the following types of costs within the West Area Specific Plan:

- a) Maintenance of public parks less than two net acres in size.
- b) Operation and maintenance (including replacements as needed) of all street/path lighting.
- c) Maintenance of all LID areas within public streets/parcels and ROWs and in supplemental detention and retention basins (open space).
- d) Slurry coating of all interior streets and alleys every 5–7 years, depending on the deterioration of the asphalt as determined by the City Engineer.
- e) Maintenance and replacement of the public paths, street trees, decorative street furniture and traffic/street signs.
- f) Maintenance of all traffic calming devices such as the center median islands, roundabouts, bulb-outs and traffic circles, including landscaping.
- g) Maintenance of the landscaping and walls within the abutting half of the ROW of the arterial streets surrounding the West Area.
- h) Maintenance of alleys (including paving) and adjacent landscaping within alley ROWs or easements.
- i) Maintenance of landscaping located within the public ROW of the southerly greenway street/path and landscape easement.

**The City shall administer the West Area LLMD as follows:**

- a) Prepare the annual estimate of operating costs and required capital replacement reserves, allocation of benefits, and assessment for the LLMD, and process the same through City Council approval, as paid for by the LLMD. The West Area LLMD shall pay for annual Engineer report costs and Maintenance District Map/property changes as subdivisions are approved; along with staff costs to manage the LLMD. The annual report shall also be provided to any Home Owners' Association established within the Plan Area.
- b) Administer the contracts for operation of the LLMD, including bidding, preparation of contracts (which shall require a high standard of maintenance), and management of the contractors, including inspection of their work on a regular basis to ensure contractor compliance with the scope of work.
- c) Collect LLMD revenues and process and pay all legitimate invoices of each LLMD in a timely manner.
- d) The City shall be reimbursed for the direct labor costs for the staff needed to perform the City's required contract administration and contractor supervision and inspection, plus a standard percentage of the direct labor cost to cover the City annual adopted overhead rate and administration.
- e) Establish a reserve account to be used to pay the costs of the LLMD between the beginning of the fiscal year and the LLMD's receipt of the first increment of assessments. A 6-month operating reserve, required at the beginning of each fiscal year, is to be replenished each year throughout the life of the LLMD.
- f) Operating reserves at the end of each fiscal year in excess of 50% of the estimated operating costs for the forthcoming year shall be carried forward to reduce the assessment for the forthcoming year.
- g) The assessments shall be assessed to the current property owner at the time the assessments become due.
- h) A Major Repair and Replacement Reserve Fund shall be established by the LLMD to fund items such as major repairs and equipment replacements, which have a useful life longer than 1 year (Examples: future replacement of playground equipment, street lights, street overlay, and future slurry coating of streets). The required replacement reserve balance shall be calculated each year by dividing the current cost of each item by its original useful life and then multiplying the result by the number of years the item will have been in service by the end of that fiscal year. The portion of the assessment for replacement reserves shall be deposited and maintained in a separate interest-earning replacement reserve account and shall not be commingled with other funds.

- i) All LLMD work shall be performed by qualified and licensed private contractors. Contracts shall be awarded to the lowest responsible bidder, after competitive bidding. In a time-critical or emergency situation, the City staff may perform the work and the LLMD shall reimburse the City for its costs, including overhead and administration.
- j) The maximum assessment rate may be adjusted by the greater of three percent (3.0%), (ii) the percentage increase in the Consumer Price Index ("CPI"), or (iii) the percentage increase in the Engineering News Record ("ENR") cost index. Each year, the City shall compute the percentage difference between the CPI on December 31st for the most recent year end and the CPI for the previous December 31st as determined by the Bureau of Labor Statistics for the San Francisco/Oakland/San Jose Area. A similar computation will be performed by the City using the ENR April issue cost index. The cost will be increased each year based on the average of the common labor and materials costs in ENR's April issue. The greater of 3% or the percentage change in indices shall then establish the range of increased assessments allowed for the current fiscal year. The maximum allowable increase may be exceeded with a positive vote of a simple majority of the parcel owners weighted by the amount to be assessed against each parcel, or as otherwise prescribed by law.
- k) The cost of alley maintenance, including the landscaping and paving, shall be charged only to the parcels served by alleys.
- l) An LLMD shall be formed by the City for the West Area as soon as possible after the first final subdivision map is approved within the West Area.
- m) The LLMD may be voted out of existence under State law, and in such a case, the City of Salinas will require that, prior to the dissolution of the LLMD, a Home Owners' Association or other responsible entity is established and becomes legally obligated to maintain the same improvements at an equal or greater level as the LLMD proposed for dissolution.

## 8.9 Reimbursements

The City enacted a reimbursement ordinance, applicable to the West Area Specific Plan (effective date June 3, 2014, no. 2549, and amendment no. 2590 on February 21, 2017) whereby the City and owners or developers of lands within the West Area who have advanced more than their fair share of the costs of annexation and preparation and processing of the Specific Plan (including CEQA compliance documents) on behalf of all of the owners of lands within the West Area will be reimbursed fairly and proportionately for those identified costs. The reimbursement ordinance establishes the method to reimburse a person or the City for financing the City Costs, the Annexation Costs, and the Entitlement Costs. It is to be used to mitigate the cost of financing such activities by distributing those costs fairly and proportionately among the owners of property within the North of Boronda FGA, at the time those benefitted property owners exercise their development rights under one of the specific plans or otherwise make use of the preparation and approval of any of the specific plans. Reimbursements shall be in accordance with the City's Reimbursement Ordinance.

## 8.10 Fiscal Analysis

A fiscal analysis (2018) for the project was prepared by Economic & Planning Systems, Inc. (EPS) and is on file at the Salinas Community Development Department located at 65 West Alisal Street.



West Area Specific Plan  
December 2019

# 9. Implementation & Administration

## 9.1 Introduction

This chapter of the West Area Specific Plan describes mechanisms for implementing the Plan and the systematic development of land within the boundaries of the Plan Area. The chapter should be consulted prior to preparing entitlement applications and whenever a question arises concerning plan implementation. Because the City of Salinas is the public agency responsible for the administration of the Specific Plan, the tools and procedures described in this section are to be implemented in a manner consistent with federal, State and City rules, regulations, and policies.

This chapter also summarizes the Specific Plan entitlement process and approvals. Actions needed to implement the Plan are generally of three types: (i) those needed to obtain entitlement approvals; (ii) implementation actions described in association with policies contained in the Specific Plan including mitigation measures contained in the Specific Plan FEIR MMRP (see Appendix D); and (iii) development phasing and financing mechanisms discussed in Chapters 8 and 9 of this Specific Plan. The mitigation measures identified in the 2002 Salinas General Plan Final Environmental Impact Report (FEIR) and the 2007 Final Supplement for the Salinas General Plan Program EIR also apply to the project and are incorporated herein by reference.



Implementation and administration of land uses are key to achieving the goals of the West Area Specific Plan.

## 9.2 Specific Plan Authority and Implementation

The West Area Specific Plan, upon approval by the Salinas City Council and certification of the FEIR, will constitute the basis for the review of all subsequent entitlements in the Specific Plan Area. As a regulatory document, the Plan establishes the land use and associated development, design, and infrastructure standards that must be met to successfully implement the project.

Through the inclusion of development regulations, design, and infrastructure standards, and incorporation by reference of the applicable Salinas Zoning Code provisions, the Specific Plan creates zoning regulations and standards specifically applicable to the Plan Area. As a regulatory document, all subsequent design documents and development activities in the Plan Area are required to be consistent with this Plan. The Specific Plan identifies development regulations that are different from current Salinas Zoning Code requirements where it is necessary to achieve General Plan consistency and intent, and, by extension, Specific Plan goals for the Plan Area. In instances where the requirements of this Plan conflict with the applicable Salinas Zoning Code or other City standards (except for federal and/or State Building Code, Fire Code, and Stormwater Program requirements [including NPDES Permit/SWDS/ SWSPS]), the West Area Specific Plan shall control. Conversely, if this Specific Plan is silent on an issue, the applicable Salinas Zoning Code regulations or other adopted City standards and regulations shall prevail, as determined by the City Planner.

### 9.2.1 City Administration

The City of Salinas shall be the public agency responsible for the administration, implementation, and enforcement of the West Area Specific Plan, except for the administration, enforcement and implementation of private property maintenance agreements (excluding NPDES maintenance requirements), covenants, conditions and restrictions (CC&Rs) or reciprocal easement agreements (REAs), which will be the responsibility of a Home Owners Association, Business Association, or other private entity as approved by the City.

The following sections describe the review and entitlement procedures for subsequent projects within the Plan Area.

The one exception to these policies is school facilities. Per State law, the applicable school district shall determine the need for such facilities and shall regulate the development of school sites.

## 9.2.2 Community, Neighborhood, and Small Park Implementation

The following provisions shall apply unless otherwise specified in the Development Agreement.

### *Community Park*

The West Area is the location of a community park that will serve the entire North of Boronda FGA and other existing neighborhoods in Salinas. The design, implementation, and funding of the improvements to the community park will be guided by the following policies:

- **Timing.** The land for the approximately 30.83-acre community park shall be dedicated or acquired using West Area Park Impact Fees (WAPIFs) prior to the issuance of the building permit for the 1,501st residential unit in the West Area. In addition, prior to the issuance of the 1,501st residential building permit, at least 15 acres of the community park will be improved in accordance with an approved master site plan for the community park. The cost for preparation of the plan will be funded by the WAPIF. Prior to the issuance of the building permit for the 3,001st residential unit in the West Area, the remaining will be improved (approximately 15 acres).

Should there be unexpected delays in the preparation and approval of the master site plan for the community park, the park construction documents, bidding and construction, or other unforeseen events, up to an additional 400 residential building permits may be issued prior to the completion of the improvements for the initial 15 acres (1,901 total permits) and an additional 400 residential permits (2,301 total permits) may be issued prior to the completion of the improvements for the remaining park acreage (approximately 15 acres). Any modification to the timing of the implementation of the community park requires approval of the City Council.

- **Land Acquisition.** The 30.83 acres of land designated for the community park is currently under three different ownerships.
  - Where not required by the City to be dedicated, the land for the community park shall be acquired by the City using WAPIFs.
  - Owners acquiring, dedicating, or advancing funds for acquisition of any part of the community park land prior to acquisition by the City shall receive WAPIF credits equal to the value of the land acquired or dedicated, or the funds advanced.
  - If the value of the land acquired or dedicated exceeds the amount of WAPIF fee credits held by the owner making the acquisition or dedication, the City shall enter into a reimbursement agreement with the owner whereby the acquiring or dedicating owner will be reimbursed from future WAPIF for the difference between the park fee credits received and the value of the land acquired or dedicated, with interest.



Example of active sports in community park.



Example of playground in community park.



Example of a path in community park.

- **Improvements.**

- The improvements constructed in the community park shall be not less than those required by the applicable City Subdivision Ordinance and the City’s Park Classifications and Sports Facility Standards.
- The cost of community park improvements shall be funded by the WAPIF; however, the cost of certain community park improvements such as gymnasiums, recreation centers, and sport field lighting are not included in the fee.
- Owners constructing community park improvements prior to funding by the City from the WAPIF shall receive WAPIF credits equal to the costs of the improvements installed by the owner. No credits shall be due prior to inspection and acceptance of improvements by City.

- **Financing.**

- The City shall enact a new WAPIF pursuant to the Mitigation Fee Act (Government Code Section 66000 et seq.) sufficient to fund the acquisition and improvement of the community park (see Chapter 8, Section 8.5, Financing of Parks).
- The land for the community park shall be acquired from the owners using accumulated WAPIFs.
- If the City requires the acquisition and improvement of the community park before sufficient funds have been accumulated through the WAPIF, the City shall form an assessment district comprising all of the lands in the West Area to fund the acquisition and improvement of the community park. Assessments shall be in an amount equivalent to the estimated amount of WAPIF attributable to an ownership. Owners are eligible to receive a credit for WAPIF already paid by them or determined at the time of dedication.

*Neighborhood and Small Parks*

The West Area Specific Plan includes the ultimate design of four neighborhood and six small parks. The design, implementation, and funding of the improvements to the neighborhood and small parks are guided by the following policies:

- **Timing.** Dedication of neighborhood and small parks shall occur concurrently with the recording of final subdivision maps, and park improvements will be provided in accordance with the City Subdivision Ordinance unless otherwise specified in the Development Agreement.

- **Land Acquisition.**

- Where not required by the City to be dedicated, the land for the neighborhood and small parks shall be acquired by the City using WAPIFs.
- Owners acquiring, dedicating, or advancing funds for acquisition of any part of neighborhood and small park land prior to acquisition



by the City shall receive WAPIF credits equal to the value of the land acquired or dedicated, or the funds advanced.

- If the value of the land acquired or dedicated exceeds the amount of WAPIF fee credits usable by the owner making the acquisition or dedication, the City shall enter into a reimbursement agreement with the owner whereby the acquiring or dedicating owner will be reimbursed from future WAPIF for the difference between the park fee credits received and the value of the land acquired or dedicated, with interest unless otherwise specified in the Development Agreement.

- **Improvements.**

- The improvements constructed in the neighborhood and small parks shall be not less than those required by the State Quimby Act, City Subdivision Ordinance and the City's Park Classifications and Sport Facility Standards.
- The cost of neighborhood and small park improvements shall be funded by the WAPIF.
- Owners constructing neighborhood and small park improvements prior to funding by the City from the WAPIF shall receive WAPIF credits equal to the costs of the improvements installed by the owner. No credits shall be due prior to inspection and acceptance of improvements by City.

- **Financing.**

- The City shall enact a new WAPIF pursuant to the Mitigation Fee Act (Government Code Section 66000 et seq.) sufficient to fund the acquisition and improvement of the neighborhood and small parks in the West Area (see Chapter 8, Section 8.5, Financing of Parks).
- The land for the neighborhood and small parks shall be acquired from the owners using accumulated WAPIFs unless such parks are improved and dedicated by developer, in which case a WAPIF credit would be issued.

### 9.2.2.1 WAPIF Credit - All Parks

A WAPIF credit shall be assigned to each owner or developer for land dedicated and improved community park, neighborhood parks, and small parks, based upon the estimated acreage of the land being dedicated at the time of the dedication, and the cost of improvements provided thereon, including the cost of half of the street frontage improvements of streets abutting the parks, LID SCMs to meet the requirements of the SWDS, and decorative street lighting and utilities, unless otherwise specified in the Development Agreement.



Project applications will be reviewed for consistency with development regulations and design standards to achieve desired character.



Flexibility allows for growth within market fluctuations.

### 9.3 Project Review Procedures

Individual development projects within the Plan Area are subject to review and approval by the City of Salinas. Application, fee, and processing requirements shall be in accordance with the City's Municipal Code and other regulations in effect at the time of the application submittal, unless modified by this Specific Plan or Development Agreement. The City may impose conditions as are reasonably necessary to protect the public health, safety and welfare of the public, when acting to approve a subsequent project or permit, to ensure that the proposed project is in compliance with the Specific Plan and all applicable laws and regulations.

After application submittal, the City will conduct a review of the project application for completeness and consistency with the adopted Specific Plan, Salinas Zoning Code and other requirements, as applicable. Upon completion of the City's review of the application, applicants are to be advised by City staff of any application deficiencies that must be rectified in order for the application to be deemed complete (for applications subject to the State Permit Streamlining Act) or for the City to further process the application, as applicable.

#### *Consistency Checklist*

Project applications shall be reviewed according to a consistency checklist, prepared by the City as a means of ensuring consistency with all pertinent development regulations, design standards, FEIR mitigation measures, and other applicable conditions of approval adopted as part of the Specific Plan. Development review applications, such as administrative permits (signs, home occupations, etc.), SPRs, CUPs, lot line adjustments, parcel maps, tentative maps, planned unit developments, and variances, will be reviewed by the City in accordance with established procedures as contained in the Salinas Zoning Code (Article VI) and the Subdivision Ordinance, as applicable. Available strategies for project specific compliance with the California Environmental Quality Act (CEQA) are set forth in detail in Section 9.6 and 1.3.4 of this Specific Plan. All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan, Municipal Code (including the Salinas Zoning Code), Subdivision Ordinance, SWDS, and NPDES permits. As indicated previously, in acting to approve a project application or permit, the City may impose conditions as are reasonably necessary. Amendments to the Specific Plan shall be processed in accordance with the procedures described in Section 9.7.

The project processing requirements described in this Specific Plan apply to all development proposed within the Plan Area. This description addresses only entitlements the City of Salinas has authority to grant. Permits from other governmental agencies may be required, and the City assumes no responsibility for identifying or pursuing these permits on behalf of any applicant. The appropriate State, federal, and other local agency approvals are required prior to any project approvals within the Plan Area or prior to implementation as may be the case.

### *Parcel Maps*

Divisions of all or part of the land within the Plan Area for the purpose of creating master parcels for development or further subdivision consistent with the Specific Plan may be processed by a parcel map as provided in the State Subdivision Map Act and the City's Subdivision Ordinance.

### *Parcelization Maps*

Parcelization Maps shall mean a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development is permitted without further subdivisions or other entitlement approval.

### *Tentative Subdivision Maps*

Tentative subdivision maps and vesting tentative subdivision maps shall be processed in accordance with the provisions of the State Subdivision Map Act and the City's Subdivision Ordinance. Notwithstanding the provisions of Section 31-312 of the City's Subdivision Ordinance or further extensions as authorized by the State Subdivision Map Act, the approval or conditional approval of a tentative or vesting tentative map shall expire five (5) years after the date of the resolution adopted by the City Council approving or conditionally approving the tentative map. Requests for extensions thereof shall be considered by the City Planner and City Engineer per the State Subdivision Map Act and the City Subdivision Ordinance.

A variety of lot sizes and housing styles (see Appendix B) are encouraged within the various Zoning Districts, neighborhoods, and blocks in the Plan Area. Pursuant to the General Plan and Section 31-903.15 of the City Subdivision Ordinance, clustering a large group of any single housing types in several large blocks shall be avoided. As a condition of each tentative or vesting tentative subdivision map, a "Lot Standard" Master Plan shall be submitted to the Community and Development Department identifying each lot type (e.g., Lot Standard 1 as provided for in Chapter 3 of the Specific Plan) within the subdivision. This plan shall be approved by the City Planner and City Engineer prior to recordation of any final map that creates any residential lot. This information shall be entered into the City's GIS and Trakit database.

The Salinas Fire Department shall review and conditionally approve the fire hydrant placement, pipe sizes, and emergency vehicle circulation with each tentative map. The Salinas Fire Department (SFD) shall review and approve improvement plans in conjunction with the final map and subdivision improvement plan review. An on-site water system capable of providing adequate fire flow (per Fire Marshal's requirements) and in accordance with all applicable rules and regulations shall be provided. Water main pressures shall be sufficient to accommodate fire sprinkler systems installed within structures. Unless otherwise required by the Fire Chief/Fire Marshal, fire hydrants shall be CLOW 950 hydrants for residential areas and CLOW 960 for commercial areas.



Housing options are provided within or adjacent to the mixed use areas.

### *Lot Line Adjustments*

Property lines between adjacent lots or parcels of land within the Plan Area may be adjusted in accordance with Article VI, Division 6 of the Salinas Zoning Code and Section 31-1100 of the City Subdivision Ordinance.

### *Final Maps*

Prior to the expiration of a tentative map, a final map based on a qualified engineering survey shall be submitted to the Public Works Department for review and approval. Complete subdivision improvement plans are required to be submitted with each final map. As specified in Section 66474.1 of the California Government Code, the final map must be approved if found to be in substantial compliance with the approved tentative map and all conditions of approval. A public utility plan is required with each individual subdivision. Fire Department requirements with regard to fire flow requirements, etc., are identified in the Tentative Subdivision Maps section. To maintain the required densities percentages and variety of lot sizes in the NE, NG-1, and NG-2 zoning districts, once subdivided into individual lots, no further subdivision of these lots shall be allowed without a “major” Specific Plan amendment and CEQA evaluation.

See Lot Standard Master Plan requirement as noted in the Tentative Subdivision Maps section above.

### *Rezoning*

Actions of the City to zone the property within the Specific Plan Area consistent with the goals, objectives, and policies of this Specific Plan are deemed administrative acts, intended to implement the legislative purposes and conditions prescribed by this Specific Plan, and are therefore not subject to referendum (*Lincoln Property Co. v. Law* [1975] 45 CA3d 230; *Southwest Diversified, Inc. v. City of Brisbane* [1991] 229 CA3d 1548).

### *Development Review Applications and Building Permits*

Following approval of each final map, project applicants within the Plan Area may apply for the applicable development review process or building permit through the Community Development Department and Salinas Permit Center as applicable. Building Permits may not be issued until approval of the final map and the applicable Development Review Application process ( SPR, CUP, etc.) is completed. For projects subject to Site Plan Review (SPR), the Community Development Department shall approve, conditionally approve, or disapprove the site plan within 30 days of the application being deemed complete unless the Applicant requires an extension in writing. Other Development Review Application processes such as Conditional Use Permits are subject to the timelines established in the Permit Streamlining Act. All project structures must be consistent with the approved Specific Plan, the City’s current NPDES Permit/SWDS/SWSP requirements, final map, and applicable Salinas Zoning Code requirements and must comply with all California Building Code (including CalGreen) and Fire Code requirements and all other applicable codes adopted and enforced by the City. The applicable California Building Code and Fire Code (as may be amended) shall be

those in effect at the time of the building permit submittal. Fire apparatus access roads shall be provided and maintained in accordance with the version of California Fire Code Section 503.1.1 through 1.3, in effect at the time of the building permit application (or as may be subsequently amended), and Appendix F of the Specific Plan. All fire apparatus access roads shall consist of all-weather surface consisting of asphalt, concrete, or other approved all-weather driving surface capable of supporting the imposed load of Salinas Fire Department fire apparatus weighing at least 67,000 pounds, and as approved by the City Engineer and Fire Marshal. At the time of construction, a construction vehicle access road capable of accommodating fire equipment loads and turning movements, identified by the Fire Chief, shall be provided before combustible materials can be delivered to the site. Provisions for on-site water and/or other fire suppression shall be addressed concurrently with vehicle access roads.

#### ***Grading Permits***

Grading permits are subject to the approval of the City Engineer. Grading permits may be issued prior to improvement plan and/or final map approval if deemed appropriate by the City Engineer and if said plans comply with the Specific Plan, tentative map, conditions of approval and the City NPDES Permit/SWDS/SWSP.

#### ***Sales Office and Model Unit Permits***

Permits for subdivision sales offices and model residential units may be issued prior to final map approval (in accordance with City requirements, Zoning Code Section 37-50.300 and as provided in the Subdivision Map Act) subject to the approval of the City Planner, City Engineer, Building Official and Fire Marshal. Individual submittals for model homes fall under the applicable Building and Fire Code in effect at the date of the application submittal. If a model plan approach is utilized, the model plans will be required to be updated as the applicable codes are amended. Subsequent permits issued upon those plans are required to meet the applicable code requirements at time of issuance.



Phasing of land uses is important to achieving success in plan implementation.

## 9.4 Phasing Plan

At the time of adoption of the Specific Plan, the Plan Area was owned by 11 individual entities, identified in Figure 1-7 and Table 1-1. Because of the multiple ownerships, there is no specific phasing plan proposed at this time. Two of these owners are school districts; the remaining owners are individual private owners. Each of the ownerships border one or more existing public streets that contain, or are planned to contain most utility infrastructure necessary to support development. The Specific Plan is designed such that each current institutional or individual private owner may develop their property independent of development by other property owners. An agreement will be required among the property owners to allow for this independent development. Any developing ownership needs to obtain from adjoining ownerships, the access and easements necessary for roadways or utilities to support development of their individual property. This agreement is to occur prior to recordation of a final map, unless otherwise approved by the City Engineer.

Public schools and public facilities will be constructed based on projections of the need for these facilities in the Specific Plan Area and surrounding area. The applicable school district will determine and control the phasing of their facilities. Similarly, the Village Center will be constructed based on local and regional market demand for such retail and commercial services.

It is estimated that full buildout will take place over approximately 20–30 years. In general, phasing of development within these individual ownerships is projected to proceed from the adjacent arterial and collector streets toward the center of the Plan Area. However, exceptions to this can occur for the development of a public school, initiation of the community park or other park, or development of a specific property or public improvement, subject to the approval of the City. In such instances, roads and utility infrastructure shall be extended to serve those projects.

At this time, there is no specific phasing plan established; however, each phase of the development will require grading and all erosion control measures will be required to be installed in accordance with a Stormwater Pollution Prevention Plan, or sediment and erosion control plan as applicable. Infrastructure improvements required for each final map or phase thereof shall include but are not limited to all frontage improvements, storm drainage, sanitary sewer, water line, and wet and dry utilities, and other improvements as determined by the City to serve the needs of the subject phase and/or comply with the MMRP. Phasing of the parks and certain public improvements shall also be subject to the Development Agreement.

## 9.5 Agricultural Land Preservation

The City's Agricultural Land Preservation Program (ALPP) was adopted on April 8, 2008. The West Area, as part of the Salinas Future Growth Annexation and Sphere of Influence (SOI) Area, is a "GSA-MOU identified growth area" as defined in the ALPP.

### *Right to Farm Notices*

All development within the West Area shall comply with the provisions of Section 37-50.220(c) of the Salinas Zoning Code requiring the recordation of a deed restriction containing the Notice of Right to Farm prior to the recordation of a final map or issuance of the first building permit for any project located within one thousand (1,000) feet of agricultural land, agricultural processing, or agricultural farming operations.

Farm vehicles shall be precluded from using public streets in the Specific Plan Area for access, unless appropriate access stabilization measures are incorporated into design and approved by the City Engineer.

### *Buffers between Agricultural and Non-Agricultural Uses*

The ALPP calls for the City to implement General Plan Policy COS-10, which encourages the provision and maintenance of buffer zones such as roadways, topographic features, and other physical boundaries to prevent incompatibilities between agricultural and non-agricultural land uses. The ALPP states that a number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.

In the case of the West Area, the agricultural lands to be protected by buffers are those outside the Plan Area: the agricultural lands to the north across Rogge Road and agricultural lands to the east across Natividad Road (the protected lands not included in the North of Boronda FGA).

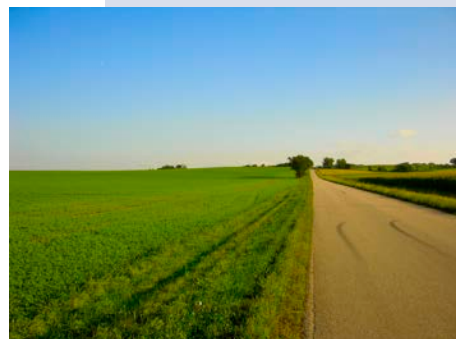
Buffer easements shall be temporary. The obligation to provide or maintain the buffers shall cease when the adjacent protected lands cease to be permanently used for agricultural purposes.

Buffers shall only be required along those portions of a development project that front on or are immediately adjacent to (adjoin) the protected lands.

Required construction of Specific Plan roadways or utilities through active farmland is not viewed as isolating farmland.

The provision and maintenance of Rogge Road and Natividad Road shall fulfill the requirement for buffers for projects, which border protected lands. The parkways located within these streets shall contain enhanced landscaping with increased number of trees to buffer the adjacent agricultural lands, in accordance with General Plan Policy COS-3.4.

Within the Specific Plan Area, it is assumed that interim agricultural operations will continue to occur during the buildout of the development. To reduce the potential for on-site land use conflicts with the West Area,



Agricultural resources are an important aspect of the identity of Salinas and Monterey County.

the agricultural operators shall maintain a minimum 100-foot temporary buffer setback between the interim agricultural operations or support activities and any completed development.

***Agricultural Land Conservation Easements***

The West Area is a “GSA-MOU-identified growth area” as defined in the ALPP. As provided in the ALPP, no agricultural mitigation easements shall be required for the lands within the West Area.

***Agricultural Land Mitigation Fee***

Agricultural land mitigation fees will be assessed in accordance with City Resolution No. 19422; these fees fund activities designed to preserve and promote agricultural programs in the Salinas area. As provided in the ALPP, lands within the West Area are subject to payment (to the City) of an agricultural land mitigation fee in the amount of \$750 per acre of converted land designated by the California Department of Conservation’s Farmland Mapping and Monitoring Program as “Prime” or “of Statewide Importance” (Designated Farmland).

In connection with the approval of any development project within the West Area (tentative subdivision map, parcel map or other vesting entitlement, as applicable), the City shall determine the number of acres of Designated Farmland proposed for conversion within the project, and calculate the per-unit mitigation fee by dividing the total mitigation fee for the project (number of converted acres of Designated Farmland x \$750/acre) by the number of residential units or non-residential equivalents in the project. The fee so calculated shall be made a condition of approval of the project, and shall be required to be paid prior to recordation of the applicable final map.



## 9.6 Environmental Review

The West Area and its proposed development were evaluated at a General Plan level in the certified Final EIR for the Salinas General Plan Environmental Impact Report (2002), and at a somewhat more detailed level in the 2007 EIR Supplement for the Salinas General Plan EIR certified in connection with the annexation of the North of Boronda FGA. In connection with the approval of the West Area, a programmatic EIR has been prepared and certified by the City Council prior to the approval of the Specific Plan document. The West Area EIR serves as the base environmental document for all subsequent entitlements within the Plan Area. All subsequent Development Review Applications are to be reviewed on a project-by-project basis to determine consistency with the West Area EIR. The need for additional site-specific environmental review, if any, is to be determined through one of the processes described below.

State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. The EIR for the Specific Plan was prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. The program-level analysis considers the broad environmental effects of the proposed project as a whole.

The Specific Plan provides a very high level of design detail for certain components of the project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in the Program EIR. Topics such as Biological Resources, Cultural Resources, and Hydrology/Water Quality are analyzed at a project-level analysis in the EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which are detailed in the land use design and development projections. In some cases, there may be specific commercial uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time. Additionally, the design of the school facilities and other public facilities are not known at this time, so they are not able to be analyzed at a project-level.

The Program EIR examines the planning, construction and operation of the Specific Plan. The program-level approach, with some project-level analysis, was appropriate for the Specific Plan because it allows comprehensive consideration of the reasonably anticipated scope of the development plan; however, not all design aspects of the future development phases are known at the Specific Plan stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of the Program EIR to determine whether additional environmental documentation must be prepared.

CEQA Guidelines Section 15168(a) states that a program EIR is an EIR

which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

According to CEQA Guidelines section 15168, subdivision (c)(5), “[a] program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible.” Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled “Use with Later Activities,” provides, in pertinent part, as follows:

Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

1. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
2. If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
4. Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

Here, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals, such as tentative maps, conditional use permits, or other discretionary entitlements. With respect to certain types of environmental resources, the effects to which would not differ regardless of the exact kind of land use that is proposed (e.g., agricultural resources, cultural resources, geology, soils, and paleontological resources), the City's expectation is that the written checklists will conclude that no further analysis of such effects beyond that found in this program EIR will be necessary. Thus, the new analyses for these site-specific actions will focus on issues and impacts regarding which this program EIR lacks detailed site-specific information, and for which specific project proposals could have site-specific effects not wholly anticipated in this EIR. (See also CEQA Guidelines section 15063, subd. (b)(1)(C).)

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such...[first tier decisions] and are...consistent with local agencies' governing general plans and zoning." (Koster v. County of San Joaquin (1996) 47 Cal.App.4th 29, 36.) Before deciding to rely in part on a first-tier EIR in connection with a site-specific project, the lead agency must prepare an "initial study or other analysis" to assist it in determining whether the project may cause any significant impacts that were not "adequately addressed" in a prior EIR. (CEQA Guidelines, § 15152, subd. (f); Pub. Resources Code, § 21094, subd. (c).) Where this analysis finds such potentially significant impacts, an EIR is required for the later project. In contrast, "[a] negative declaration or mitigated negative declaration shall be required" where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent avoid any such new significant impacts or mitigate them "to a point where clearly" they are not significant.

Section 15152 further provides that, where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that "were not examined as significant effects" in the prior EIR or "[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." In general, significant environmental effects have been "adequately addressed" if the lead agency determines that:

- A. They have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or

- B. They have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Similarly as previously noted, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals, or other discretionary entitlements. In preparing these analyses, the City will assess, among other things, whether any of the significant environmental impacts identified in this program/first-tier EIR have been “adequately addressed.” Thus, the new analyses for these site-specific actions will focus on impacts that cannot be “avoided or mitigated” by mitigation measures that either (i) were adopted in connection with the Specific Plan or (ii) were formulated based on information in this EIR.

In addition, because the EIR addresses the effects of rezoning the land within the proposed Specific Plan area, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a “zoning action.” For such site-specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project” and have not been previously disclosed, except where “substantial new information” shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be “peculiar to the parcel or to the project” if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards. As noted above, the City anticipates that, in assessing the extent to which the Specific Plan EIR has previously addressed significant impacts that might occur with individual projects, the City may conclude that in some instances (e.g., with respect to agricultural resources, cultural resources, geology, soils, and paleontological resources), no further analysis beyond that found in the program EIR will be necessary.

Finally, for purely residential projects consistent with the Specific Plan, the City intends to preserve its ability to treat such projects as exempt from CEQA pursuant to Government Code section 65457. Subdivision (a) of that statute provides that “[a]ny residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an [EIR] has been certified after January 1, 1980, is exempt from the requirements of [CEQA].” The statute goes on to say, moreover, that “if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental [EIR] for the specific plan is prepared and certified in accordance with the provisions of [CEQA]. After

a supplemental [EIR] is certified, the exemption ... applies to projects undertaken pursuant to the specific plan.” (See also CEQA Guidelines section 15182.)

When purely residential projects are proposed, the City will consider whether they qualify for this exemption or whether the West Area EIR must be updated through a supplement to this EIR or a subsequent EIR as required by Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163.

In approving the West Area Specific Plan, the City Council adopted a Mitigation Monitoring and Reporting Program (MMRP) in accordance with CEQA Guidelines Section 15097 to ensure implementation of the West Area EIR mitigation measures. As applicable, future developments within the Specific Plan Area will be required to implement the mitigation measures in the MMRP as specified. The MMRP includes mitigation measures from prior EIRs (2002 Salinas General Plan FEIR and the 2007 Final Supplement for the Salinas General Plan Program EIR) that are applicable to the West Area. A mitigation monitoring fee may be imposed.

## 9.7 Minor Revisions and Specific Plan Amendment Procedures

California Government Code Section 65453 states that a Specific Plan may be amended as often as deemed necessary by the legislative body (City Council). Changes to this plan may be initiated by a developer, property owner or the City. The West Area Specific Plan may need amending to respond to changing conditions and expectations during the course of its implementation. To address this possibility, this Specific Plan provides for minor revisions in addition to more encompassing Specific Plan Amendments. By adopting this Specific Plan, the City Council has delegated (except where otherwise noted below) to the City Planner the authority to make “minor revisions” as described below. Such minor revisions do not rise to the level of importance to justify Planning Commission and City Council review, and staff-level approval will facilitate timely implementation of the Specific Plan.

Upon submittal of an application for a change to the Specific Plan, the City Planner shall determine if the proposed change is a minor revision or a Specific Plan Amendment. The processing requirements for both minor revisions and Specific Plan Amendments are described as follows.

### 9.7.1 Minor Revisions

Minor revisions to the West Area Specific Plan include but are not limited to the following examples:

- a. Addition of new or updated information that does not substantially change the Specific Plan or result in new or intensified environmental impacts not previously analyzed.
- b. Minor changes in building location, architectural design, FAR (which does not exceed the maximum permitted in the Specific Plan or Salinas Zoning Code, as applicable), and/or floor plan.
- c. Amendments that do not involve a change of use, density, or intensity of development beyond the provisions of this Specific Plan or Salinas Zoning Code as applicable, or the introduction of new or intensified significant environmental impacts not previously analyzed, and do not change the character of the project.
- d. Adjustments to land use area boundaries within the locations of facilities and street alignments established by the Specific Plan, where the overall land use pattern remains consistent with the Specific Plan objectives (the land use must be one currently allowed in the Specific Plan).
- e. Minor modifications to architectural details, building color, landscape treatments or materials, fencing, lighting, paths, signage, parking or driveway location, and entry monumentation, which are consistent with the intent, vision, and character of the Specific Plan, Salinas Zoning Code, and SWDS requirements.

- f. Transfer of dwelling units between density categories, provided such transfers and/or modifications continue to be in conformance with the General Plan provisions regarding density and mix of densities.
- g. Transfer of dwelling units between density categories, provided such transfers and/or modifications do not create conditions where the maximum permissible dwelling-unit count is exceeded except as specifically provided for in this Specific Plan (see Table 3-6, and Section 3.9.3).
- h. Modifications to the number of residential building permits that can be issued prior to the completion of the community park in accordance with Section 9.2.2 subject to the approval of the City Council or as otherwise determined by the Development Agreement.
- i. The addition of new development regulations to accommodate future, alternative, or custom dwelling housing types not currently contemplated in the Specific Plan but which are consistent with the intent, vision and character of the Specific Plan, New Urbanism Principles, the Salinas General Plan and SWDS.
- j. Due to the restricted turn movements resulting from the Boronda Road Roundabout Improvement project, in the future, the site design of the Village Center, location of land uses (within Subareas 1.6, 3.5, Village Center, and Village Center Square), and/or access/turn movements from Boronda Road may be modified pursuant to this section provided that the proposed modification does not substantially alter the type, intensity, or distribution of the land uses, or introduce new environmental impacts.
- k. Due to the additional ROW required at the Boronda Road and McKinnon Street intersection for the Boronda Road Roundabout Improvement project, in the future, a portion of the NG-1 district in subarea 1.3 may be exchanged with a comparable portion of the NE district in subarea 1.2 pursuant to this section provided that the proposed modification does not substantially alter the type, intensity or distribution of the land uses, or introduce new environmental impacts. Minor deviations from development regulations may be also be considered under this provision.
- l. Conversion of an unneeded (per the Santa Rita Unified School District) school site to residential use (up to 15 du/nra).
- m. Incorporation and development of the following APNs 211-214-025-000 and 211-214-026-000 in accordance with this Specific Plan.

The City Planner may approve a minor revision to the Specific Plan administratively except as otherwise noted. To approve the minor revision, the City Planner must find the revision does not create or intensify environmental impacts not previously analyzed and does not change the intent, vision, and character of the Specific Plan, and is in substantial conformance with all of the following:

- The Planning Objectives of the Specific Plan;

- The City of Salinas General Plan;
- The Salinas Municipal Code including but not limited to the Zoning Code and Subdivision Ordinance;
- Salinas SWDS/ NPDES Permit (a modification may require compliance with the SWDS/NPDES in effect at the time the modification is approved); and
- The West Area Specific Plan EIR and Mitigation Measures.

Minor Revisions may be approved administratively by the City Planner through the applicable development review process required for the subject application/use without the necessity of a separate application or process. The Specific Plan document will be revised to reflect the Minor Revision unless otherwise approved by the City Planner.

The City Planner may refer any Minor Revision to the Planning Commission for consideration. Any determination or action taken by the City Planner may be appealed in accordance with Article VI, Division 17 of the Salinas Zoning Code. If any of the aforementioned decision-makers finds that the proposed revision does not meet the above criteria, a Specific Plan Amendment shall be required.

### **9.7.2 Specific Plan Amendments**

Proposed changes to a Specific Plan that are not deemed a Minor Revision by the City Planner are classified as amendments to the Specific Plan and shall be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council pursuant to Section 37-60.1240 of the Salinas Zoning Code.

## **9.8 Development Agreement**

The West Area landowners and developers and the City of Salinas may enter into one or more development agreements covering all or any part of the Plan Area. Approval and implementation of development agreements shall be pursuant to Article 2.5, Chapter 4, Title 7 of the Government Code (Section 65864 et seq.) and Article VI, Division 11 of the Salinas Zoning Code. A development agreement is included under the project description and is considered as part of the Draft West Area Specific Plan EIR.

## **9.9 Enforcement**

The West Area Specific Plan carries with it a number of development regulations, conditions of approval, and environmental mitigation measures (collectively “regulations”). Adequate enforcement mechanisms must be in place to ensure compliance with all adopted regulations. Enforcement and penalties related to provisions of the Salinas Zoning Code or Specific Plan shall be in accordance with Article VI, Division 18 of the Salinas Zoning Code or other applicable sections of the Municipal Code.

If the City determines that activity or development is occurring or has occurred that is not in compliance with this Specific Plan or other City requirement, the City may initiate procedures to ensure compliance.



Enforcement activities may include any of the following actions or others as deemed necessary and appropriate by the City:

- issuance of a stop work order;
- exercise of the remedies provided by any City enforcement ordinance based upon the police power to protect the public's health, safety, and welfare;
- requirement of performance bonds;
- revocation or suspension of entitlements;
- denial or postponement of subsequent project entitlements for the non-compliant developer/builder; and
- legal action.

## 9.10 Project Financing

Government Code Section 65451 requires a specific plan to include "a program implementation measure, including public works projects and financing measures to carry out the plan." See Chapter 8 for a detailed discussion of the project financing for the West Area Specific Plan.

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West Area Specific Plan  
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# 10. Appendices

## **LIST OF APPENDICES**

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# Appendix A: Acronyms

## Acronyms

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ADWF	Average Daily Wastewater Flow
AFY	acre feet per year
Alco	Alisal Water Corporation
ALPP	Agricultural Land Preservation Program
AWWA	American Water Works Association
CalWater	California Water Company
CASP	Central Area Specific Plan
CC&Rs	Covenants, Codes and Restrictions
CCRWQCB	Central Coast Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CFD	Community Facilities District
City	City of Salinas
CPI	Consumer Price Index
CPT	Cone Penetration
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CUP	Conditional Use Permit
DIP	ductile iron pipe
du/nra	dwelling units per net residential acre
EIR	Environmental Impact Report
EMS	Emergency Medical Services
ENR	Engineering News Record
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Administration
FGA	Future Growth Area
FIRM	Flood Insurance Rate Map
General Plan	City of Salinas General Plan
GPA	General Plan Amendment
gpd	gallons per day
gpd/acre	gallons per day per acre
gpm	gallons per minute
GSA-MOU	Greater Salinas Area Memorandum of Understanding
HDPE	High-Density Polyethylene
in/hr	inches per hour

kV	kilovolt
LAFCO	Local Area Formation Commission
LEED	Leadership in Energy and Environmental Design
lf	linear feet
LID	Low Impact Development
LLMD	Landscaping and Lighting Maintenance District
LOMA	Letter of Map Amendment
LOMR	Letter of Map Revision
M1W	Monterey One Water (formerly MRWPCA)
MCWRA	Monterey County Water Resources Agency
MEP	maximum extent practicable
mg/year	million gallons per year
mgd	million gallons per day
MLD	most likely descendent
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
MPH	miles per hour
MRWPCA	Monterey Regional Water Pollution Control Agency (now M1W)
MST	Monterey-Salinas Transit
MTBE	methyl tert-butyl ether
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NI	New Urbanism Interim
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resources Conservation Service
NTS	Not to Scale
P&D	P&D Consultants
PG&E	Pacific Gas and Electric
Plan Area	West Area Specific Plan Area
psi	pounds per square inch
psig	pounds per square inch gage
PWWF	Peak Waste Water Flow
RWQCB	Regional Water Quality Control Board
ROW	right-of-way
SCM	Stormwater Control Measure
SFHA	Special Flood Hazard Area
SSMP	Sanitary Sewer Master Plan
SOI	Sphere of Influence
SOISS	City of Salinas Sphere of Influence Sewer Study

SOIWS	City of Salinas Sphere of Influence Water Study
SPA	Specific Plan Area
Specific Plan	West Area Specific Plan
SPR	Site Plan Review
SR	State Route
SVSWA	Salinas Valley Solid Waste Authority
SVBGSA	Salinas Valley Basin Groundwater Sustainability Agency
SWDS	Stormwater Development Standards
SWMP	Stormwater Management Plan
SWSPS	Stormwater Standard Plans
TAMC	Transportation Agency for Monterey County
TF-SP	Trickling Filters – Solid Process
TFO	Traffic Fee Ordinance
TND	Traditional Neighborhood Development
U.S. 101	U.S. Highway 101
VC	Village Center
VTM	Vesting Tentative Map
WAPIF	West Area Park Impact Fee



# **Appendix B: Definitions**

## Definitions

Custom Detached/ Attached Dwellings	Refers to dwelling units that will provide alternative housing forms as per Section 37-30.530(a)(3) of the Salinas Zoning Code. Such dwellings may include, but are not limited to small lot single-family detached or attached, green court, paseo homes, and t-court dwellings.
Central Community Core	Refers to the central portion of the Specific Plan area bounded by Boronda Road, Road A, Rogge Road, and El Dorado Drive, which contains the public facilities and services that serve the four neighborhoods locally in the Plan Area.
Framework Acres	Refers to the acres within each of the identified Specific Plan Planning Areas. The Planning Area is typically bounded by a public street or public facility.  Those streets and public facilities are illustrated in Figure 2-1. Those streets forming the boundary of the Planning Area are not included in the Planning Area acres. The Planning Area acres shown is based on the overall plan layout. As detailed plans are prepared for the neighborhood and sub-neighborhood areas, those acreage figures will be refined.
Home/Housing/House et al.	Refers to "dwelling or dwelling unit" (as defined in the Salinas Zoning Code, Section 37-10.280. - "D" definitions).
Housing Type/Style:	Refers to a type of dwelling or dwelling unit (as defined in the Salinas Zoning Code) and its associated architectural design characteristics such as Spanish, cottage, farmhouse, traditional, or craftsman. Refer to illustrations in Section 4.3.2, Architectural Styles.
Net Residential Acre	Refers to the acreage of the private lands zoned for residential use exclusive of streets, parks and other non-residential uses.
Net Residential Developable Acre	Same as Net Residential Acre
Lot Standard 1-8	Refers to a single family attached or detached dwelling unit (housing type) with varying lot sizes and development regulations for each residential lot standard 1-8 per Tables 3-1, 3-2 and 3-3.
Parcelization Map	Refers to a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development is permitted without further subdivisions or other entitlement approval.

Path or Pathway	Refers to an improved, all-weather and accessible (including ADA compliant) path or sidewalk intended to be used by pedestrians and non-motorized vehicles. Typically, a path is paved (e.g. concrete, A.C. or pavers). However, there may be appropriate times for use of other materials when approved by the City Engineer and City Planner.
Acreage	
Planning Area	Refers to a subarea within the applicable neighborhood.
Planning Area	Refers to the acreage of each Planning Area not counting the community streets and arterial streets that provide access into and through the Plan Area (see Figure 5-2 of the Specific Plan).
Planning Area Net Acreage	The Planning Area Acreage less the internal streets and arterial streets that provide access into and through the Plan Area (see Figure 5-2 of the Specific Plan)
Project Proponent	Refers to the project developer, engineer, designer, or other parties working on behalf of the project and its owners.
Semi-Private Courtyard	Refers to a private area enclosed by a wall, fence or hedge clearly delineating an outdoor gathering space located in front of the dwelling unit and is surrounded by landscaping.
Small Lot Single-Family Detached Dwellings	Refers to Lot Standards 6 and 7. See definition for “Lot Standard 1-8”.
Street-Loaded	Refers to garages or required other off-street parking facilities that are accessed from front or corner side-yards located adjacent to public streets.
Target Dwelling Units	Refers to a sum total of dwelling units meeting General Plan minimum densities.
Town Square	Refers to the approximately 1.37 acre park and public gathering space located adjacent to the Village Center.
Varied Structure/ Variety of Housing Types	Refers to the varying design of structures required to be varied in tract developments to reduce design monotony and create variety and interest. A reasonable difference in the massing and composition (not just finish materials) of each adjacent dwelling unit shall be accomplished. One design shall not be repeated more frequently than each fourth dwelling unit. Each street block shall also include a variety of model elevations (see graphic in Section 4.2.1).

# **Appendix C:**

## **West Area Specific Plan General Plan Policy Consistency**

**APPENDIX C  
WEST AREA SPECIFIC PLAN GENERAL  
PLAN POLICY CONSISTENCY OCTOBER  
2018**

<b>Salinas General Plan Policy</b>	<b>Consistent</b>	<b>Discussion</b>
Land Use Element		
Policy LU-1.1: Achieve a balance of land uses to provide for a range of housing, jobs, educational facilities, and recreational opportunities that allow residents to live, work, shop, learn, and play in the community.	Yes	The Specific Plan is consistent with the range of housing required by the General Plan with approximately 1,361 low residential (31%), 1,803 medium residential (44%), and 1,085 high residential (25%). At full buildout of the Specific Plan area the office and retail/service commercial will generate approximately 2,300 jobs (at an average of 3 employees per 1,000 S.F.). Within the Specific Plan area are schools with grades K through 12. The recreation facilities include a 30-acre community park, four neighborhood parks, and 6 small parks. These facilities are interconnected by a local street and community trail system.
Policy LU-1.3: Make provision in residential areas for institutional uses that are needed near homes or which benefit from a residential environment, including places of religious assembly, day-care homes, homes for physically or developmentally disabled persons, and care facilities in accordance with the provisions of State law.	Yes	Institutional uses such as places of religious assembly, day care homes, homes for physically or developmentally disabled persons, care facilities, and similar uses are permitted in Specific Plan residential and commercial areas subject to the normal City permit and approval process for the specific proposed use. Due to the unpredictability of the need for specific institutional uses no specific sites are indicated in the Specific Plan. However the Specific Plan directs that these uses should be located within or near the Central Community Core to facilitate public and vehicular access to these facilities.
Policy LU-1.4: Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics. Specifically development should.  Connect in as many locations as possible to adjacent development, arterial streets,	Yes	The Specific Plan has four neighborhoods; focused on local parks (see above). Local streets with widened sidewalks and parkways focus on these community facilities. Each neighborhood has a mix of low, medium, and high density residential unit types. Small parks within approximately 660 feet (3-minute walk) of almost all housing units provides communal active and passive recreation spaces enhancing neighborhood identity. Additionally a large 30 acre community park is located near the middle of the Central Community Core and serves as one of the primary focal points of

WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
<p>and thoroughfares;</p> <p>Provide a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures (combining residential and non-residential uses), that help reduce vehicular trips;</p> <p>Provide natural amenities that are fronted by thoroughfares or public spaces, and not privatized behind backyards;</p> <p>Commercial buildings should directly front on the sidewalk, with ample landscaping as a buffer between the building and the sidewalk, and parking lots are to be located behind the buildings;</p> <p>Allow flexible parking requirements and arrangements within the neighborhood activity centers to minimize the impact of the automobile and foster a pedestrian oriented streetscape;</p> <p>Provide second stories on commercial buildings to provide for other uses and encourage residential use;</p> <p>Allow small ancillary dwelling units in the rear yard for residential areas; and</p>		<p>the Specific Plan area.</p> <p>The local serving commercial buildings and other uses are located in the Village Center, which is easily accessible from the internal local street system and pathway network. The predominantly two-story buildings are configured as a two-block long Main Street perpendicular to Boronda Road with additional commercial buildings fronting directly on Boronda Road (see Figure 2-5) with residential uses also provided. The conceptual illustrative site plan is an example of how the Village Center could be developed consistent with General Plan policy and the applicable New Urbanism District standards.</p> <p>The local street system connects to the surrounding arterial streets at the maximum number of points consistent with intersection spacing requirements necessary to maintain the traffic flow function of these arterial streets.</p> <p>Higher density residential products are located adjacent to the Village Center and adjacent to schools and parks. These products have reduced front, rear, and side yard setbacks to provide more compact development envisioned for the Village Center. Ancillary units are permitted in some residential product types.</p> <p>Narrower streets, traffic calming, decorative pedestrian-friendly lighting and other pedestrian amenities are provided throughout the planning area. Architectural housing types promote the use of porches and other features typically found in TND areas.</p>

WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
Decrease the front yard setbacks moving from neighborhood edge to neighborhood center.		
Policy LU-2.1: Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion to the North and East, away from the most productive agricultural land.	Yes	The Specific Plan area is located to the north of the City away from the most productive agricultural land and has a net residential density of more than 9 DU/AC in accordance with the Greater Salinas Area Memorandum of Understanding between the City and the County of Monterey.
Policy LU-2.3: Encourage clustering of development on sites within the Future Growth Area to minimize impacts on agricultural and open space resources.	Yes	The Specific Plan area is wholly within the City's designated Future Growth Area. The plan is designed in accordance with the principles of New Urbanism, which calls for compact pedestrian oriented neighborhoods. The net residential density is over 9 DU/AC.
Policy LU-2.5: Ensure that negative impacts of future growth on environmental quality and quality of life are minimized and adequate levels and quality of urban services and facilities are maintained.	Yes	The Specific Plan has been designed to minimize the negative impacts of growth and provide adequate levels of urban services. Examples include the plan of the detention, retention and treatment of storm water to minimize pollution and downstream impacts and the provision of parkland at the 3 acre per 1,000 population standard which will be a higher level of parkland than currently exist for the other portions of the Salinas community.
Policy LU-3.8: Encourage the production of housing that meets the needs of agricultural and other essential workers within the community.	Yes	The residential development within the Specific Plan will be in conformance with the affordable housing requirements of the City. Such housing will be integrated into the neighborhoods with a focus on proximity to schools, parks, and local retail services.
Policy LU-4.1: Provide an effective and responsive level of fire protection ... through the Salinas Fire Department.	Yes	The Specific Plan is adjacent to a site for a new fire station located on the east side of Natividad Road in the proposed Central Area Specific Plan. The site was selected by the Salinas Fire Department to provide the most responsive access to all areas of the Future Growth Area. The project will contribute its fair share of the cost of the new fire station through the payment of the City's Public Facility Impact Fee.

## WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

<b>Salinas General Plan Policy</b>	<b>Consistent</b>	<b>Discussion</b>
Policy LU-5.1: Provide an effective and responsive level of police protection ... through the Salinas Police Department.	Yes	The Specific Plan with its system of interconnecting streets and streets surrounding parks and community facilities provide excellent access and visibility for police patrols and helps ensure effective police protection. No police station or facility has been identified as needed within the Specific Plan area. However, the project will contribute its fair share of the cost of a new centralized police facility through the payment of the City's Public Facility Impact Fee.
Policy LU-6.1: Actively work with Cal Water and Alco ... to ensure that high quality water is available for the community.	Yes	The Specific Plan area will be served by Cal Water and a Water Supply Assessment Report has been prepared by Cal Water for the Specific Plan.
Policy LU-6.4: Actively promote water conservation by City residents, businesses and surrounding agricultural producers.	Yes	The commercial and residential developments within the Specific Plan will all utilize water conserving plumbing fixtures which substantially reduce water use. The parks and community open space shall utilize state of the art automatic controllers with master valve capabilities and low precipitation rate equipment. The irrigation system shall be separated per micro climate and plant zones to achieve maximum water efficiency in accordance with City requirements. Drought tolerant and low water demand plant material shall be utilized in accordance with the City's Water Efficient Landscaping Ordinance, the City's Water Conservation Ordinance, Zoning Code Landscaping and Irrigation requirements and the City's SWDS (in regard to plant material for LID and similar areas).
Policy LU-7.1: Provide a sewer system that meets the needs of the community for sewer collection and treatment and work with MRWPCA for sewer treatment needs.	Yes	The development of the Specific Plan area will include provision of a sewer collection system that will convey wastewater to new and existing mains in the City and to the MRWPCA treatment plant. It has been determined that the treatment plant has capacity to serve the development of the Specific Plan area.
Policy LU-8.1: Actively coordinate and work with MCWRA to provide and maintain necessary flood control facilities.	Yes	The Specific Plan includes a system of supplemental storm water detention and retention basins designed to eliminate impact on MCWRA flood control facilities resulting from the urban development of the Specific Plan area.
Policy LU-8.3: Require new development, to the extent feasible, to provide flood control facilities that are	Yes	The supplemental detention and retention areas of the Specific Plan will be landscaped with suitable plant material to make them visually attractive. These flood control facilities will be maintained by an appropriate



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visually attractive and ecologically beneficial and require on-going maintenance of the facilities by the development through a maintenance district.		maintenance district.
Policy LU-9.1: Work in partnership with local school districts and assist them in identifying land needed for new school sites so that sufficient facilities are provided for students	Yes	The planning for the Specific Plan area has included coordination with the Santa Rita Elementary School District to determine school sites that will meet their needs. The district has approved the sites designated within the Specific Plan area. The Salinas Union High School District has acquired the site for a new high school within the Specific Plan area.
Policy LU-9.4: Work with Monterey Salinas Transit to provide transit routes to serve educational institutions.	Yes	The Specific Plan design effort has coordinated with Monterey Salinas Transit to identify the most likely route through the Specific Plan area and the stop locations. This includes stops/shelters in the vicinity of some school facilities. The interconnected collector and local street system allows MST to easily modify the original transit route to accommodate additional educational trip making needs.
Policy LU-10: Provide a level of library facilities and services that meet the needs of the community	Yes	The Specific Plan will contribute its fair share to the acquisition of the library site in the Central Area and the construction of a new branch library in that location.
Policy LU-11.3: As the City grows, the need for additional neighborhood, senior, youth, and day-care centers should be evaluated and facilities provided as needed.	Yes	The Specific Plan includes 11 parks and 5 schools that provide the opportunity for development of specific facilities for seniors and youth of all ages.
<b>Community Design Element</b>		
Policy CD-1.2: Maintain Salinas as a city with sharply defined edges between urban use and agricultural activities.	Yes	The Specific Plan area is located adjacent to Boronda Road and San Juan Grade Road which are two of the existing sharply defined edges of existing development in the city. With the buildout of the Specific Plan the edge will be Rogge Road. The Specific Plan area currently has approximately 16,900 linear feet of agricultural uses adjacent to urban uses. Most of this has a roadway to define the edge. When the Specific Plan is developed along with the adjacent Central Area Specific Plan, this will be reduced to approximately

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		4,300 linear feet along Rogge Road.
Policy CD-1.3: Maintain the distinction of the City's urban/rural interface by using roadway segments and/or natural features and tree plantings to form the boundary between urban development and open space or agriculture.	Yes	The Specific Plan area, when developed, will abut agriculture and open space land uses only on the north. The existing agricultural areas to the east will be developed as part of the Central Area Specific Plan. A segment of Rogge Road will form the boundary between the Specific Plan urban development and agricultural uses. Landscaped parkway will have trees to provide a buffer between the uses. Additionally, a deed restriction shall be recorded on any property located within the Specific Plan notifying the owner of the Right to Farm.
Policy CD-1.4: Use landscaping, design schemes and signing to improve the image and distinct identity of the city, and its neighborhoods and its major gateways.	Yes	The entrances to the Specific Plan area will include consistently designed entry features; decorative lighting and pedestrian amenities and the varied setbacks from the surrounding roadways, as a result of landscaping, and supplemental detention/retention basins, will provide a distinct Specific Plan identity. Key streets will have designated street tree types. Commercial buildings of the Village Center front a main street providing distinct identity for this community focal point.
Policy CD-1.5: Create a "park-like" atmosphere for the City with greenways, landscaped streets and medians and parks distributed through the community at convenient locations.	Yes	The parks within the Specific Plan are the visual focal point of a system of local streets and pathways that extend throughout the community. The primary park system is a central continuous greenway comprised of two neighborhood parks, a linear park, connecting paseo or other circulation feature (Planning Area 3.6), and community park. Extending from the primary park system are pathways that connect to small parks located within 660 feet of almost all residents.
Policy CD-1.6: Locate and design water retention areas and preserve important wildlife habitat areas to contribute to the visual quality of the city's open space system.	Yes	The Specific Plan contains no known existing wildlife habitat areas. Supplemental water detention/retention areas are located along the edge of the community to be part of the City's visual green space system. The supplemental basins will be designed to appear as natural open space with landscaping and trees.
Policy CD-1.10: Require a balance of housing types and designs to avoid both monotony and visual chaos.	Yes	The Specific Plan contains a balance of housing types in accordance with the provisions of the General Plan. Extensive use of varied designs, elevations, setbacks, details, and color will be used to avoid the uniformity characteristic of some conventional residential

APPENDIX C

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<p>Policy CD-2.1: Maximize a strong sense of neighborhood identity and harmony by implementing architectural design and community layout techniques, such as building location and spacing, landscaping features, and lighting that create distinct neighborhoods, encourage interactions among residents, and facilitate safe street life.</p>	<p>Yes</p>	<p>subdivisions. The Specific Plan neighborhood identity is focused on the communal open space areas and the pedestrian oriented streets that interconnect the communal spaces. The varied designs of the parks give each neighborhood and sub-neighborhood area its own identity. Decorative lighting, street furniture, neighborhood identification signs, pedestrian amenities and other features will also be provided to promote distinctive neighborhoods and encourage a safe and active street life.</p>
<p>Policy CD-2.5: Encourage the use of design features to create an environment that maximizes the number of “eyes on the street” and reduces potential criminal activity.</p>	<p>Yes</p>	<p>The Specific Plan is designed to maximize “eyes on the street” and “eyes on the public realm.” Residential units will be designed with entryways and first and second story windows oriented to the street. Small parks are surrounded by streets on two or more sides and the Neighborhood Parks are surrounded on all sides by streets. In addition, residential units face toward these parks adding to the visual security. The large Community Park is surrounded by local streets.</p>
<p>Policy CD-2.7: Minimize the use and visual effect of sound attenuation walls.</p>	<p>Yes</p>	<p>Sound attenuation walls are often required along arterial streets and may be required in some areas of the Specific Plan. To minimize the visual effect of any sound walls the parkways and open space along surrounding arterial streets are a minimum of 24-28 feet and often visually expands to much larger areas when the parkway is adjacent to the supplemental detention, and retention basins. The use of areas along the major surrounding roads for small, midsize, and large scale LID features allows for a varied residential setback and reduces the need for sound attenuation walls and where they may be required the length is minimized and they are screened with landscaping.</p>
<p>Policy CD-2.8: Avoid large un-landscaped parking areas and blank building walls facing streets and adjoining properties.</p>	<p>Yes</p>	<p>As shown in the illustrative site plans for the Village Center area (Figure 2-5) the parking areas are visually divided into smaller areas by landscaping and planting islands which are included throughout the parking area. The larger buildings and parking areas will be set back from the major streets and partially screened from view by smaller scale buildings fronting the street, parking lot trees and other landscape features.</p>

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Policy CD-3.1: Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics...	Yes	The Specific Plan will be developed in accordance with the New Urbanism District Standards of the City’s Zoning Code, which is based on TND principles and the provision of the Specific Plan that identify how each neighborhood is to be developed with its own TND characteristics (see response to Policy LU-1.4).
Policy CD-3.4: Actively encourage mixed-use development in order to provide a greater spectrum of housing near businesses, alternative modes of transportation and other activity areas.	Yes	The Village Center on Boronda Road and the immediately adjacent residential areas contain some of the highest densities in the Specific Plan area. This concentration of residences and commercial in both horizontal and vertical mixed use developments facilitate walking for some daily trips and to the planned transit stop within the Village Center.
Policy CD-3.6: Promote and maintain a pedestrian friendly atmosphere by encouraging “pedestrian zones” with increased landscaping, use of traffic-calming techniques on local streets, adequate separation from automobile traffic and the inclusion of amenities, such as lighted sidewalks and increased lighting along sidewalks.	Yes	The Specific Plan area includes an interconnected system of pedestrian zones in the form of Small Parks, Neighborhood Parks, and the Community Park. Each creates a different kind of pedestrian zone ranging from expansive areas of sports fields and other active and passive park areas to the small scale green spaces primarily serving a local residential area. Some intersections along the pathways system may use “bulb-outs” to slow vehicular traffic and facilitate safe pedestrian crossings. Sidewalks with 8-foot parkways (between the curb and the pathway) with street trees provide separation from automobile traffic and promote a pedestrian friendly environment. A 10-foot wide off-street shared use pedestrian path (the southerly greenway) will also be provided along Road C which will connect to the greater North of Boronda Future Growth Area (FGA) located to the east. This will provide east-west pedestrian and bicycle access across the entire length of the Specific Plan and the greater North of Boronda FGA to the east. A 7-foot wide northerly greenway pedestrian path (Road G) will also be provided along this same length.
Policy CD-3.8: Promote the use of alternative modes of transportation, including bus, rail, bicycling, and walking.	Yes	The Specific Plan provides an extensive system of pathways connecting schools, parks, and Village Center that promotes the use of walking and bicycles for some daily trips. The pathways also facilitate access to the bus stops/bus shelters expected to be located in the Village Center and other areas of the Specific Plan. Supportive bicycle parking will be installed. Pathways

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		will also link to the adjacent Gateway Center Specific Plan.
Policy CD-3.9: Group neighborhood shopping centers, schools, civic and recreational uses, parks, and public transit opportunities together in new neighborhoods to create an activity center focal point for the neighborhoods they serve.	Yes	The Village Center, Community Park, and all schools are located along local collector roadways that may be used by transit depending on the final route plan determined by MST. In particular, the highest transit generating uses (the village center, high density residential and community park) are located along El Dorado Drive and Road A, both streets are anticipated to be potential transit routes as illustrated in Figure 5-28 Public Transit Plan.
Housing Element		
Policy H-1.1: Encourage a variety of housing types, designs, and prices throughout the City to maintain housing choice and enable households of all types and incomes levels the opportunity to find suitable ownership or rental housing that supports healthy living. Support the development of cost effective innovations such as micro units, smaller houses on smaller sites, coliving/cohousing, construction from repurposed shipping containers, and Single Room Occupancy (SRO) units.	Yes	The Specific Plan is consistent with the General Plan requirement of a variety of housing types with approximately 1,361 low residential (31%), 1,803 medium residential, including the Village Center residential, (44%), and 1,085 high residential (25%). The Specific Plan will provide a program of affordable housing in accordance with City requirements. The overall density of the Specific Plan and the development standards facilitate cost effective innovations in housing.
Policy H-1.2: Consistent with State law, continue to regulate transitional and supportive housing as a residential use to be subject only to the same development regulations and standards of similar uses in the same zone.	Yes	Any transitional and supportive housing within the Specific Plan would be subject to the same development regulations as other housing.
Policy H-1.3: New residential development shall be adequately served by services and facilities, including park	Yes	The Specific Plan includes a Village Center, which includes retail, housing, commercial, and professional office uses. Within the immediate vicinity of the Village Center are additional higher density residential

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and recreation areas, libraries, sanitary and storm sewers, transportation, public safety and other services. Continue to ensure impact fees are adequate to provide these services and facilities to residential development through periodic review and updating.		<p>areas. In addition, the Specific Plan has a network of pathways that connect residential to parks, schools, and the Village Center and to the greater North of Boronda FGA to the east.</p> <p>The development of the Specific Plan will include the payment of appropriate impact fees that the City will be periodically reviewing and updating.</p>
Policy H-1.4: Identify adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City.	Yes	The Specific Plan allows up to 4,340 housing units with approximately 1,361 low residential (31%), 1,803 medium residential, including the Village Center residential, (44%), and 1,085 high residential (25%).
Policy H-1.5: Support the concept of “aging in place” by providing a range of housing types and tenure that allows people to remain in the community as their housing needs change.	Yes	The Specific Plan, in conformance with General Plan requirements, provides housing at low, medium, and high densities to respond to the varying needs of families and individuals at any point in their life and as their housing needs may change over time. In addition a variety of housing will be built in each of the density categories providing further opportunities for purchasers or renters to obtain housing suitable for their circumstances. Single level housing units will also accommodate people with disabilities and declining health. The location of several higher density housing products adjacent to the Village Center provides senior housing opportunities in close walking distance to transit, commercial, office and personal services, and potentially to health services which may locate in the Village Center.
Policy H-1.6: Encourage diverse, mixed-income neighborhoods throughout the City through the geographic dispersal of units affordable to lower and moderate income households, increased location choice for voucher recipients, and continue to follow state and federal fair housing requirements (including City	Yes	<p>The Specific Plan includes a Village Center, which includes retail, housing, commercial, and professional office uses. A minimum of 91 residential units will be located within the Village Center. Within the immediate vicinity of the Village Center are additional higher density residential areas. In addition, the Specific Plan has a network of pathways that connect residential to parks, schools, and the Village Center and greater North of Boronda FGA to the east.</p> <p>The Specific Plan will provide a program of affordable housing in accordance with City requirements.</p>

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contracts with housing and public services recipients).		
Policy H-1.7: Ensure that new residential development and reuse/revitalization projects are compatible with surrounding neighborhoods by requiring new developments to comply with the City's Zoning Code development regulations and design standards.	Yes	The Specific Plan is designed to be compatible with existing residential neighborhoods to the south, west and northwest with roadway connections to those neighborhoods to facilitate internal travel. Included in the Specific Plan are development regulations consistent with the intent that this area be developed using the principles of Division 8 of the Zoning Code.
Policy H-1.9: Encourage the development of higher density apartments, townhomes, and condominiums in locations that are served by major transit corridors and have good pedestrian and cyclist facilities, continue to use Crime Prevention Through Environmental Design principles as part of housing design and construction, and/or are within walking distance to neighborhood-serving retail and key destinations (parks, schools, childcare, stores with healthy food options, employment, social services, and health care, etc.).	Yes	The Specific Plan includes a Village Center and Planning Areas designated for higher density residential located along Boronda Road which is a transit corridor. In addition, the Specific Plan has a network of pathways that connect residential to parks, schools, and the Village Center and existing and future projected transit stops. Crime Prevention Through Environmental Design principles have been part of the overall Specific Plan layout and will be part of future individual project design.
Policy H-1.10: Promote the development of mixed-use neighborhoods designed to encourage travel by walking, bicycling, and mass transit.	Yes	The Specific Plan locates all of the higher density residential land uses within or adjacent to the Central Community Core which is also the location of the expected MST transit corridor through the Future Growth Area. In addition, the Specific Plan has a network of pathways that connect residential to parks, schools, and the Village Center and to the greater North of Boronda FGA to the east.
Policy H-1.11: In Future Growth Areas ensure that	Yes	The Specific Plan is consistent with this General Plan requirement with approximately 1,361 low residential

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<p>each Specific Plan includes a range of housing types by requiring new residential developments of over 1,000 units to include a mix of densities.</p>		<p>(31%), 1,803 medium residential (44%), and 1,085 high residential (25%).</p>
<p>Policy H-1.12: In Future Growth Areas, promote mixed use development to increase housing opportunities by requiring commercial and professional office development to incorporate housing opportunities on site or in close proximity, unless the City Council makes a finding that it would be inappropriate to require on-site housing in a proposed new commercial or professional office development and in that case shall require equivalent housing to be constructed at an off-site location.</p>	<p>Yes</p>	<p>The Specific Plan includes a Village Center, which includes retail, housing, commercial, and professional office uses. A minimum of 91 residential units will be located within the Village Center. Within the immediate vicinity of the Village Center are additional higher density residential areas.</p> <p>The Specific Plan also includes several higher density housing sites adjacent to the Village Center which provides housing opportunities in close walking distance to transit, commercial, office and personal services, and potentially to health services which may locate in the Village Center</p>
<p>Policy H-2.6: Ensure new residential developments are compatible (e.g., scale, size, design and appearance) with surrounding uses through implementation of the City’s Zoning Code development regulations and design standards.</p>	<p>Yes</p>	<p>The Specific Plan has been designed to be compatible with the existing residential neighborhoods located to the south, west and northwest. Roadway and pedestrian/bicycle connections provide opportunities for residents of those neighborhoods to use the public and commercial services that will be constructed as part of the implementation of the Specific Plan. Included in the Specific Plan are development regulations consistent with the intent that this area be developed using the principles of Division 8 of the Zoning Code.</p>
<p>Policy H-2.8: Encourage developers to maximize energy conservation and exceed the provisions of Title 24 of the California Building Code through green building techniques and materials.</p>	<p>Yes</p>	<p>In addition to conforming to Title 24 of the California Building Code the Specific Plan includes provisions to meet the objectives of the American Planning Association Policy Guide on Planning for Sustainability.</p>



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<p>Policy H-3.1: Assist in the production and conservation of housing affordable to extremely low, very low, low, and moderate income households, with a focus on the need for housing for the local workforce and workers essential to our community.</p>	<p>Yes</p>	<p>The Specific Plan will provide a program of affordable housing in accordance with City requirements.</p>
<p>Policy H-3.2: Continue to encourage the development of affordable housing units with three or more bedrooms, adequate to accommodate large households.</p>	<p>Yes</p>	<p>The Specific Plan will provide a program of affordable housing in accordance with City requirements which will respond to various household sizes.</p>
<p>Policy H-3.3: Encourage and support the development of senior housing and assisted living facilities on sites within proximity to public transportation and services.</p>	<p>Yes</p>	<p>The Specific Plan includes several higher density residential Planning Areas adjacent to the Village Center and Central Community Core. These Planning Areas provide senior housing opportunities in close walking distance to transit, commercial, office, personal services, and potentially to health services.</p> <p>The Specific Plan, in conformance with General Plan requirements, provides housing at low, medium, and high densities to respond to the varying needs of families and individuals at any point in their life and as their housing needs may change over time. In addition a variety of housing will be built in each of the density categories providing further opportunities for purchasers or renters to obtain housing suitable for their circumstances. Single level housing units will also accommodate people with disabilities and declining health. The location of several higher density housing products adjacent to the Village Center provides senior housing opportunities in close walking distance to transit, commercial, office and personal services, and potentially to health services which may locate in the Village Center.</p>
<p>Policy H-3.4: Encourage and support the provision of safe and decent housing for lower</p>	<p>Yes</p>	<p>The Specific Plan will provide a program of affordable housing in accordance with City requirements.</p>

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income households and those with special needs within proximity of public transportation and services.		The Specific Plan will provide single level housing units generally seen as the most appropriate for persons with physical disabilities. These units will typically be part of the higher density residential Planning Areas within or adjacent to the Central Community core. These residential sites are also in proximity to transit, shopping and other community services facilitating access to those uses by disabled residents.
Policy H-3.7: Facilitate the development of affordable housing through regulatory incentives, density bonuses, inclusionary housing, and financial assistance.	Yes	Within the Specific Plan individual housing projects that include affordable housing will respond to the available state and local incentives and financial assistance to the extent feasible.
Policy H-3.9: Support activities and participate in planning of initiatives such as Monterey County’s Health in All Policies (HiAP), Building Healthy Communities (BHC)– East Salinas, Crime Prevention Through Environmental Design (CPTED) program, AMBAG’s Sustainable Communities Strategy, and the City’s Urban Greening Plan that contribute to the quality of community and neighborhood environments.	Yes	Crime Prevention Through Environmental Design principles have been part of the overall Specific Plan layout and will be part of future individual project design.  In addition to conforming to Title 24 of the California Building Code the Specific Plan includes provisions to meet the objectives of the American Planning Association Policy Guide on Planning for Sustainability.
Policy H-3.14: Encourage the development of housing and mixed uses that foster supportive environments for single parent female-headed households, such as on-site childcare and after school programs.	Yes	The Specific Plan, in conformance with General Plan requirements, provides housing at low, medium, and high densities to respond to the varying needs of families and individuals at any point in their life and as their housing needs may change over time. In addition a variety of housing will be built in each of the density categories providing further opportunities for purchasers or renters to obtain housing suitable for their circumstances.  The Specific Plan includes 5 schools serving grades K-12. These schools are located within or adjacent to residential neighborhoods and connected by the community trail system facilitating participation in

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		after school programs.
Conservation/Open Space Element		
Policy COS-1.1: Work with regional and local water providers to ensure that adequate supplies of water are available to meet existing and future demand.	Yes	The Specific Plan area has coordinated with Cal Water, which is the designated water provider. A Water Supply Assessment Report has been completed and the report has concluded that adequate supplies of water are available.
Policy COS-1.4: Maintain and restore natural watersheds to recharge aquifers and ensure the viability of the ground water resources.	Yes	The Specific Plan area has no “natural watersheds” as the property has been under continuous agricultural cultivation for many years.
Policy COS-2.1: Participate in and implement local and regional programs that promote water conservation.	Yes	All development within the Specific Plan will utilize water conserving plumbing fixtures, landscape irrigation techniques and other technologies and design features consistent with City, local and regional water conservation programs and ordinances.
Policy COS-2.3: Apply standards that promote water conservation in agricultural, residential and non-residential uses.	Yes	All development The within the Specific Plan will utilize water conserving plumbing fixtures, landscape irrigation techniques and other technologies and design features that will significantly reduce the per capita water use in accordance with the requirements (Ordinances) of the City. In addition, automatic controllers with master valve capabilities and low precipitation rate equipment. The irrigation system shall be separated per micro climate and plant zones to achieve maximum water efficiency. Drought tolerant and low water demand plant material shall be used in accordance with the City’s Water Efficient Landscaping Ordinance, the City’s Water Conservation Ordinance, Zoning Code Landscaping and Irrigation requirements and the City’s SWDS (in regard to plant material for LID and similar areas).
Policy COS-3.1: Maintain a compact urban form, locating growth areas to minimize the loss of important agricultural resources while allowing for the reasonable expansion of the City to address projected population growth.	Yes	The Specific Plan area is located on the north side of the City, which has been determined to be away from the most productive agricultural land in accordance with the Greater Salinas Area Memorandum of Understanding between the City and County of Monterey. The overall net residential density is over 9 DU/AC in accordance with the requirements of the General Plan.

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Policy COS-3.4: Minimize conflicts between agricultural and urban uses through the use of buffer zones, roads and other physical boundaries.	Yes	The Specific Plan area is located adjacent to Boronda Road and San Juan Grade Road which are two of the existing roads which surround the existing developed area of the city. Typically roads such as these provide the separation between agricultural and urban uses minimizing conflicts. When the Specific Plan is developed along with the adjacent Central Area Specific Plan the roadway buffer between agricultural and urban uses will be limited to Rogge Road. The Specific Plan area currently has approximately 16,900 linear feet of agricultural uses adjacent to urban uses. When the area is built out this will be reduced by approximately 75% to 4,300 linear feet along Rogge Road.
Policy COS-5.1: Protect and enhance creeks, river corridors, the reclamation ditch, sloughs, wetlands and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities.	Yes	The Specific Plan area contains no creeks, river corridors, sloughs, wetlands, or other potentially significant biological resources. The use of site/parcel based LID PCBMPs to the MEP along with the system of supplemental detention and retention basins eliminate impact on the reclamation ditch due to the urban development of the Specific Plan area.
Policy COS-6.3: Encourage development design that maintains air quality and reduces direct and indirect emissions of air contaminants.	Yes	The mixed use character of the Specific Plan including neighborhood and community parks, K through 12 schools and a locally serving mixed use center (Village Center) will significantly reduce the vehicle miles traveled by residents and contribute to reduced air contaminants from vehicles.
Policy COS-6.4: Support alternative modes of transportation, such as walking, biking and public transit, and develop bike and pedestrian-friendly neighborhoods to reduce emissions associated with automobile use.	Yes	The Specific Plan includes a network of pathways that connect residential areas to parks, schools, and the Village Center. This will facilitate walking, bicycling, and public transit for some daily trips. The proximity of public and commercial facilities will also reduce the length of automobile trips, further reducing emissions associated with automobile use.
Policy COS-7.1: Develop a high quality public park system that provides adequate space and facilities for a	Yes	The Specific Plan includes local neighborhood and community parks slightly in excess of that required by the Quimby Act located so as to have maximum accessibility. In particular the neighborhood parks are

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variety of recreational opportunities conveniently accessible to all Salinas residents.		centrally located in each neighborhood to be convenient to local residents. The community park is centrally located in the Specific Plan area to be convenient to local residents and along collector roads El Dorado Drive and Road A connecting to Boronda and Russell Roads so as to be convenient to residents throughout the City.
Policy COS-7.3: Plan park and recreation facilities in cooperation with concerned public and private agencies and organizations, particularly school districts and neighborhood residents.	Yes	The Specific Plan parks and recreation facilities have been sited in coordination with the City. The Specific Plan cites a range of potential recreational facilities that can be included within parks, but the final program of facilities will be determined at a later date by the City Parks staff and City Park and Sports Facility and other park standards. The sizes and configuration of the parks have been determined to ensure they can accommodate the active sport fields that will be required to meet the needs of the residents in the WASP (See Figure 2-7).
Policy COS-7.6: Work with all school districts in planning for parks and recreation facilities to maximize community recreation opportunities through joint use.	Yes	The Specific Plan has planned the school and park sites in coordination with the Santa Rita Elementary School District and Salinas Union High School District. Neighborhood parks are located near the elementary school sites and joint use opportunities continue to be available. The middle school is located adjacent to the community park so there are joint use opportunities between those two facilities. Pedestrian connections will be provided to the high school site from Russell Road and El Dorado Drive to facilitate resident access to the school from the surrounding neighborhoods.
Policy COS-7.10: Consider formation of special districts, issuance of bonds and other means for financing large urban parks and facilities serving all of Salinas.	Yes	The community park located in the West Area Specific Plan is intended to serve the residents for the North of Boronda FGA area and other residents of Salinas. Funding for the citywide facilities contained therein the community park will be from a community wide mechanism that includes all benefiting citizens.
Policy COS-7.11: Develop and maintain an integrated system of open space corridors and trails along utility easements, power transmission-line rights of way, the reclamation ditch, stream banks, drainage-ways,	Yes	The Specific Plan has none of the open space corridors specifically described in the policy. However the Specific Plan does contain a network of pathways that connect the parks, schools, and Village Center and also to the usable open space areas within the supplemental retention/detention basins. Additionally, the supplemental detention/retention basins will be designed to appear as natural open space.

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slopes and other natural features.		
Policy COS-7.12: Link activity center, recreation opportunities, transit nodes and other services to the integrated trails network.	Yes	The Specific Plan pathways network links the residential areas to the schools, parks and Village Center.
Policy COS-7.13: Developments within Future Growth Areas shall be conditioned to provide all the land and improvements required to achieve the parkland standard of three acres of developed public parkland per 1,000 residents, to meet existing park acreage needs, as referenced in Table COS-5. All new parks constructed within the City shall meet, at a minimum, the park standards established in Table COS-2.	Yes	The Specific Plan includes designated park sites totaling approximately 49.76 acres. At a standard of 3 acres per 1,000 population, the park requirement would be 47.78 acres. The Specific Plan is providing approximately 1.98 acres of parks beyond the standard of 3 acres per 1,000 residents. The Specific Plan identifies a range of park sizes configured differently than the three parks standards currently shown in the General Plan. This is consistent with the New Urbanism approach that places park facilities within easy walking distance of residents. The community park is approximately 30.8 acres. The Neighborhood Parks average 3.1 acres and the six small parks average approximately 1.1 acres.
Policy COS-8.2: Apply standards that promote energy conservation in new and existing developments.	Yes	The commercial and residential developments within the Specific Plan area will utilize energy efficient equipment to the greatest extent feasible. This will include energy efficient appliances, vehicle charging opportunities, heating and cooling systems, and energy saving insulation in all structures.
Policy COS-8.6: Encourage the creation and retention of neighborhood-level services (e.g., family medical offices, dry cleaners, grocery stores, drug stores) throughout the City in order to reduce energy consumption through automobile use.	Yes	The Specific Plan has a Village Center on Boronda Road that will contain a wide range of local and community serving retail and personal services. It is accessible to all residents of the Specific Plan area via pathways and local neighborhood streets. The Specific Plan also includes neighborhood level services including K through 12 education and recreation facilities in the local and community parks.
Circulation Element		
Policy C-1.1: Create and preserve distinct, identifiable neighborhoods that have	Yes	The Specific Plan has four neighborhoods, focused on local parks. Local streets with widened sidewalks and parkways focus on these community facilities.

APPENDIX C

WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
<p>traditional neighborhood development (TND) characteristics and corresponding circulation systems. Specifically, the street network should have the following characteristics:</p> <ul style="list-style-type: none"> <li>➤ Individual blocks should average less than 600 feet in length and less than 1,800 feet in perimeter;</li> <li>➤ Streets should be organized in a comprehensive hierarchical network that manifests the structure of the neighborhood;</li> <li>➤ Cul-de-sacs should be avoided unless natural conditions demand them;</li> <li>➤ The street network should be interconnected; and</li> <li>➤ Transit access, passenger safety, and transit facilities should be included in the street network design.</li> </ul>		<p>Individual blocks vary in length but average less than 600 feet in length and 1800 feet in perimeter. The interior streets are an interconnected system of residential collectors and local residential streets. The plan is very adaptable for transit with a transit stop proposed for the Village Center and potentially at the community park. Cul-de-sacs are avoided and used only as open ended cul-de-sacs in situations to provide pedestrian access to the surrounding arterial roadways or to provide access to an out-parcel to support its later development.</p>
<p>Policy C-1.2: Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.</p>	<p>Yes</p>	<p>Based on the traffic study for the Specific Plan prepared by Fehr and Peers, all internal intersections of the Specific Plan will maintain a Level of Service of D or better. External intersection deficiencies will be addressed in the EIR.</p>
<p>Policy C-1.6: Discourage diversion of traffic to local streets by providing maximum capacity on arterial streets and locating high traffic generating uses on or near arterial frontages.</p>	<p>Yes</p>	<p>The Village Center is located on Boronda Road to allow and facilitate access for drive-by traffic on that major 6-lane arterial street. The Village Center is also connected via local roads to all the residents of the Specific Plan area so they do not have to use the arterial streets to access the center. The community park is also expected to be a significant traffic generating use. Although located in the interior of the community, it is connected to Boronda Road and Russell Road by El Dorado Drive and Road A.</p>
<p>Policy C-1.7: Design roadway capacities to adequately serve</p>	<p>Yes</p>	<p>The Specific Plan internal roadways are sized to accommodate the planned land uses but also not</p>

## WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

<b>Salinas General Plan Policy</b>	<b>Consistent</b>	<b>Discussion</b>
planned land uses.		oversized to encourage higher speed and excessive cut-through traffic. The paved widths of local residential streets are 32 feet, 34 feet, and 36 feet paved sections based on the ADT projected for that local street and in accordance with the New Urbanism District residential street standards.
Policy C-1.9: Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system.	Yes	The Specific Plan will use bulb-outs and other traffic calming devices to slow traffic and promote pedestrian-friendly streets. These are primarily located along the pathways system where the pathways system crosses a residential collector roadway. This will facilitate pedestrian crossing of these streets and also slow vehicular traffic to enhance safety and minimize high-speed/high impact collisions.
Policy C-3.2: Design development and reuse/revitalization projects to be transit oriented to promote the use of alternative modes of transit and support higher levels of transit service.	Yes	The Specific Plan contains an interconnected system of collector roadways that support various alignments of future transit through the area. The Village Center is expected to have a transit stop and potentially a transit stop at the Community Park.
Policy C-4.1: Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connection between existing bicycle routes.	Yes	The existing Class II bicycle lanes on McKinnon Street and El Dorado Drive will be extended north through the Specific Plan area to connect to Russell Road. These bike lanes, internal to the Specific Plan area, will augment the bicycle lanes on the surrounding arterial streets of Boronda Road, Russell Road, San Juan Grade Road and Natividad Road. The interconnected local street system of a New Urbanism plan results in lower volume lower speed vehicular traffic that is compatible with mixed flow bicycles and vehicles. The off-street bicycle travel is incorporated in the network of pathways. A 10-foot wide off-street shared use path will be provided along the entire length of the Specific Plan and greater North of Boronda FGA located to the east.
Policy C-4.2: Increase availability of facilities such as bicycle racks and well-maintained and well-lit bike lanes, that promote bicycling.	Yes	Bicycle racks are included in the expected facilities program for the small parks, Neighborhood Parks and Community Park. Bicycle racks will also be provided in the Village Center in the vicinity of Main Street and the Town Square. The school district facilities also typically provide bicycle racks for those students and staff who ride bicycles.



WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
Policy C-4.3: Encourage existing businesses and require new construction to provide on-premise facilities to aid bicycle commuters, such as on-site safe bicycle parking.	Yes	The new commercial businesses in the Specific Plan will be located within the Mixed Use Village Center. Bicycle racks will be provided in one or more highly visible locations to provide a convenient and secure facility for bicycle commuters.
Policy C-4.4: Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.	Yes	The Specific Plan interconnected local street system is the primary bicycle environment for recreation and commuting purposes. These relatively low volume, low speed streets are suitable for bicycles sharing the road with vehicles and some contain multi-use pathways for bicycle use (Road C and the roads surrounding the community park).
Policy C-4.5: Where possible, ensure that roadway improvements (i.e., widening and re-striping), as well a new overpasses, allow for safe on-street bike lanes or adequate right lane space for bicycles.	Yes	The roadways adjacent to and within the Specific Plan area include both bicycle lanes and wide outside lanes to accommodate bicycles. The designated bicycle lanes are located on the surrounding arterial streets and El Dorado Drive and McKinnon Street.
Policy C-4.6: Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.	Yes	The Specific Plan identifies that all pedestrians and bicycle route improvements will be ADA compliant and in accordance with Caltrans standards for design. The details of these improvements will be part of subsequent Tentative Maps and Site Development Plans.
Policy C-4.7: Encourage parking lot designs that provide for safe and secure bicycle parking.	Yes	The Specific Plan includes one area with large parking lots in the Village Center on Boronda Road. The illustrative plan for the Village Center allows for areas suitable for bicycle parking near the large parking lots serving the Main Street and Town Square area.
Policy C-5.2: Encourage all new bus stops and changes in existing bus stops to take pedestrian access into consideration.	Yes	The currently planned route of the MST transit service and the proposed stops is illustrated in Figure 5-23. The primary pedestrian pathways system that connects to these stops as well as to the educational, park and commercial facilities is illustrated in Figure 5-28.
Policy C-5.3: Ensure that all pedestrian route improvements meet with ADA standards for accessibility.	Yes	The Specific Plan identifies that all pedestrian route improvements are ADA compliant.

## WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

<b>Salinas General Plan Policy</b>	<b>Consistent</b>	<b>Discussion</b>
Policy C-5.4: Encourage parking lot design that promote pedestrian access and safety.	Yes	The illustrative plan for the Village Center shows parking lots that provide for pedestrian circulation and minimize major conflicts between pedestrians and vehicular traffic.
Policy C-5.5: Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.	Yes	The Specific Plan contains a network of pathways comprised of widened sidewalks and parkways that interconnect all the schools, parks, shopping, and employment areas. All streets within the development will include ADA-compliant paths along all street frontages and access ramp at curb returns and other locations required by law and City/State standards.
<b>Safety Element</b>		
Policy S-2.1: Apply design techniques and standards that are aimed at reducing criminal activity in new development and reuse/revitalization projects.	Yes	The Specific Plan design includes public spaces such as schools and parks that are surrounded on most sides by local streets. This improves the visibility into these facilities, thus providing visual security. The pathways network is mostly along the local streets system also providing “eyes-on-the-street.” Individual homes will include first and second story front facing windows that facilitate views to the street, also improving visual security. Detailed designs will be reviewed according to CPTED principles.
Policy S-2.2: Ensure that adequate street and property lighting is provided and maintained in order to protect public health and safety.	Yes	The street and property lighting will provide appropriate illumination for public health and safety in accordance with CPTED principles, City standards/requirements and will be shown on the subsequent Tentative Maps and Site Development Plans.
Policy S-2.3: Encourage development designs and land use mixtures that serve to focus eyes and attention on public areas.	Yes	The Specific Plan street system is designed to focus eyes and attention on the public areas. Parks are often located at the visual termination of local streets and schools are surrounded on 2 or more sides by local streets to increase visibility into the sites.
Policy S-4.3: Design flood control system in new development areas to avoid increasing flood hazard elsewhere.	Yes	The Specific Plan includes site/parcel based PCBMPs to the MEP and a system of supplemental detention and retention facilities that will retain on-site the increased storm water runoff that results from the increase in impervious surfaces. The system is designed so that the rate and volume of storm water runoff is equal to or less than current undeveloped conditions. This will avoid increasing flood hazard elsewhere.

WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
		<p>The Specific Plan area is not mapped by the Federal Emergency Management Agency (FEMA) with any significant Special Flood Hazard Areas (SFHAs). The northwest corner of the Plan Area is mapped with a shaded Zone X zone, indicating either a .2% annual chance of flood from the Santa Rita Creek, or a 1% annual chance of flood with depths of less than one foot from Santa Rita Creek (Figure 1-2). This Zone X area will be eliminated as part of the implementation of the Specific Plan and the final grading plan for this portion of the Plan Area.</p>
<p>Policy S-4.4: Maintain open areas needed to retain stormwater and prevent flooding of urban and agricultural land.</p>	<p>Yes</p>	<p>The Specific Plan maintain specific open space areas for the supplemental detention and retention facilities noted above combined with site/parcel based PCBMPs to the MEP to prevent flooding of downstream urban and agricultural areas.</p>
<p>Policy S-4.5: Provide storm-water retention capacity consistent with Reclamation Ditch capacity to avoid damage to urban development as a result of a 100-year flood.</p>	<p>Yes</p>	<p>The Specific Plan includes a system of supplemental storm water detention and retention basins and site/parcel based PCBPs to the MEP designed to eliminate impact on the Reclamation Ditch resulting from the urban development of the Specific Plan area.</p>
<p>Policy S-5.2: Ensure that street widths and clearance areas are sufficient to accommodate fire protection equipment and emergency vehicles.</p>	<p>Yes</p>	<p>The three specific plans which comprise the Future Growth Area (FGA) and the City have jointly completed a study to assure the narrower street widths and curb radii of the FGA are adequate for emergency vehicles. That study conducted by Fehr and Peers was completed in October 2005. It is attached in Appendix F.</p>
<p>Noise Element</p>		
<p>Policy N-1.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.</p>	<p>Yes</p>	<p>The Specific Plan area is potentially impacted by noise from the surrounding arterial roadways. Residential development is set back from these roadways by widened parkways and landscaping and water quality filtration areas. In other areas, supplemental detention and retention basins are located along arterial roads to further separate residential development from the vehicular noise generators. In some cases limited sound walls with appropriate landscaping may be necessary to mitigate noise impacts from surrounding roads.</p>

WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
<p>Policy N-1.2: Require the inclusion of noise-reducing design features in development and reuse/revitalization projects to address the impact of noise on residential development.</p>	<p>Yes</p>	<p>The Specific Plan area is potentially impacted by noise from the surrounding arterial roadways. Residential development is set back from these roadways by widened parkways and landscaping and water quality filtration areas. In other areas, supplemental detention and retention basins are located along arterial roads to further separate residential development from the vehicular noise generators. In some cases limited sound walls with appropriate landscaping may be necessary to mitigate noise impacts from surrounding roads.</p>
<p>Policy N-2.1: Ensure noise impacts generated by vehicular sources are minimized through the use of noise control measures (e.g., earthen berms, landscaped walls, lowered streets).</p>	<p>Yes</p>	<p>The Specific Plan area is potentially impacted by noise from the surrounding arterial roadways. Residential development is set back from these roadways by widened parkways and landscaping and water quality filtration areas. In other areas, supplemental detention and retention basins are located along arterial roads to further separate residential development from the vehicular noise generators. In some cases limited sound walls with appropriate landscaping may be necessary to mitigate noise impacts from surrounding roads.</p>
<p>Policy N-2.2: Control truck traffic routing to reduce transportation –related noise impacts on sensitive land uses.</p>	<p>Yes</p>	<p>The Specific Plan area contains few land uses that will require routine truck traffic. The Village Center will require truck deliveries. Primary truck access to the Village Center is from Boronda Road. Secondary truck access is from Russell Road via Road A and El Dorado Drive, which are aligned along the edge of residential neighborhoods.</p>
<p>Economic Development Element</p>		
<p>Policy ED-LU-1.6: Facilitate the review and approval of the North of Boronda Future Growth Area Specific Plans to create high-quality residential and mixed-use housing opportunities to meet the housing needs of an expanding community workforce (Economic Opportunity Area I and a portion of H).</p>	<p>Yes</p>	<p>The Specific Plan has been created to allow the discretionary action by the City as the key step in creating a high quality residential and mixed use development in the North of Boronda Future Growth Area.</p>

APPENDIX C

WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
<p>Policy ED-C-2.14: Utilize roundabouts, where feasible, to promote improved traffic operations and to enrich the driving experience. Utilize the center of the roundabouts for special signage, traffic features, and public art.</p>	<p>Yes</p>	<p>The Specific Plan includes internal roundabouts at appropriate locations adjacent to the Community Park and the plans for Boronda Road adjacent to the Specific Plan include roundabouts at several key intersections</p>
<p>Policy ED-N-1.1: Attract a wide range of residential and residentially compatible investment types that support neighborhood character.</p>	<p>Yes</p>	<p>The Specific Plan is consistent with this General Plan requirement with approximately 1,361 low residential (31%), 1,803 medium residential (44%), and 1,085 high residential (25%). This will provide wide range of opportunities to attract compatible investment types supportive of neighborhood character.</p>
<p>Policy ED-N-2.1: Define and promote the unique identity of residential neighborhoods through use of neighborhood identity and design standards.</p>	<p>Yes</p>	<p>The Specific Plan includes 4 neighborhoods each with its own unique neighborhood park and in some cases a neighborhood school. The system of community trails connect residents to the neighborhood facilities and the Mixed Use Village Center</p>
<p>Policy ED-N-2.2: Improve neighborhood streetscapes to enhance walkability and support a safe and attractive pedestrian environment through the Community Design Element.</p>	<p>Yes</p>	<p>The Specific Plan contains a network of pathways comprised of widened sidewalks and parkways that interconnect all the schools, parks, shopping, and employment areas.</p>
<p>Policy ED-QL-1.2: Increase safety and reduce crime by regulating the design of the residentially built environment and implementing recommendations put forth in the CASP strategy. Ensure the design of public spaces and private developments are conducive to eyes on the street/natural surveillance while enhancing the aesthetic appeal and usability of a space.</p>	<p>Yes</p>	<p>The Specific Plan design includes public spaces such as schools and parks that are surrounded on most sides by local streets. This improves the visibility into these facilities, thus providing visual security. The pathways network is mostly along the local streets system also providing “eyes-on-the-street.” Individual homes will include first and second story front facing windows that facilitate views to the street, also improving visual security. Detailed designs will be reviewed according to CPTED principles.</p>

WEST AREA SPECIFIC PLAN GENERAL PLAN CONSISTENCY

Salinas General Plan Policy	Consistent	Discussion
<p>Policy ED-QL-3.1: Create new park space, connect existing and future parks and open space areas/corridors, encourage public art throughout the City, and include this policy and action items in the Community Design Element.</p>	<p>Yes</p>	<p>The Specific Plan includes designated park sites totaling approximately 49.76 acres. At a standard of 3 acres per 1,000 population, the park requirement would be 47.78 acres. The Specific Plan is providing approximately 1.98 acres of parks beyond the standard of 3 acres per 1,000 residents. The Specific Plan identifies a range of park sizes configured differently than the three parks standards currently shown in the General Plan. This is consistent with the New Urbanism approach that places park facilities within easy walking distance of residents. The community park is approximately 30.8 acres. The Neighborhood Parks average 3.1 acres and the six small parks average approximately 1.1 acres.</p>
<p>Policy ED-QL-3.3: Strive to create development patterns such that the majority of residents are within one-half mile walking distance of a park, greenway, public plaza or recreation center (in more urbanized areas of the City).</p>	<p>Yes</p>	<p>The Specific Plan includes a “Proposed Parks and Walking Distances” figure that shows virtually all residents are within one-quarter mile (1320 feet) of a park. See Figure 2-6.</p>
<p>Policy ED-QL-3.4: Better integrate parks into neighborhood fabric to blur the boundary between neighborhood, sidewalk, and park perimeters to better integrate parks into neighborhood fabric.</p>	<p>Yes</p>	<p>The Specific Plan includes 11 parks that are integrated within the neighborhoods and provide a focal point for community activities.</p>

**Appendix D:**  
**Mitigation Monitoring and Reporting**  
**Program**

## FINAL MITIGATION MONITORING AND REPORTING PROGRAM

4.0

This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the Salinas West Area Specific Plan Project (Project). This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR, some of which were revised after the Draft EIR were prepared. These revisions are shown in Chapter 3.0 of the Final EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this FMMRP. The FMMRP also includes mitigation measures which are required by the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

### 4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The City of Salinas will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the Project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Mitigation Timing:** Identifies at which stage of the Project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.





FINAL MITIGATION MONITORING AND REPORTING PROGRAM

4.0

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code.</p> <p><b>Mitigation Measure 3.1-5:</b> Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-efficient irrigation systems will be installed throughout the Specific Plan Area, consistent with or better than the requirements contained within the State’s Model Water Efficient Landscape Ordinance, the City’s Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements.</p> <p><b>Mitigation Measure 3.1-6:</b> Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City’s Municipal Code.</p> <p><b>Mitigation Measure 3.1-7:</b> Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas:</p> <ul style="list-style-type: none"> <li>• Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more;</li> <li>• Incorporate a park-and-ride lot;</li> <li>• Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and</li> <li>• Install publicly-available dual post Level 2 charge stations within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-mounted Charging Station (2-10 hours</li> </ul>	<p>Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>Prior to the issuance of building permits</p> <p>Prior to approval of improvement plans or development review permits, as applicable</p> <p>Prior to approval of development review permit(s)</p> <p>Prior to approval of development view permits including</p>	

4.0

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>charging).</p> <p><b>Mitigation Measure 3.1-8:</b> Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District’s operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps);</li> <li>• Replace combustion school buses with electric school buses within the local community;</li> <li>• Install adaptive traffic control systems;</li> <li>• Install solar photovoltaic (PV) systems.</li> </ul>		tentative maps	
<p>Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation</p>	<p><b>Mitigation Measure 3.1-9:</b> Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions:</p> <ul style="list-style-type: none"> <li>• Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure;</li> <li>• Prohibit grading and earthmoving activities, and cover stock piles, during periods of high wind (over 15 mph);</li> <li>• Limit vehicle speed on construction sites to 15 mph.</li> <li>• Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);</li> <li>• Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas</li> </ul>	<p>City of Salinas Community Development Department</p> <p>Monterey Bay Air Resources District</p>	Prior to the issuance of grading permits	

## FINAL MITIGATION MONITORING AND REPORTING PROGRAM

4.0

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<p><i>after cut and fill operations and hydroseed area;</i></p> <ul style="list-style-type: none"> <li>• <i>Maintain at least 1-foot of freeboard in each haul truck;</i></li> <li>• <i>Provide windbreaks on the windward perimeter of construction projects where adjacent to open land;</i></li> <li>• <i>Cover inactive storage piles;</i></li> <li>• <i>Sweep streets if visible soil material is carried out from the construction site;</i></li> <li>• <i>Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable;</i></li> <li>• <i>Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or</i></li> <li>• <i>Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.</i></li> </ul>			
<p>Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants</p>	<p><b><i>Mitigation Measure 3.1-10:</i></b> <i>Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk.</i></p> <p><i>If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the</i></p>	<p>City of Salinas Community Development Department</p> <p>Monterey Bay Air Resources District</p>	<p>Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations)</p>	

## 4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<i>potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e., to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.</i>			
Impact 3.1-7: Cumulative impact on the region's air quality	<i>Implement Mitigation Measures 3.1-1 through 3.1-10.</i>	See Mitigation Measures 3.1-1 through 3.1-8	See Mitigation Measures 3.1-1 through 3.1-8	
<b>BIOLOGICAL RESOURCES</b>				
Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian	<p><b>Mitigation Measure 3.2-1:</b> <i>Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat.</i></p> <p><b>Mitigation Measure 3.2-2:</b> <i>Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger</i></p>	<p>City of Salinas Community Development Department</p> <p>California Department of Fish and Wildlife</p> <p>U.S. Fish and Wildlife Service</p> <p>Qualified Biologist</p> <p>City of Salinas</p>	<p>Prior to issuance of grading and/or building permits</p> <p>Prior to</p>	

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<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<p><i>salamander, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by a biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.</i></p> <p><b>Mitigation Measure 3.2-3:</b> <i>Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat.</i></p> <p><b>Mitigation Measure 3.2-4:</b> <i>Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1)</i></p>	<p>Community Development Department</p> <p>California Department of Fish and Wildlife</p> <p>U.S. Fish and Wildlife Service</p> <p>Qualified Biologist</p> <p>City of Salinas Community Development Department</p> <p>California Department of Fish and Wildlife</p> <p>U.S. Fish and Wildlife Service</p> <p>Qualified Biologist</p> <p>City of Salinas Community Development Department</p> <p>California</p>	<p>issuance of grading and/or building permits</p> <p>Prior to issuance of grading and/or building permits</p> <p>Prior to issuance of grading and/or building permits</p>	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.</p>	<p>Department of Fish and Wildlife  U.S. Fish and Wildlife Service  Qualified Biologist</p>		
<p>Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds</p>	<p><b>Mitigation Measure 3.2-5:</b> Building and grading permits and plans issued for development in the Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within 300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, 300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.</p>	<p>City of Salinas Community Development Department  Qualified Biologist  California Department of Fish and Wildlife</p>	<p>In conjunction with issuance of building and grading permits and plans</p>	
<p>Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a</p>	<p><b>Mitigation Measure 3.2-6:</b> Grading and/or building permits and plans issued for development in the Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures,</p>	<p>City of Salinas Community Development Department  Qualified Biologist</p>	<p>In conjunction with issuance of building and/or grading permits and plans</p>	

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<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals	<i>and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.</i>			
Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state- protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	<b>Mitigation Measure 3.2-7:</b> <i>Prior to grading/building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches, the project applicant shall obtain a jurisdictional determination from the USACE and CDFW for the ditches that are proposed to be disturbed. If these regulatory agencies concur that these facilities are exempt, then no further mitigation is necessary. If it is determined that these facilities are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1600 Streambed Alteration Agreement) will be necessary and a permit shall be adhered to throughout the construction phase. At a minimum, the project applicant shall replace on a “no net loss” basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. Wetland habitat shall be replaced at acreage and location agreeable to the USACE, RWQCB, and CDFW and as determined during the Section 401, 404, and 1600 permitting processes.</i>	City of Salinas Community Development Department  U.S. Army Corps of Engineers  Regional Water Quality Control Board  California Department of Fish and Wildlife	Prior to grading / building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches	
CULTURAL AND TRIBAL RESOURCES				



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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5</p>	<p><b>Mitigation Measure 3.3-1:</b> <i>In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters, lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either “historical resources” within the meaning of CEQA Guidelines section 15064.5, subdivision (a), “unique archaeological resources” as defined in Public Resources Code section 21083.2, subdivision (g), or “tribal cultural resources,” as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be “unique archaeological resources” but not “historical resources” or “tribal cultural resources,” the project proponent’s obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.</i></p>	<p>City of Salinas Community Development Department  Qualified Archaeologist</p>	<p>In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters, lithic scatters) are uncovered (discovered) during excavation and/or grading</p>	
<p>Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5</p>	<p><i>Implement Mitigation Measure 3.3-1.</i></p>	<p>See Mitigation Measure 3.3-1</p>	<p>See Mitigation Measure 3.3-1</p>	
<p>Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource</p>	<p><b>Mitigation Measure 3.3-2:</b> <i>If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be</i></p>	<p>City of Salinas Community Development Department  Qualified</p>	<p>If paleontological resources are discovered during the course of</p>	

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<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<i>curated and displayed for public education purposes. Grading/ building permits and plans shall note this measure.</i>	Paleontologist	construction	
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of formal cemeteries	<p><b>Mitigation Measure 3.3-3:</b> <i>If human remains are found during construction within the Specific Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall reburial the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:</i></p> <ul style="list-style-type: none"> <li><i>a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission;</i></li> <li><i>b) the descendent identified fails to make a recommendation; or</i></li> <li><i>c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</i></li> </ul> <p><i>Grading permit/building permit plans shall note this measure.</i></p>	<p>City of Salinas Community Development Department</p> <p>Monterey County Coroner</p> <p>Native American Heritage Commission</p>	If human remains are discovered during the course of construction within the Specific Plan Area	
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<p><b>Mitigation Measure 3.4-1:</b> <i>Prior to the approval of the tentative maps and development review permits, as applicable, pursuant to CEQA Guidelines section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP shall include the following:</i></p>	City of Salinas Community Development Department	Prior to the approval of the tentative maps and development review permits	

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	<p>1) The GGRP shall achieve a per capita operational emissions level of 1.94 MT CO<sub>2</sub>e/service population/year by year 2035, and 0.80 MT CO<sub>2</sub>e/service population/year by year 2050.</p> <p>2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod.</p> <p>GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time.</li> <li>Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City.</li> </ul> <p>If sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the project applicant shall include evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to approval of the tentative map or development review application, as applicable.</p> <p>Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete, the qualified GHG reduction plan</p>			



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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities.</p> <p><b>Mitigation Measure 3.5-3:</b> Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.</p>	<p>County Health Department</p> <p>City of Salinas Community Development Department</p> <p>Monterey County Health Department</p>	<p>Prior to the issuance of building permits</p>	
<p>Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure</p>	<p><b>Mitigation Measure 3.5-4:</b> The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010. Standards for School Site Selection (c).</p> <ul style="list-style-type: none"> <li>• 100 feet for power lines that are between 50 and 133 kV.</li> </ul>	<p>City of Salinas Community Development Department</p>	<p>Prior to approval of improvement plans for any school site</p>	
HYDROLOGY AND WATER QUALITY				
<p>Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction</p>	<p><b>Mitigation Measure 3.6-1:</b> Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ &amp; 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City</p>	<p>City of Salinas Public Works Department</p> <p>Regional Water Quality Control Board</p>	<p>Prior to issuance of grading permits</p>	

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<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<i>of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.</i>			
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation	<p><b>Mitigation Measure 3.6-2:</b> <i>Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention/retention basins designed to meet the applicable regulatory requirements and to reduce contaminant loadings to receiving waters to the maximum extent practicable.</i></p> <p><i>The Improvement Plans shall be consistent with the City's NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (RWQCB – Central Coast Region, 2012) requires the following:</i></p> <ol style="list-style-type: none"> <li><i>I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality;</i></li> <li><i>II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and</i></li> <li><i>III. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased.</i></li> </ol> <p><i>Additionally, the Improvement Plans shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013a) require the following practices:</i></p> <ol style="list-style-type: none"> <li><i>I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City's latest NPDES permit;</i></li> <li><i>II. Minimize compaction of highly permeable soils; and</i></li> <li><i>III. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire protection.</i></li> </ol>	City of Salinas Public Works Department	Prior to the approval of site improvement plans	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><b>Mitigation Measure 3.6-3:</b> Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention basins designed to prevent to the maximum extent practicable the creation of new sources of polluted runoff. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.</p> <p><b>Mitigation Measure 3.6-4:</b> Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department detailed plans and calculations for supplemental retention and peak flow control. BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.</p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p>	<p>Prior to the approval of site improvement plans</p> <p>Prior to the approval of site improvement plans</p>	
<p>Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge</p>	<p><b>Mitigation Measure 3.6-5:</b> Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, design, and installation shall be included in a stormwater control plan. The stormwater control plan shall be reflected on the Improvement Plans, subject to review and approval by the Salinas Public Works Department.</p> <p><b>Mitigation Measure 3.6-6:</b> Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to</p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p>	<p>Prior to the approval of site improvement plans</p> <p>Prior to the approval of site improvement plans</p>	

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<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<i>review and approval by the Salinas Public Works Department.</i>			
Impact 3.6-5: The proposed project has the potential to otherwise substantially degrade water quality	<i>Implement Mitigation Measure 3.6-1.</i>	See Mitigation Measure 3.6-1	See Mitigation Measure 3.6-1	



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NOISE				
Impact 3.7-1: The proposed project has the potential to increase traffic noise levels at existing receptors	<i>Implement Mitigation Measures 3.7-1 and 3.7-8.</i>	See Mitigation Measures 3.7-1 through 3.7-8	See Mitigation Measures 3.7-1 through 3.7-8	
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities	<p><b>Mitigation Measure 3.7-1:</b> <i>Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation.</i></p> <p><b>Mitigation Measure 3.7-2:</b> <i>Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 300 feet from a sensitive receptor. All construction staging areas shall be located at least 300 feet from a sensitive receptor.</i></p>	City of Salinas Community Development Department	Prior to the approval of site improvement plans	
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise	<p><b>Mitigation Measure 3.7-3:</b> <i>Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design and constructions details of the eight-foot to nine-foot tall sound attenuation walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L<sub>dn</sub> noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of the wall is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's</i></p>	City of Salinas Community Development Department	Prior to approval of improvement plans and respective permits	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation:</i></p> <ol style="list-style-type: none"> <li><i>(1) The use or the installation and maintenance of ant-graffiti materials and surface treatments approved by the City on likely graffiti-attracting surfaces.</i></li> <li><i>(2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.</i></li> <li><i>(3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.</i></li> <li><i>(4) Immediate removal of graffiti by appropriate means within seventy-two hours.</i></li> <li><i>(5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).</i></li> <li><i>(6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods.</i></li> <li><i>(7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti.</i></li> <li><i>(8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti defacement.</i></li> </ol> <p><b>Mitigation Measure 3.7-4:</b> <i>Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and only applies to the facades facing these roadways. These specifications do not apply to single story homes, or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are</i></p>	<p>City of Salinas Community Development Department</p>	<p>Prior to approval of building permits</p>	

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	<p>available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City.</p> <p><b>Mitigation Measure 3.7-5:</b> Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.</p>	City of Salinas Community Development Department	Prior to approval of building permits	
Impact 3.7-5: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed park and school uses	<p><b>Mitigation Measure 3.7-6:</b> Prior to the approval of site improvement plans, as applicable, when parks or play areas are located near residential uses, the center of active play areas, such as football fields, soccer fields or other athletic fields, shall be located at a minimum distance of 90-feet from the nearest residential property lines. Large active play areas shall comply with the 60 dB <math>L_{eq}</math> and 70 dB <math>L_{max}</math> standards, and shall include these further noise level evaluations during the design phases of future park areas.</p> <p>Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB <math>L_{eq}</math> and 70 dB <math>L_{max}</math> noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway.</p> <p>Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of walls is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may</p>	City of Salinas Community Development Department	Prior to the approval of site improvement plans	

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	<p>occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see mitigation 3.7.3 for further discussion of best management practices.)</p>			
<p>Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses</p>	<p><b>Mitigation Measure 3.7-7:</b> Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design:</p> <ul style="list-style-type: none"> <li>• All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers;</li> <li>• Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers;</li> <li>• Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and</li> </ul> <p>The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.</p>	<p>City of Salinas Community Development Department</p>	<p>Prior to the approval of development review permits</p>	
<p>Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed well sites</p>	<p><b>Mitigation Measure 3.7-8:</b> The potential well and treatment plant sites are shown in the Specific Plan. The actual well and treatment plant facilities are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the West Area Specific Plan. The potential well and treatment plant sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans.</p> <p>Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities, the plans shall demonstrate that the following measures shall be included in the project design:</p> <ul style="list-style-type: none"> <li>• The well and treatment facilities have been designed and will be built to not exceed a noise level of 55 dB <math>L_{eq}</math> at the nearest residential or school property line during normal operation of the facilities;</li> <li>• The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB <math>L_{eq}</math>;</li> </ul>	<p>City of Salinas Community Development Department</p>	<p>Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities</p>	

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	<ul style="list-style-type: none"> <li>The generators shall be tested only during daytime hours; and</li> </ul> <p>Additionally, that the well and treatment facilities/sites have been designed (in accordance with the West Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.</p>			
PUBLIC SERVICES AND RECREATION				
Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts	<b>Mitigation Measure 3.9-1:</b> Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.	City of Salinas Community Development Department	Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses)	
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts	<b>Mitigation Measure 3.9-2:</b> Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), and Santa Rita Union School District (SRUSD) and provide documentation of said payment to the City.	City of Salinas Community Development Department	Prior to the issuance of building permits for each dwelling unit	
TRANSPORTATION AND CIRCULATION				
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans	<b>Mitigation Measure 3.10-1:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential	











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	<p><b>Mitigation Measure 3.10-12:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p><b>Mitigation Measure 3.10-13:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p> <p><b>Mitigation Measure 3.10-14:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas</p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p>	<p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	

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	<i>Public Works Department.</i>			
<p>Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans</p>	<p><b>Mitigation Measure 3.10-15:</b> Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p> <p><b>Mitigation Measure 3.10-16:</b> Each project applicant for development within the Specific Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p> <p><b>Mitigation Measure 3.10-17:</b> Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas</p>	<p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p>	

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<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
	<p><b>Mitigation Measure 3.10-18:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p>	Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	<p><b>Mitigation Measure 3.10-19:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p>	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	<p><b>Mitigation Measure 3.10-20:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p>	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential	

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	<p><b>Mitigation Measure 3.10-21:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p><b>Mitigation Measure 3.10-22:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p> <p><b>Mitigation Measure 3.10-23:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note</p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Public Works Department</p> <p>City of Salinas Community Development Department</p>	<p>development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential</p>	

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	<p><i>these improvements and the fair-share funding requirement.</i></p> <p><b>Mitigation Measure 3.10-24:</b> <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road &amp; East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i></p> <p><b>Mitigation Measure 3.10-25:</b> <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i></p> <p><b>Mitigation Measure 3.10-26:</b> <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i></p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to</p>	

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	<p><b>Mitigation Measure 3.10-27:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p>	Department	issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
<p>Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans</p>	<p><b>Mitigation Measure 3.10-28:</b> Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.</p> <p><b>Mitigation Measure 3.10-29:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</p> <p><b>Mitigation Measure 3.10-30:</b> Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for</p>	<p>City of Salinas Public Works Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>Prior to the approval of final improvement plans for each tentative map</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and</p>	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i></p> <p><b>Mitigation Measure 3.10-31:</b> <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i></p> <p><b>Mitigation Measure 3.10-32:</b> <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i></p> <p><b>Mitigation Measure 3.10-33:</b> <i>Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.</i></p>	<p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p> <p>City of Salinas Community Development Department</p>	<p>prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development</p> <p>Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential</p>	



## 4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
			development	

## FINAL MITIGATION MONITORING AND REPORTING PROGRAM

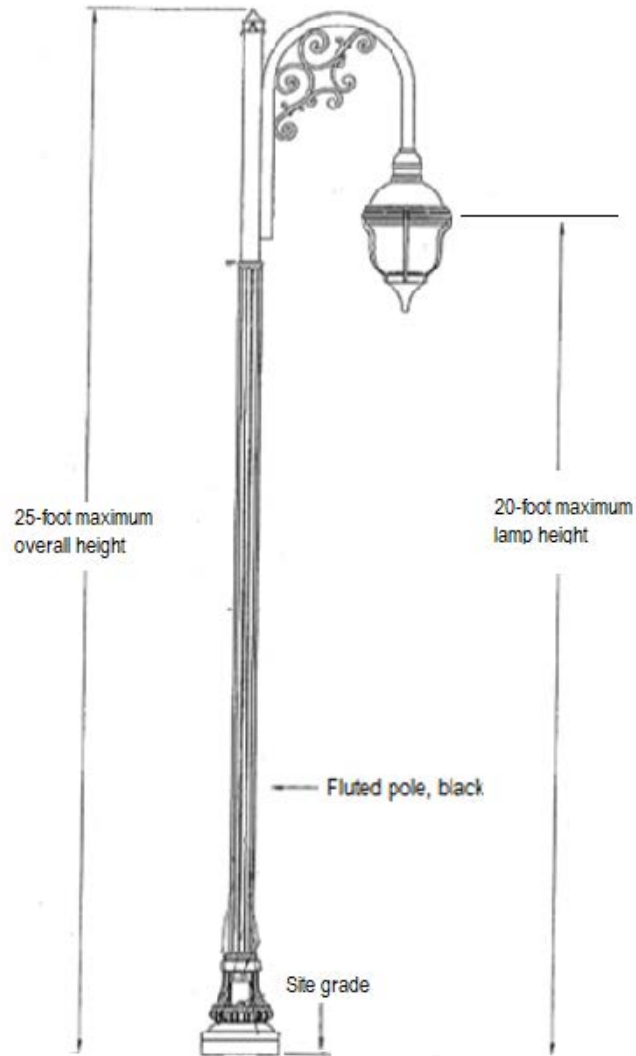
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<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
OTHER ISSUES DISCUSSED IN THE INITIAL STUDY				
AESTHETICS				
<p>a) Have a substantial adverse effect on a scenic vista?</p> <p>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</p> <p>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</p> <p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<p><b>Mitigation Measure A4:</b> <i>The City will implement Implementation Program CD4 on an ongoing basis. Implementation Program CD4 requires the City to implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.</i></p> <p><b>Mitigation Measure A5:</b> <i>The City will implement Implementation Program CD5 on an ongoing basis. Implementation Program CD5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City’s Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.</i></p>			

# **Appendix E: Light Standards**

**LIGHT STANDARDS**

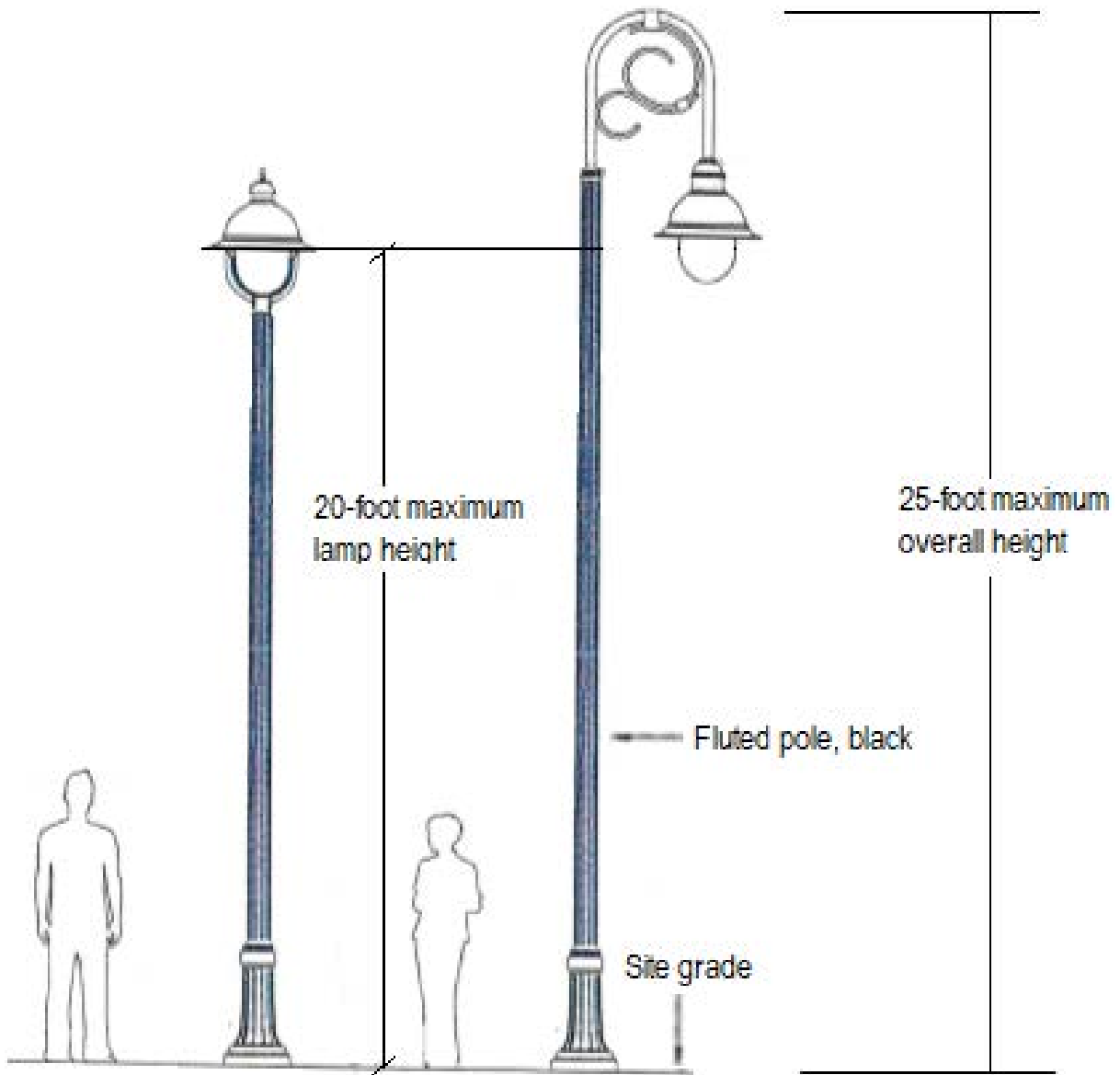
Northerly and Southerly Greenway Lighting



**N.T.S.**

Similar and complementary pedestrian scale lighting shall also be included along the pedestrian paths. Architectural elements may exceed the maximum height. Final design of street and pedestrian lighting shall be subject to approval by the City Planner and the City Engineer.

West Area Specific Plan Lighting



Architectural elements may exceed the maximum height subject to approval by the City Planner and City Engineer.

**Appendix F:**  
**2005 Memorandum Future Growth**  
**Area Street Sections**



**MEMORANDUM**

Date: October 7, 2005  
 To: Bob Richelieu and Rob Russell, City of Salinas  
 From: Daniel Rubins and Sohrab Rashid, P.E.  
**Subject: Street Section Field Test Results**

SJ04-738

This memorandum presents the results of a field test of fire department and refuse vehicles on street sections proposed for the new Sphere of Influence (SOI) areas north of Boronda Road. Participants in the test included City of Salinas planning and engineering staff, City Fire Department personnel, representatives from the refuse contractor BFI, and members of the project development team.

**BACKGROUND**

Members of the development team for the Sphere of Influence (SOI) annexation areas north of Boronda Road in Salinas have proposed new street section standards shown in Table 1. City staff requested field-testing of Local Residential Street sections 1 and 5. The function of vehicles and clearance from curbs were considered in the following tests:

1. Clearance for passing vehicles and deployment of fire equipment within mid-block segments, and
2. Turning movements of motor vehicles at the intersection.

TABLE 1 PROPOSED FUTURE GROWTH AREA SREET SECTIONS						
Description	Curb-to-Curb <sup>2</sup>	Park Lane <sup>2</sup>	Travel Lane <sup>2</sup>	Travel Lane <sup>2</sup>	Park Lane <sup>2</sup>	Recommended Maximum ADT <sup>4</sup>
Local Residential Street 1 <sup>1</sup>	32	7	9	9	7	1,000
Local Residential Street 2	34	7	10	10	7	1,500
Local Residential Street 3	36	7	11	11	7	2,000
Local Residential Street 4A	26	7	9.5	9.5	n/a	n/a <sup>3</sup>
Local Residential Street 4B	26	8	18	n/a	n/a	n/a <sup>3</sup>
Local Residential Street 5 <sup>1</sup>	28	7	10.5	10.5	n/a	2,000
Collector Street without Bike Lanes	40	8	12	12	8	3,000±

<sup>1</sup> Shaded rows represent tested street sections.  
<sup>2</sup> Measurements in feet.  
<sup>3</sup> ADT was not assigned to Streets 4A and 4B because City Staff will not permit a 26-foot wide street.  
<sup>4</sup> ADT favors quality of life/convenience and number of units fronting the street rather than physical capacity.

Bob Richelieu and Rob Russell  
 October 7, 2005  
 Page 2 of 4



The test was conducted for three fire vehicles (Ladder Truck T5371, Ladder Engine E5311, and Engine E5323) and a BFI refuse vehicle. The ladder vehicles include support arms or extenders that are deployed to provide additional vehicle stability during use of the ladders. Use of the extenders requires additional pavement width beyond the width of the vehicle body.

### **PASSING VEHICLE TEST**

This test was conducted on the narrowest cross-section (Local Residential Street 1) which includes two 9-foot travel lanes between parked vehicles. A passenger vehicle opposed both the refuse and widest fire vehicle in separate tests. In both cases, the section provided sufficient width for vehicles to pass assuming that vehicles were parked on both sides of the street. During the field exercise, private vehicles driven through the test section slowed considerably. This reaction helped to demonstrate the traffic calming effectiveness of the narrower cross-section.

The fire department also requested an assessment of the extenders for each fire vehicle. Ladder Engine 5311 is the widest fire vehicle without extenders deployed (9 feet 10 inches mirror-to-mirror) and with extenders deployed (17 feet 2 inches base plate-to-base plate). Therefore, with extenders deployed, this fire vehicle will fit within the 18-foot traveled way. However, vehicles would not be able to pass. Furthermore, street sections with fronting driveways will add areas of additional clearance for the extenders to be deployed and other vehicles to pass. Even on a 40-foot wide street with a 24-foot wide traveled way, the area for passing with parked cars on both sides would only be eight feet wide.

### **TURNING MOVEMENT TEST**

The turning movement test helped to determine the available clearance between the test vehicles and the curb, parked vehicles, and opposing vehicles stopped at the limit line. The test was conducted differently for the refuse and fire vehicles. Refuse vehicles generally stay within the appropriate travel lane and are always expected to obey stop signs; whereas, fire vehicles during emergency response may encroach into opposing travel lanes and turn at faster speeds.

The field test was designed to evaluate the narrowest cross-section to determine if fire vehicles could adequately maneuver at an intersection during an emergency response, and if refuse vehicle could negotiate the turns at normal travel speeds. As noted previously, the narrowest cross-section at mid-block is Local Residential Street 1, which includes 18 feet of traveled way plus two 7-foot parking lanes for a total of 32 feet curb-to-curb. At an intersection, it is possible that this street could include curb extensions to narrow the crossing width for pedestrians and make them more visible to drivers. These extensions would likely measure up to 5 feet in width, resulting in a net cross-section of 22 feet at the narrowest point. For Local Residential Street 5, a 5-foot curb extension on one side would result in a 23-foot throat, which is slightly wider than the 22-foot section at the intersection for Local Residential Street 1.

In addition, a curb radius of 15 feet was tested, with this minimum 22-foot cross-section, to determine if this design could be accommodated. The smaller curb radius helps to slow right-turning vehicles and reduce the overall size of the intersection. Figure 1 shows the test intersection layout of the two 32-foot streets with 22-foot throats at the crosswalk location. Parked vehicles were assumed to be no closer than 30 feet from the end of the curb return.



Bob Richelieu and Rob Russell  
 October 7, 2005  
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### ***Refuse Vehicle Test Results***

During the right turn movement, the waste management vehicle encroached slightly into the opposing travel lane of the cross street. This means the garbage/recycle waste management vehicle can not complete a right-turn while a vehicle is stopped at the limit line of the cross street that includes curb extensions. Because this conflict is expected to occur infrequently on these low volume streets, no substantial impact to garbage truck operations are anticipated. In addition, no encroachment into the opposing lane will occur if the street does not include curb extensions. The garbage truck's left turn movement cleared the curb, vehicles stopped at the limit line on the cross street, and parked vehicles. Overall, the garbage truck had sufficient clearance for right and left turns at normal travel speeds.

### ***Fire Vehicle Test Results***

During both right turns and left turns, the fire vehicles made the movement several times and cleared all impediments each time with one exception. During one right-turn movement, one fire vehicle briefly mounted the curb while trying to minimize encroachment into the opposing travel lane. The fire vehicles required the 30-foot red zone back from the curb return to clear parked vehicles and return to its respective side of the street. Every fire vehicle cleared the curb and parked vehicles, but these fire vehicle used almost all of the throat width during both right- and left-turn movements. This means that a private vehicle stopped at the limit line on the cross street would temporarily impede the fire vehicle unless the private vehicle moved out of the way.

The street system for the proposed SOI areas will include a well-connected layout of local and collector streets that will help to distribute traffic and minimize the number of higher-volume street segments. This layout will also provide multiple opportunities for fire vehicles to circulate and access a particular dwelling unit or building during emergency response mode. These factors should be included in the consideration of reviewing the results of these tests.

### ***Average Daily Volume***

Table 1 includes recommended Average Daily Traffic (ADT) volume thresholds for each street segment. AASHTO's "A Policy on Geometric Design of Highways and Streets" states that traffic volume is not usually a major consideration when developing design criteria for residential streets (see page 390 of 5<sup>1</sup> Edition). Thus for planning purposes, the ADTs increase as the travel lane width increases. Consistent with the Salinas' General Plan, Table 1 indicates a maximum of 2,000 ADT for a "local" street. Finally, the Collector without bike lanes could serve approximately 3,000 ADT. These thresholds favor quality of life/convenience and number of units fronting the street rather than physical capacity.

### ***Resulting Design Criteria***

Based on the street section test results, we recommend the following intersection design criteria:

1. Minimum 15-foot curb-return is desirable for local streets. We recommend a curb return no greater than 20-feet for local street intersections.
2. Minimum 22-foot intersection throat.
3. Minimum 30-foot red zone or curb extension back from a 15-foot radius curb return

Bob Richelieu and Rob Russell  
October 7, 2005  
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4. Signs on vertical posts should be set a minimum of 18-inches from the curb face to reduce the potential for collision of extruding portions of large vehicles (e.g., side mirrors).

#### ***Other Street Sections***

The field test was conducted for the narrowest intersection throat width with curb extensions, and the narrowest travel lanes. Therefore, except Local Residential Street 4, streets with wider intersection throat widths and travel lanes could be implemented within the plan area. In the case of Local Residential Street 4, both the City Engineer and Fire Chief determined that the use of a 26-foot street (curb-to-curb) is inappropriate.

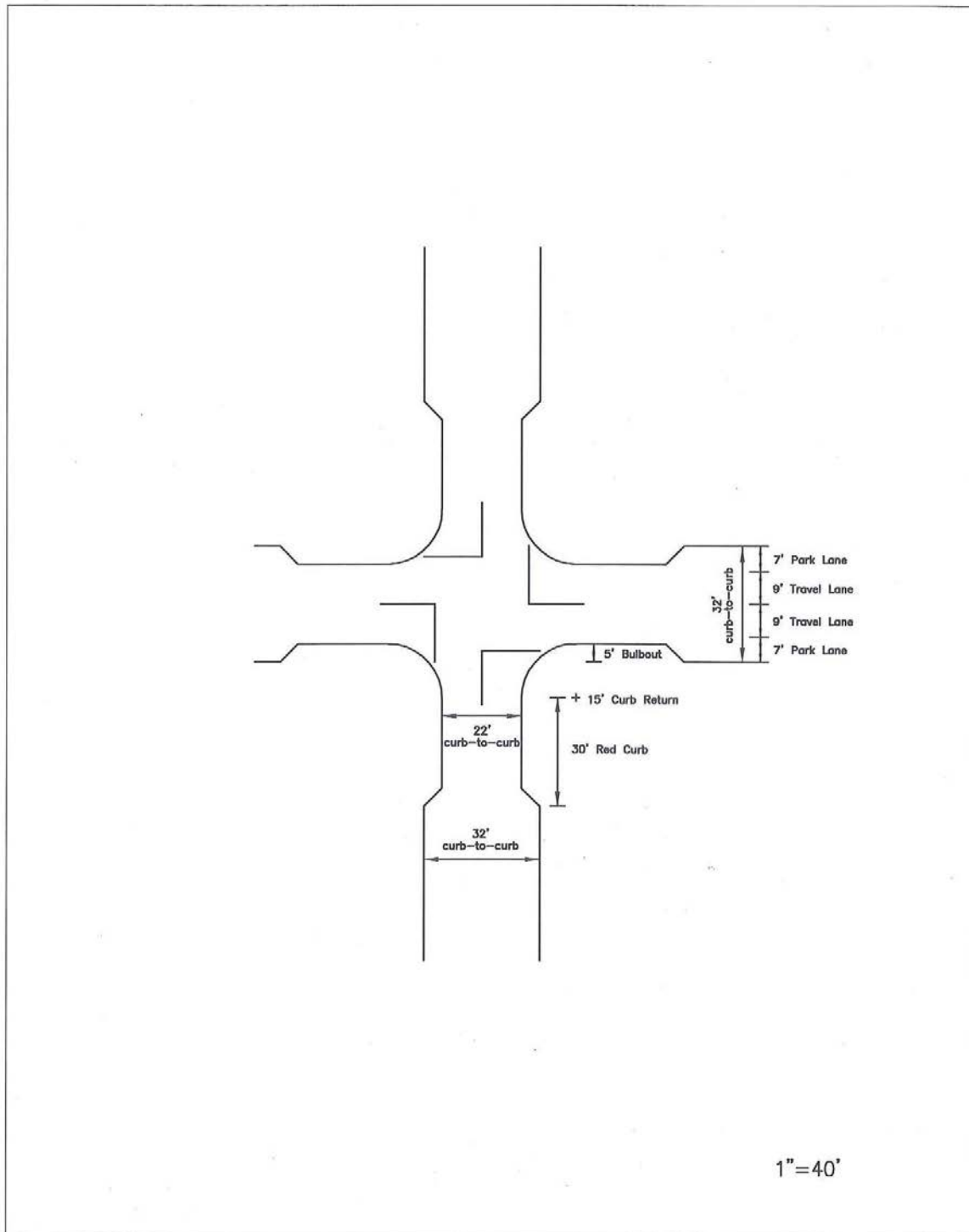
#### **CONCLUSIONS**

The proposed street sections were field tested with both fire and refuse vehicles to determine if these vehicles could be adequately accommodated. The results of the tests show that the refuse vehicle could navigate the narrowest intersection throat with curb extensions (22 feet), but may have to wait for a vehicle to turn from a cross-street before proceeding. Given the relatively low volume on local streets, delays are expected to be infrequent and minimal. Refuse vehicles can also travel unimpeded on the narrowest mid-block section.

Fire vehicles could also navigate the narrowest intersection cross-sections during emergency response with sufficient clearance between curbs and parked vehicles located at least 30 feet from the curb return. Fire vehicles would be impeded from turning if a vehicle remained stopped on the cross-street at the limit line and did not move at all.

Recommended design criteria include 15-foot curb radii on local streets, minimum 22-foot intersection throat widths, on-street parking restricted within 30 feet of the curb return, and location of signage at least 18 inches behind the face of curb.

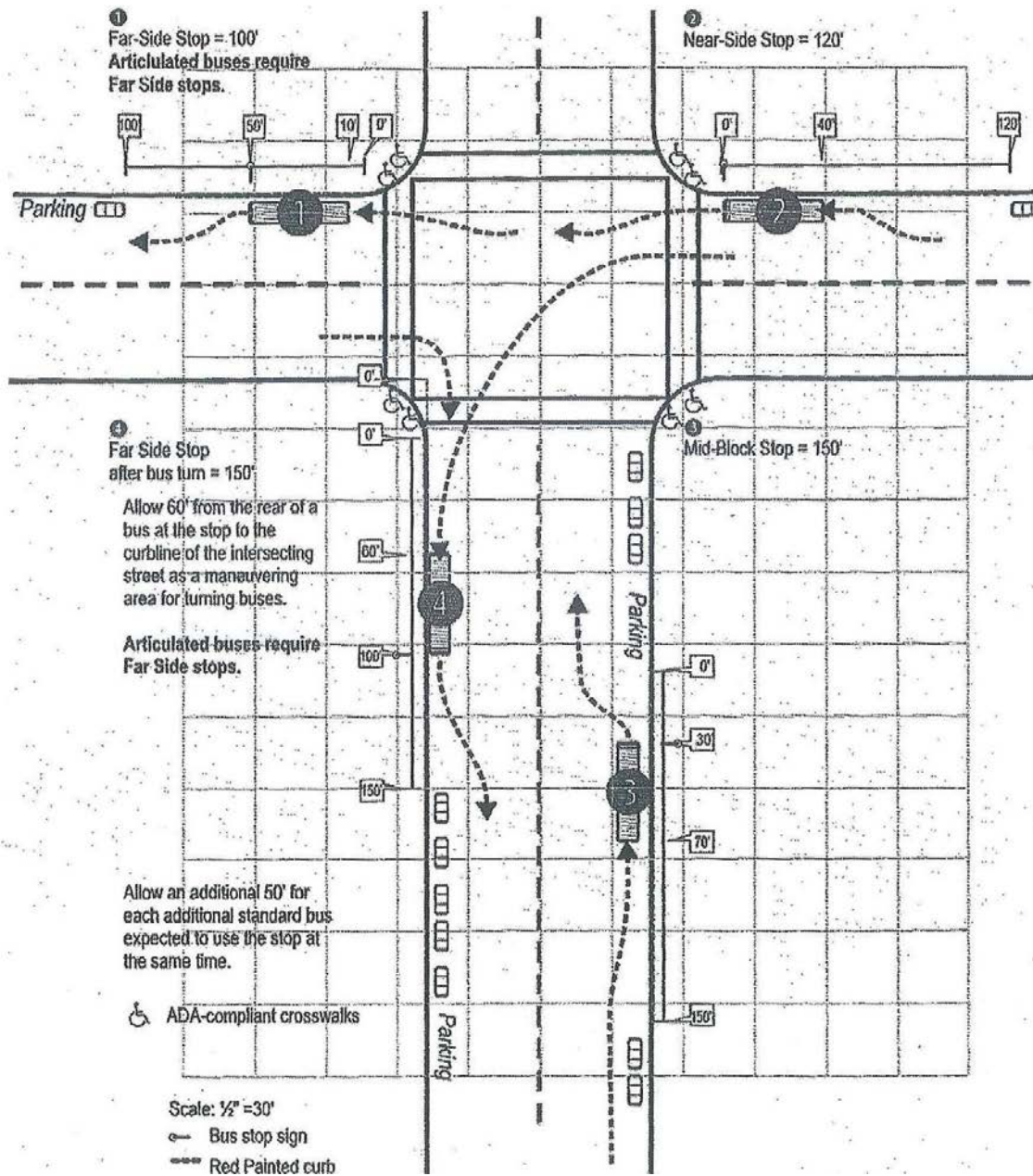
The street system for the proposed SOI areas will include a well-connected layout of local and collector streets that will help to distribute traffic and minimize the number of higher-volume street segments. This layout will also provide multiple opportunities for fire vehicles to circulate and access a particular dwelling unit or building during an emergency response. Many of the local streets will include driveways that provide areas for vehicles to wait as emergency vehicles travel through each neighborhood. Lastly, the traffic calming effect of narrow streets will help to enhance safety throughout the plan area. Observations of private vehicles through the test sections showed that the narrow street width had the desired effect of slowing traffic without having to resort to vertical measures such as speed humps or raised intersections. These factors should be considered while reviewing the results of these tests.



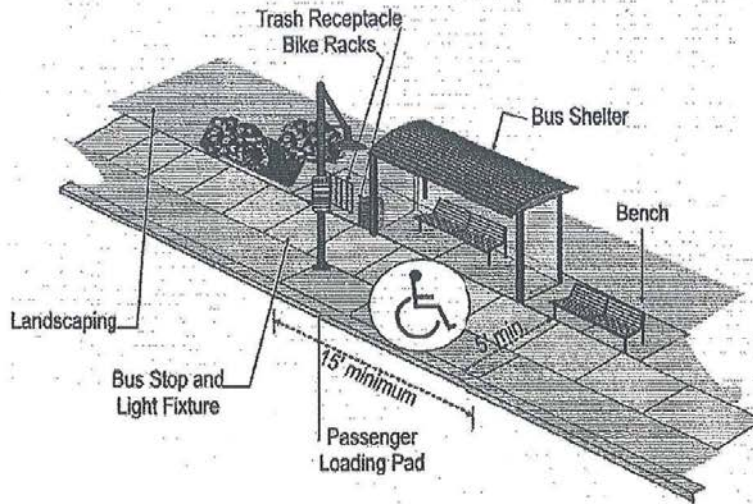
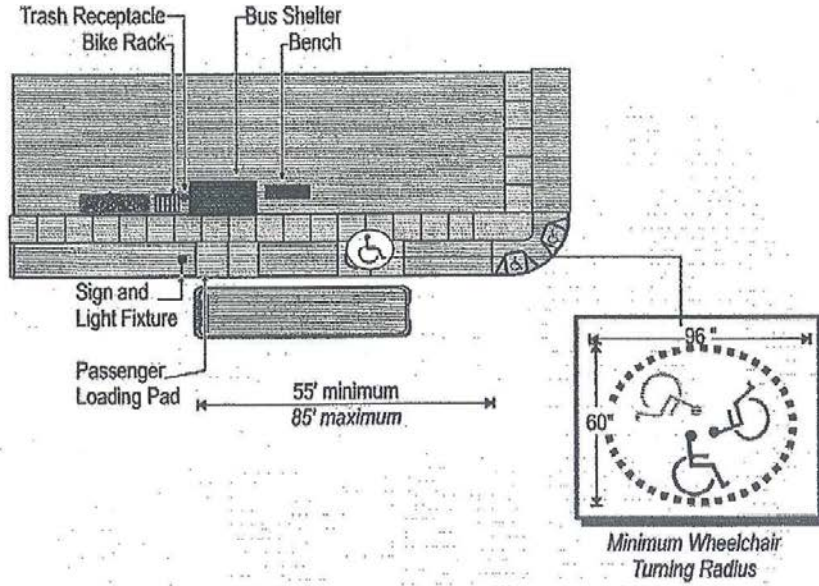
Salinas Specific Plan

### Bus Stop Dimensions

Minimum requirements for 40' bus in a 25 mph to 45 mph zone



**Bus Stop Environment (Wheelchair Accessible)**



**Note:**

Customized shelters that blend into surrounding environments are encouraged. Please consult with MST.

**Appendix G:**  
**2015 Letter Monterey-Salinas**  
**Transit (MST)**

# MST

MONTEREY-SALINAS TRANSIT

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**TRANSIT DISTRICT MEMBERS:**

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Groenfield  
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas  
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

May 12, 2015

Gary B. Wood  
Project Director  
AECOM  
401 West A Street, Suite 1200  
San Diego, CA 92101

**RE: Potential Bus Stop Locations  
West Area Specific Plan**

Dear Mr. Wood:

Thank you for the opportunity discuss potential bus stop locations for the West Area Specific Plan. While it is challenging to say with absolute certainty exactly where bus routes would be aligned over the next 5-20 years, MST staff made our best efforts to identify potential routes and bus stops in the project area based primarily on the land use and proposed bus stops and routes maps you provided.

In that regard, please find the attached map showing potential bus routes that would serve the project area, focusing on the higher-intensity uses, including the schools, parks and mixed-use parcels that have been identified. Please note that MST's recommended additional bus stop locations have been marked with a black "X" on the Figure 5.28. As far as priority, I would suggest that the bus stops located along the purple line would be primary, while those along the blue line would be served at a later date, towards the point in time at which the project area were fully built out and adjacent future developments had started to materialize primarily to the east of the project area. There are existing routes along the yellow line.

Please note that this letter does not represent any official position of MST as to endorsement of your project as a whole. MST reserves the right to make additional comments through any entitlement processes, CEQA document review, or other public input opportunities as your planning process continues. In addition, please note that just because a bus stop is installed by a developer does not obligate MST to serve that particular location immediately or at any point in the future. Rather, factors such as passenger demand, operational funding availability, and vehicle availability generally drive decisions as to if, when and how frequently a bus stop receives service.

**Letter to G. Wood**  
**May 12, 2015**  
**Page 2 of 2**

As you continue your planning process, please keep in mind adequate bus stop geometrics as well as bus turning radii and street width, which can be referenced in MST's Designing for Transit document available on our website. (<http://www.mst.org/wp-content/media/DesigningForTransit-web.pdf>) If you have questions regarding MST's recommended stop locations or need clarification on the exact orientation of the recommended stops as shown on the map, please contact Lisa Rheinheimer, Director of Planning and Development at (831) 393-8124.

Sincerely,



Hunter Harvath, AICP  
Assistant General Manager  
Finance and Administration

CC with Attachment: City of Salinas



⊗ Additional Bus Stop

■ First priority bus route

■ Second priority bus route

■ Existing bus routes



Note: Local residential areas shown on this map are concept plans only for the individual Planning Areas. Future activities shown will include proposed bus routes configurations.  
 Note: First priority routes and stops will be determined by Mobility Solutions Team.

FIGURE 5.28  
**Public Transit Plan**

AECOM City of Salinas

**Appendix H:**  
**Affordable Housing Component for  
the West Area Specific Plan and City  
Inclusionary Housing Ordinance**

## AFFORDABLE HOUSING COMPONENT FOR THE WEST AREA SPECIFIC PLAN

This appendix constitutes the Affordable Housing Component for the West Area Specific Plan. 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 West Area Specific Plan.

The City of Salinas has an inclusionary housing ordinance (Ordinance No. 2594; “the Ordinance” as contained herein) to ensure that all new residential developments (as applicable) in the City of Salinas include housing affordable to a range of income levels. Specifically, the Ordinance sets forth the requirements for landowners and developers to fulfill the conditions for workforce, moderate, median, low- and very low-income housing. The West Area Specific Plan will comply with the requirements of the Ordinance that is in effect at the time of the approval of the West Area Specific Plan, unless otherwise provided for in the Development Agreement.

### Applicability.

The City Council’s approval of the West Area Specific Plan shall constitute the first approval pursuant to the Ordinance. As such, all subsequent residential development in the Specific Plan Area shall be subject to the Ordinance, regardless of the number of units proposed within an individual planning permit application.

### Submittal of Subsequent Affordable Housing Plans.

The Specific Plan area is currently under multiple ownerships and residential development will likely be phased over 20-30 years. Due to the ownership distribution, the anticipated life of the project, and the variety of options provided in the Ordinance, multiple Affordable Housing Plans will likely be required. Additionally, in accordance with the Ordinance, if the applicant chooses to pay rental housing impact fees and/or for-sale housing in-lieu fees to meet the requirements of the Ordinance for a specific residential development, no Affordable Housing Plan is required. In accordance with Section 17-16, each subsequent application(s) for residential development in the Specific Plan Area shall specify with detail which Option, alternative or fee is proposed to fulfill the requirements of the Ordinance.

### Timing.

Subsequent Affordable Housing Plans shall be required to be submitted as part of the application per Section 17-16(a) of the Ordinance. The first approval for each subsequent residential development shall be any of the following: general plan amendment, development agreement amendment, specific plan amendment, planned development permit, tentative map, parcel map, conditional use permit, special use permit or building permit.

### Estimate of Standard Inclusionary On-Site Options.

The table below summarizes the three standard on-site options. Applicants may also choose alternatives to the standard on-site options as described in 17-13 of the Ordinance. These alternatives must be reviewed and approved by the City Council. Based on the option or alternative chosen by the applicant, the number of inclusionary units provided may be higher or lower than shown in the table below.

Required Inclusionary Units per Option  
Based on 4,340 Dwelling Units – West Area Specific Plan)

	Option 1	Option 2	Option 3
	20%	15%	12%
Very Low Income (50% of median)	4% ownership or rent (174 units)	Not required	8% rental (347)
Lower Income (80% of median)	8% ownership or rent (347)	Not required	4% rental (174)
Median Income (100% of income)	Not required	6% all ownership (260)	Not required
Moderate income (120% of median)	4% all ownership (174)	6% all ownership (260)	Not required
Workforce income (160% of median)	4% all ownership (174)	3% all ownership (130)	Not required
Total	869	650	521

NOTES: 1) No affordable housing plan shall be required if the applicant proposes to pay in-lieu fees or rental housing impact fees to satisfy the requirements of [Article 17-16(a)] of the Inclusionary Housing Ordinance.

**INCLUSIONARY HOUSING ORDINANCE****ORDINANCE NO. 2594 (N.C.S.)****AN ORDINANCE OF THE CITY OF SALINAS AMENDING ARTICLE III OF  
ARTICLE 17 (HOUSING) OF THE SALINAS MUNICIPAL CODE RELATING TO THE  
PROVISION OF INCLUSIONARY HOUSING****BE IT ORDAINED BY THE COUNCIL OF SALINAS:****SECTION ONE: Finding and Declarations.**

The city council of Salinas finds and declares as follows:

- a) Although Salinas has historically included much of the housing affordable to Monterey County's workforce, housing costs have escalated sharply, increasing faster than incomes for most groups in the community. In 2014, the Salinas Metropolitan Statistical Area (MSA) ranked as the fifth least affordable region in the United States. There is a severe shortage of adequate, affordable housing for extremely low, very low, lower, median, moderate, and workforce income households, as evidenced by the following:
  - (1) According to the Salinas housing element, 12.7 percent of Salinas households are extremely low income households; 15.6 percent of Salinas households are very low income households; and 19.1 percent are lower income households. In 2014 only 16.7 percent of the homes sold in the Salinas MSA were affordable to a household earning the area's median income, and prices have risen rapidly since then. Median rents are not affordable to extremely low, very low, and lower income households, which together comprise almost half the city's population.
  - (2) Because of the shortage of affordable housing in Salinas, half of the households in the city overpay for housing. The housing element found that forty-nine percent of Salinas households who own their homes pay more than thirty percent of income for housing, and twenty-four percent pay more than fifty percent of their income for housing. Fifty-two percent of renter households pay more than thirty percent of income for housing, and twenty-four percent of renter households pay more than fifty percent of their income for housing. These households are overpaying for their housing, according to standards of the United States Department of Housing and Urban Development, and the percentage of those overpaying has substantially increased since 2000, when thirty-one percent of Salinas owners and forty percent of Salinas renters paid more than thirty percent of their income for housing. Nearly three-quarters of lower income households are overpaying for housing. Providing decent housing at affordable costs allows households to utilize their resources for other necessary pursuits, such as education, food, investment, and saving for retirement. Providing decent rental housing at affordable costs allows households to save money to purchase a home.
  - (3) Many households are overcrowded. According to the housing element, Salinas households are much larger than the state average. The average household size in Salinas is 3.66, while in California the average household size is 2.90. Over seventeen percent of all households

in Salinas are overcrowded. Five percent of households in the city are severely overcrowded.

- b) The 2015-2023 regional housing needs allocation for the city, mandated by California Government Code Section 65584 and prepared by the Association of Monterey Bay Area Governments, states that fifty-eight percent of new housing in Salinas should be affordable to very low, lower, and moderate income families. Federal and state government programs do not provide nearly enough affordable housing or subsidies to provide the required percentage of moderate, lower, or very low income households.
- c) Goal H-1 in the city's housing element is to provide a variety of affordability levels to address existing and projected housing needs in Salinas. It is the city's policy to enhance the public welfare by encouraging a variety of housing types to give households of all types and income levels the opportunity to find suitable housing. (Policy H-1.1) It is also the city's policy to encourage the geographic dispersal of affordable housing throughout the city. (Policy H-1.6) The housing element further encourages the development of affordable housing with a focus on the needs of the local workforce (Policy H-3.1), through inclusionary housing (Policy H-3.7), and through collaborative partnerships with market-rate housing developers (Policy H-3.8). The city can achieve its goals of providing more affordable housing and achieving an economically balanced community only if part of the new housing built in the city is affordable to households with limited incomes.
- d) Action H-8, "Inclusionary Housing" in the city's housing element states that the city will continue to implement its inclusionary housing program and is in the process of updating the inclusionary ordinance, including reviewing the in-lieu fee. The city intends to review and update if necessary its inclusionary ordinance every five years. The proposed amendments to the inclusionary ordinance are intended to implement housing element action H-8. In particular, to ensure economic feasibility, the proposed amendments reduce the amount of affordable housing required in for-sale projects to 15 to 20 percent (compared with 20 to 35 percent in the city's existing ordinance), allow developers to pay an in-lieu fee as an alternative to providing the required on-site affordable units, and provide additional options that a developer may elect to meet its affordable housing requirements.
- e) The amended inclusionary ordinance codified in this article will substantially advance the city's legitimate interest in providing additional housing affordable to all income levels and dispersed in residential developments in the city because all inclusionary units required by the ordinance codified in this article, including both rental and ownership units, must be affordable to very low, lower, median, moderate, and workforce income households.
- f) New market-rate rental residential developments will create local-serving jobs, of whom a quantifiable number will have very low, low, or moderate incomes, and so will increase the demand for and exacerbate the shortage of housing available for households at these income levels, as demonstrated in the Housing Impact Fee Nexus Study prepared by Vernazza Wolfe Associates, Inc. in January 2016. An additional residential rental housing feasibility study was conducted by Vernazza Wolfe Associates, Inc. in March 2017. The amendments included in this ordinance allow the city to adopt a rental housing impact fee.

- g) Based on the findings above, the city desires to further the public health, safety, and welfare by adopting the requirements contained in this article. Affordable units provided within a development further the community's housing element goals of maintaining both economic diversity and geographically dispersed affordable housing. Requiring builders of new market rate housing to include some housing affordable to very low, lower, median, moderate, and workforce income households is also reasonably related to the impacts of their projects, as demonstrated in the Nexus Study. Providing additional alternatives to for-sale developers, including payment of an in-lieu fee, ensures that developers can construct economically viable projects without public subsidies while incorporating affordable housing into their projects or assisting in providing affordable housing elsewhere in the city.

**SECTION TWO: Article 3 (Housing) of Chapter 17 (Housing) of the Salinas Municipal Code is amended to read as follows:**

**17-6. Purpose**

The purpose of this article is to:

- a) Enhance the public welfare by establishing policies which require the development of housing affordable to households of very low, lower, median, moderate, and workforce incomes.
- b) Assist in meeting the city's share of regional housing needs as mandated by State law.
- c) Offset the demand for affordable housing that is created by new market-rate housing development.
- d) Implement the housing element's goals and objectives.

**17-7. Definitions**

Unless specifically defined in this section, words or phrases used in this article shall be interpreted so as to give this article its most reasonable application.

- a) "Affordable housing plan" means a plan submitted in conformance with Section 17-16 specifying the manner in which inclusionary units will be provided in conformance with this article and consistent with the Salinas General Plan and Chapter 37 of the Salinas Municipal Code.
- b) "Affordable ownership cost" means a reasonable down payment and an average monthly housing cost during the first calendar year of occupancy, including mortgage loan principal and interest, mortgage insurance, property taxes and property assessments, homeowners insurance, homeowners association dues, if any, and all other dues and fees assessed as a condition of property ownership, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; (2) 30 percent of 70 percent of area median income for lower income households; (3) 30 percent of 90 percent of area median income for median income households; (4) 30 percent of 110 percent of area median income for moderate-

income households; (5) 30 percent of 150 percent of area median income for workforce income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, five persons in a four-bedroom unit, and six persons in a five-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable ownership cost in accordance with this section.

- c) "Affordable rent" means monthly rent, including a reasonable utility allowance and all mandatory fees charged for use of the property, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; and (2) 30 percent of 60 percent of area median income for lower income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, and five persons in a four-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable rent in accordance with this section.
- d) "Applicant" or "developer" means a person, persons, or entity that applies for a residential development and also includes the owner or owners of the property if the applicant does not own the property on which the development is proposed.
- e) "Area median income" means the annual median income for Monterey County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision.
- f) "Attached Development" means townhomes, condominiums or unit(s) in which the physical connection of two structures share any part of a common wall or roof with no more than one hundred and twenty units.
- g) "Building permit" includes full structural building permits as well as partial permits such as foundation-only permits.
- h) "City Manager" means the city manager of the city or his or her designee.
- i) "Common ownership or control" refers to property owned or controlled (including by an option to purchase or a purchase agreement) by the same person, persons, or entity, or by separate entities in which any shareholder, partner, member, or family member of an investor of the entity owns ten percent (10%) or more of the interest in the property.
- j) "Contiguous property" means any parcel of land that is: (1) touching another parcel at any point; (2) separated from another parcel at any point only by a public right of way, private street or way, or public or private utility, service, or access easement; or (3) separated from another parcel only by other real property under common ownership or control of the applicant.



- k) "Density bonus units" means dwelling units approved in a residential development under California Government Code section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Salinas General Plan or zoning ordinance.
- l) "Downtown Area" means the area within the boundaries of the Central City Overlay District as defined per Zoning Code 37-40.300.
- m) "First approval" means the first of the following approvals to occur with respect to a residential development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.
- n) "For-sale residential development" means any residential development or portion of a residential development that involves the creation of one or more additional dwelling units or lots that may lawfully be sold individually. A for-sale residential development also includes a condominium conversion as described in Article VII of Chapter 31.
- o) "Future Growth Area" is that incorporated area designated by the 2002 General Plan, located north of Boronda Road, and bounded by San Juan Grade Road to the west, Williams Road to the east, and Rogge Road and the future extensions of Russell Road and Old Stage Road to the north.
- p) "Inclusionary housing agreement" means an agreement in conformance with Section 17.16 of this article between the city and an applicant, governing how the residential development shall comply with this article.
- q) "Inclusionary housing guidelines" means the requirements for implementation and administration of this article adopted by city council.
- r) "Inclusionary unit" means a dwelling unit required by this article to be affordable to very low, lower, median, moderate, or workforce income households.
- s) "Lower income households" means those households whose annual income, adjusted for household size, does not exceed the low income limits, adjusted for household size, applicable to Monterey County as defined in California Health and Safety Code Section 50079.5 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).
- t) "Market rate unit" means a new dwelling unit in a residential development that is not an inclusionary unit.
- u) "Median income households" means households whose annual income, adjusted for household size, does not exceed area median income.
- v) "Moderate income households" means households whose annual income, adjusted for household size, does not exceed the moderate income limits applicable to Monterey County as

defined in California Health and Safety Code Section 50093 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

- w) "Planning permit" means any discretionary approval of a residential development, including but not limited to a development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, or special use permit.
- x) "Rental residential development" means any residential development or portion of a residential development that creates one or more additional dwelling units that cannot lawfully be sold individually.
- y) "Residential development" means any development project requiring a planning permit or a building permit, if no planning permit is needed, for which an application has been submitted to the city, and where the residential development would either (1) create ten or more additional dwelling units or lots; (2) convert ten or more existing rental dwelling units to condominiums; or (3) is contiguous to property under common ownership or control of the applicant where the combined residential capacity of all of the applicant's property under the General Plan designation or zoning is ten or more additional residential units or lots.
- z) "Surplus inclusionary unit" means any inclusionary unit constructed as part of a residential development without city funds or nine percent low income housing tax credits, and which is excess of the numerical requirement for inclusionary units for that residential development. "City funds" include both money which originates directly from the city, such as general fund monies, and that which originates from other sources, such federal and state funds, but that the city allocates. "City funds" also include any waiver of city fees.
- aa) "Unit type" means detached single-family home, duplex, triplex, townhome, or multifamily construction.
- bb) "Very low-income households" means households whose annual income, adjusted for household size, does not exceed the very low income limits applicable to Monterey County as defined in California Health and Safety Code Section 50105 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).
- cc) "Workforce income households" means households whose annual income, adjusted for household size, does not exceed 160 percent of area median income.

#### **17-8. Exemptions**

This article shall not apply to any of the following:

- a) Projects that are not residential developments as defined in Section 17-7(x), including but not limited to those residential developments creating fewer than ten additional dwelling units or lots.

- b) Residential developments which are developed pursuant to the terms of a development agreement executed prior to the effective date of this ordinance or which have otherwise received a vested right to proceed without conforming to this article under state law, provided that such residential developments shall comply with any affordable housing requirements consistent with the development agreement.
- c) Residential developments exempted by Government Code section 66474.2 or 66498.1, provided that such residential developments shall comply with any predecessor ordinance in effect on the date the application for the development was deemed complete.
- d) Residential developments located in the Downtown Area, unless the city council by resolution determines that, based on market conditions, the provisions of this article will be applied in the Downtown Area.
- e) Residential developments that have submitted a complete planning or building permit application along with full payment of required application fees to the city prior to the effective date of this ordinance, provided that such residential developments shall comply with any approved affordable housing plan and any predecessor ordinance applicable to the development.
- f) One-hundred percent affordable low-income housing projects with either a recorded deed restriction, restrictive covenant or regulatory agreement of no less than thirty years.

**17-9. Basic Inclusionary Housing Options – For-Sale Residential Developments**

An applicant for a for-sale residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

Calculations of the number of required inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.

- a) **On-Site For-Sale Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site for-sale inclusionary units at affordable ownership cost as follows:
  - (1) Option One: A minimum of four percent of the dwelling units in the residential development shall be affordable to very low income households, eight percent shall be affordable to lower income households, four percent shall be affordable to moderate income households, and four percent shall be affordable to workforce income households, for a minimum twenty percent inclusionary units total.

- (2) Option Two: A minimum of six percent of the dwelling units in the residential development shall be affordable to median income households, six percent to moderate income households, and three percent to workforce income households, for a minimum fifteen percent inclusionary units total.
- b) **On-Site Rental Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:
- (1) Option One: A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.
- (2) Option Two: If an applicant elects Option One under Section 17-9(a) above, the applicant may elect to provide the very low income units and the lower income units as rental units rather than for-sale unit, so that a minimum of four percent of the dwelling units in the residential development shall be available to very low income households at affordable rent, eight percent shall be available to lower income households at affordable rent, four percent shall be available to moderate income households at affordable ownership cost, and four percent shall be affordable to workforce income households at affordable ownership cost, for a minimum twenty percent inclusionary units total. Under this option, an applicant may elect to pay rental housing impact fees in order to satisfy the rental obligation.
- (3) To ensure compliance with the Costa-Hawkins Residential Rent Control Act (Civil Code Section 1954.50 *et seq.*), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Density Bonus Law (Government Code Section 65915 *et seq.*).
- (4) Any rent regulatory agreement for rental units in a for-sale residential development shall include provisions for sale of the inclusionary units and relocation benefits for tenants of the inclusionary units if the owner of the residential development later determines to offer the inclusionary units in the residential development for sale at affordable ownership cost.
- c) **Payment of In-Lieu Fees.** An applicant for a for-sale residential development may elect to pay in-lieu fees as described in Section 17-14 and adopted from time to time by resolution of the city council.

#### **17-10. Basic Inclusionary Housing Options – Rental Residential Developments**

An applicant for a rental residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

- a) **Payment of Rental Housing Impact Fees.** An applicant for a rental residential development may elect to pay rental housing impact fees as described in Section 17-14 and adopted from time to time by resolution of the city council. If an applicant chooses to pay rental housing impact fees, the applicant will also make twelve percent of the units within the development available to section 8 housing choice voucher program participants so long as the section 8 housing choice voucher program is in effect.
- b) **On-Site Rental Inclusionary Units.** An applicant for a rental residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:
- (1) A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.
  - (2) Calculations of the required number of inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.
  - (3) To ensure compliance with the Costa-Hawkins Act (Chapter 2.7 of Title 5 of Part 4 of Division 3 of the Civil Code), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.
  - (4) An applicant may submit a request to provide different on-site rental percentages and affordability levels in order to comply and satisfy the requirements of the California tax credit allocation committee 4% or 9% low-income housing tax credit programs. Submittal of such request must be reviewed and approved by the city.
- c) The city may require on-site rental inclusionary units at such time as current appellate case law in *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* (2nd Dist. 2009) 175 Cal.App.4th 1396, is overturned, disapproved, or depublished by a court of competent jurisdiction or modified by the state legislature to authorize control of rents of inclusionary units

#### **17-11. Timing of Construction of Inclusionary Units**

- a) The city may issue building permits for seventy percent of the market rate units within a residential development before issuing building permits for any inclusionary units. Following issuance of seventy percent of building permits for the market rate units, the inclusionary units shall be constructed in proportion to construction of the market rate units. No building permit shall be issued for any additional market rate unit unless a proportional number of building permits have been issued for inclusionary units, and no certificates of occupancy or final inspections shall be issued for any additional market rate units unless a proportional number of certificates of occupancy or final inspections have been issued for inclusionary units. For example, if inclusionary units constitute twenty percent of the remaining units to be built in

the development after seventy percent of the market-rate units are issued building permits, inclusionary units must constitute twenty percent of the remaining building permits issued.

- b) Notwithstanding Section 17-11 (a), the city, at its sole discretion, may issue building permits for 100 percent of market rate units within a residential development before issuing building permits for any inclusionary units if the developer is partnering with an experienced non-profit affordable housing provider. If the applicant elects to propose one of the alternatives described in Section 17-13, the applicant shall propose a phasing plan for construction of inclusionary and market rate units as part of the affordable housing plan.
- c) Specific proposed timing of construction of inclusionary and market rate units shall be included in all affordable housing plans.

#### **17-12. Standards for Inclusionary Units**

- a) Inclusionary units shall be dispersed throughout the residential development, with the same unit types as the market rate units, except for the following:
  - (1) Inclusionary units affordable to workforce income households may have smaller lots than market rate units.
  - (2) Inclusionary units affordable to moderate and median income households may be built in attached developments. However, at least fifty percent of the units in the attached development must be market rate units.
  - (3) Rental inclusionary units may be clustered as needed in multifamily or other housing types to provide eligibility for state and federal funding, including housing tax credits, if the affordable housing plan includes a management plan satisfactory to the city, and if approved by the city council.
- b) At a minimum, the inclusionary units shall have the same proportion of units with each number of bedrooms as the market rate units (the same proportion of one-bedroom units, of two-bedroom units, etc.). This does not preclude a developer from providing inclusionary units with more bedrooms than is required by this ordinance.
- c) Inclusionary units must meet the following minimum standards:
  - (1) Single Room Occupancy: 250 sq. ft., ¾ bath
  - (2) Studio: 500 sq. ft., 1 bath
  - (3) 1 bedroom: 650 sq. ft., 1 bath
  - (4) 2 bedroom: 900 sq. ft., 1 bath
  - (5) 3 bedroom: 1100 sq. ft., 1.75 baths

(6) 4 bedroom: 1275 sq. ft., 1.75 baths

A full bathroom includes sink, toilet, and tub with shower. A 0.75 bath includes a sink, toilet, and tub or shower.

- d) The quality of exterior design and overall quality of construction of the inclusionary units shall be consistent with the exterior design of the market rate units in the residential development and shall meet all site, design, and construction standards included in Title 17 (Buildings and Construction), Title 19 (Subdivisions), and Title 20 (Zoning) of this Code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the city council, and the inclusionary housing guidelines.
- e) Inclusionary units may have different interior finishes and features than market rate units in the same residential development, as long as the finishes and features are functionally equivalent to the market rate units and are durable and of good quality and comply with the inclusionary housing guidelines. The city may adopt more detailed interior finish or construction standards in the inclusionary housing guidelines.
- f) The inclusionary units shall have the same access to and enjoyment of common open space and facilities in the residential development as the market rate units.

#### 17-13. Developers' Compliance Options

As an alternative to the basic inclusionary housing options described in Sections 17-9 and 17-10 of this article, a developer may elect to propose one of the options included in this section. The city at its sole discretion may offer additional incentives or subsidies to achieve more inclusionary units, greater affordability, or more rental units. All options included in this section must be approved by the city council.

- a) **Off-Site Construction.** For residential developments within the Future Growth Area, the inclusionary housing requirements of this article may be satisfied by the construction of inclusionary units on a site different from the site of the residential development if the proposal meets all of the following criteria:
  - (1) The inclusionary units must be built within the Future Growth Area.
  - (2) The off-site location will not tend to cause racial segregation.
  - (3) Access to public transportation shall be equal to or better than that available to the residential development.
  - (4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.

- (5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria.
  - (6) Any hazardous materials and geological hazards shall be mitigated to the satisfaction of the city. The site shall not be located in a 100-year flood plain. If federal or state funds are proposed to finance the off-site development, the site must meet all required federal or state, as applicable, environmental standards.
  - (7) The construction schedule for the off-site inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement. The off-site inclusionary units shall be constructed prior to or concurrently with the market rate units in the residential development consistent with the proposed construction schedule.
- b) **Partnership.** An applicant may elect to contract with another developer with experience in building and managing affordable housing to construct all or some of the required inclusionary units. The inclusionary housing agreement shall contain specific assurances guaranteeing the timely completion of the required inclusionary units, including satisfactory assurances that construction and permanent financing will be secured for the construction of the units within the schedule shown in the affordable housing plan.
- c) **Dedication of Land.** The inclusionary housing requirements of this article may be satisfied by the dedication of land in lieu of constructing inclusionary units within the residential development if the proposal meets all of the following criteria:
- (1) Marketable title to the site is transferred to the city, or an affordable housing developer approved by the city, prior to the commencement of construction of the residential development.
  - (2) The location will not tend to cause racial segregation.
  - (3) Access to public transportation shall be equal to or better than that available to the residential development.
  - (4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.
  - (5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria, including, but not limited to, the cost of construction arising from the nature, condition, or location of the site.
  - (6) Any hazardous materials have been mitigated to the satisfaction of the city prior to transfer of title. The site is not located in a 100-year flood plain. The site meets all required federal and state environmental standards.



- (7) Infrastructure to serve the dedicated site, including but not limited to streets and public utilities, is available at the property line and has adequate capacity to serve the maximum allowable residential development.
  - (8) If the property is to be transferred to the city, the deed transferring title does not require the city to construct affordable housing on the site, but allows the city to sell, transfer, lease, or otherwise dispose of the dedicated site at the city's sole discretion. Any funds collected as the result of a sale, transfer, lease, or other disposition of sites dedicated to the city shall be deposited into the inclusionary housing trust fund described in Section 17-17. However generally, it is the city's policy to use the dedicated land for affordable housing.
  - (9) If the site is to be transferred to an affordable housing developer, the construction schedule for the inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement.
- d) **Transfers of Surplus Inclusionary Units.** For residential developments within the Future Growth Area, the inclusionary housing requirement of this article may be satisfied by the use of surplus inclusionary units if the proposal meets all of the following criteria:
- (1) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may utilize those surplus inclusionary units to satisfy the developer's future inclusionary housing requirements within the Future Growth Area for a period of five years after approval of occupancy for the surplus inclusionary unit. During the last year of the first five-year period, developers may apply for one five-year extension, which may be granted at the sole discretion of the city council.
  - (2) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may alternatively sell or otherwise transfer the surplus inclusionary credit to another developer within the Future Growth Area in order to satisfy, or partially satisfy, the transferee's inclusionary housing requirements.
  - (3) Any surplus inclusionary unit proposed to meet the inclusionary housing requirements of another residential development must have the same tenure (rental or ownership) and at least as many bedrooms as the required inclusionary unit and otherwise meets all requirements of Section 17-12.
  - (4) The city may develop more detailed implementation standards and requirements for credits and transfers as part of the inclusionary housing guidelines.
- e) **Other Options.** A developer may propose an option not listed above to comply with inclusionary housing requirements. Such proposals shall be made in the affordable housing plan, shall be considered by the city in accordance with this article and the inclusionary housing guidelines, and may be approved by the city if the alternative method of compliance either provides substantially the same or greater level of affordability or the amount of affordable

housing as would be required by the basic options listed in Sections 17-9 and 17-10, or provides fewer units with deeper affordability.

**17-14. In-Lieu Fees and Rental Housing Impact Fees**

- a) The city council may from time to time adopt by resolution housing in-lieu fees for for-sale residential developments and rental housing impact fees for rental residential developments.
- b) Payment of in-lieu fees and rental housing impact fees shall be due at the issuance of building permits for the residential development. The fees shall be calculated based on the fee schedule in effect at the time the building permit is issued.
- c) All in-lieu fees and rental housing impact fees shall be deposited in the inclusionary housing trust fund.

**17-15. Continuing Affordability and Initial Occupancy**

- a) The city council, by resolution, shall approve standard documents to ensure the continued affordability of the inclusionary units approved in each residential development. Prior to approval of the final or parcel map for any residential development, or issuance of any building permit, the inclusionary housing agreement shall be recorded.
- b) Rental regulatory agreements shall be recorded against all rental inclusionary units prior to occupancy. For for-sale inclusionary units, shared appreciation documents or other documents approved by the city council shall be recorded against each inclusionary unit prior to sale. However, if the price of the market rate units in that phase of the residential development is equal to or below the affordable ownership cost for a median, moderate, or workforce income household, then no documents need be recorded against the inclusionary units in the relevant income category.
- c) The term of affordability for all inclusionary units shall be thirty years. A longer term of affordability may be required if the residential development receives a subsidy of any type, including but not limited to loan, grant, mortgage financing, mortgage insurance, or rental subsidy, and the subsidy program requires a longer term of affordability.
- d) All promissory note repayments, shared appreciation payments, or other payments collected under this section shall be deposited in the city's inclusionary housing trust fund.
- e) Any household that occupies an inclusionary unit must occupy that unit as its principal residence.
- f) No household may begin occupancy of an inclusionary unit until the household has been determined to be eligible to occupy that unit. The city council, by resolution, may establish guidelines for determining household income, affordable ownership cost, affordable rent, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.

- g) Any person who is a member of the city council or the planning commission, and their immediate family members, and any person having any equity interest in the residential development, including but not limited to a developer, partner, investor, or applicant, and their immediate family members, is ineligible to rent, lease, occupy, or purchase an inclusionary unit. The city council, by resolution, may establish guidelines for determination of "immediate family members."

**17-16. Affordable Housing Plan Submittal and Inclusionary Housing Agreement.**

- a) An affordable housing plan shall be submitted as part of the application for first approval of any residential development. No application for a first approval for a residential development may be deemed complete unless a complete affordable housing plan is submitted. If the residential development includes fewer than 10 units, the affordable housing plan shall include all contiguous property under common ownership and control. However, the applicant shall not be required to construct any dwelling units upon the contiguous property until an application is proposed for that property. No affordable housing plan shall be required if the applicant proposes to pay in-lieu fees or rental housing impact fees to satisfy the requirements of this article.
- b) For each construction phase, the affordable housing plan shall specify, at the same level of detail as the application for the residential development: the inclusionary housing option selected, the number, unit type, tenure, number of bedrooms and baths, approximate location, construction and completion schedule of all inclusionary units, and phasing of inclusionary units in relation to market rate units. If an option listed in Section 17-13 is selected, additional information shall be submitted to verify that the proposal meets the requirements of that section.
- c) The affordable housing plan shall be reviewed as part of the first approval of any residential development. The affordable housing plan shall be approved if it conforms to the provisions of this article. A condition shall be attached to the first approval of any residential development to require recordation of the inclusionary housing agreement described in subsection (e) of this section prior to the approval of any final or parcel map or building permit for the residential development.
- d) A minor modification of an approved affordable housing plan may be granted by the city manager if the modification is substantially in compliance with the original affordable housing plan and conditions of approval. Other modifications to the affordable housing plan shall be processed in the same manner as the original plan.
- e) Following the first approval of a residential development, the city shall prepare an inclusionary housing agreement providing for implementation of the affordable housing plan and consistent with the inclusionary housing guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a residential development subject to this article, the inclusionary housing agreement shall be executed by the city and the applicant and recorded against the entire residential development property to ensure that the agreement will be enforceable upon any successor in interest. If the affordable housing plan included contiguous

property under common ownership or control, and affordable housing will be required on the property under common ownership or control when that contiguous property is developed, the inclusionary housing agreement shall also be recorded against that contiguous property under common ownership or control and shall require compliance with this article upon development of that contiguous property at such time as there are planning permit applications that would authorize a total of ten or more residential units for the residential development and the contiguous property under common ownership or control.

- f) The city council, by resolution, may establish fees for the ongoing administration and monitoring of the inclusionary units, which fees may be updated periodically, as required.

**17-17. Inclusionary Housing Trust Fund.**

- a) All in-lieu fees, rental housing impact fees, monitoring and other fees, promissory note repayments, shared appreciation payments, or other funds collected under this article shall be deposited into a separate account to be designated as the inclusionary housing trust fund.
- b) The monies in the inclusionary housing trust fund and all earnings from investment of the monies in the inclusionary housing trust fund shall be expended exclusively to provide housing affordable to very low income, lower income, median income, moderate income, and workforce income households in the city of Salinas.

**17-18. Waiver**

- a) Notwithstanding any other provision of this article, the requirements of this article may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this article to the proposed residential development would take property in violation of the United States or California Constitutions.
- b) Any request for a waiver, adjustment, or reduction under this section shall be submitted to the city concurrently with the affordable housing plan. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.
- c) The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the affordable housing plan. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The city may assume each of the following when applicable:
  - (1) That the applicant will provide the most economical inclusionary units feasible, meeting the requirements of this article and the inclusionary housing guidelines.
  - (2) That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

- d) The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings based upon the advice of the city attorney and based on substantial evidence.

**17-19. Implementation and Enforcement**

- a) The city council may adopt inclusionary housing guidelines, by resolution, to assist in the implementation of all aspects of this article.
- b) The city attorney shall be authorized to enforce the provisions of this article and all inclusionary housing agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on inclusionary units by civil action and any other proceeding or method permitted by law. The city may, at its discretion, take such enforcement action as is authorized under this code and/or any other action authorized by law or by any regulatory document, restriction, or agreement executed under this article.
- c) Failure of any official or agency to fulfill the requirements of this article shall not excuse any applicant or owner from the requirements of this article. No permit, license, map, or other approval or entitlement for a residential development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this article have been satisfied.
- d) The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the city from any other remedy or relief to which it otherwise would be entitled under law or equity.

**SECTION THREE: SEVERABILITY**

If any clause, sentence, section, or part of this article, or any fee or requirement imposed upon any person or entity, is found to be unconstitutional, illegal, or invalid, such unconstitutionality, illegality, or invalidity shall affect only such clause, sentence, section or part, or such person or entity, and shall not affect or impair any of the remaining provisions, clauses, sentences, sections, or parts or the effect of this article on other persons or entities. It is hereby declared to be the intention of the city council that this article would have been adopted had such unconstitutional, illegal, or invalid clause, sentence, section, or part not been included herein, or had such person or entity been expressly exempted from the application from the application of this article.

**SECTION FOUR: EFFECTIVE DATE.**

This ordinance shall take effect and be in force thirty (30) days after its adoption by the city council.

**SECTION FIVE: PUBLICATION.**

The Clerk of the City of Salinas published a notice in The Californian, a newspaper of general circulation printed and published in Monterey County and published and circulated in the City of Salinas, within ten (10) days from its adoption.

The foregoing ordinance was duly introduced and read before the City Council of the City of Salinas, County of Monterey, at the regular meeting of the City Council held on 16<sup>th</sup> day of May 2017, and adopted at a regular meeting of said Council held on the 6<sup>th</sup>, day of June, 2017, by the following vote:

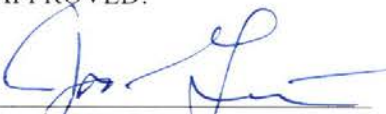
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSTAIN: None

ABSENT: None

APPROVED:

  
\_\_\_\_\_  
Joe Gunter, Mayor

ATTEST:

  
\_\_\_\_\_  
Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Christopher A. Callihan, City Attorney

# **Appendix I:**

## **Boronda Road Cross Section**





**Appendix J:**  
**Facilities, Traffic Management and**  
**Trip Reduction Plan**

## FACILITIES TRAFFIC MANAGEMENT PLAN

City of Salinas • Community Development Department • 65 West Alisal Street • Salinas, CA 93901 • (831) 758-7206

EXHIBIT   J  

For Permit/Subdivision No.   SPEC 2013-002  

*The following Residential Facilities Traffic Management Measures are included, and made a part hereof, in the above referenced permit/subdivision:*

Included Check (✓) <i>All boxes that apply</i>	Vehicle Trip Reduction Measure	Residential Permit/Subdivision 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%	
	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%	
✓	Bicycle amenities	Bike lanes must be provided adjacent to the project and must tie into a City-wide system and provide bicycle access to schools, employment centers and shopping within two miles.	2.0%	2.0
✓	Other bicycle amenities	Facilities or measures which go beyond those listed above and which facilitate increase non-vehicular trips. <i>Description attached.</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 use 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%	

APPENDIX J

Included Check (✓) All boxes that apply	Vehicle Trip Reduction Measure	Residential Permit/Subdivision Conditions	Reduction (%)	Total (%)
✓	Pedestrian facilities	Provide pedestrian facilities linking transit stops top common areas.	.5%	.5
	Park-and-ride	Provide park-and-ride facilities if part of an on-site traffic management plan.	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. *	1.0%	
✓	Mixed uses	Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of at least five acres of high-density housing within one-quarter mile of neighborhood commercial development and have convenient pedestrian access. (Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).	5.0% of combined trips	5.0
	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 trips	
	Other	Other measures supported by documented data of trip reductions	Varies	
<b>RESIDENTIAL TOTAL (Must total 7 percent or more)</b>				<b>10.5</b>

The following Commercial, Industrial and Tourist Oriented Vehicle Trip Reduction Measures are included, and made a part hereof, in the above referenced permit/subdivision:

Included Check (✓) All boxes that apply	Vehicle Trip Reduction Measure	Permit/Subdivision Conditions	Reduction (%)	Total (%)
	Child care facilities	Provide on-site child care facilities for children of customers.	1.0%	
	Child care facilities	Provide on-site child care facilities for children of employees. *	1.0%	
	Transit scheduling information	Provide transit-scheduling information quarterly to employees. *	1.0%	

\* Optional traffic management measure (counts toward total if implemented).

Included Check (✓) All boxes that apply	Vehicle Trip Reduction Measure	Permit/Subdivision Conditions	Reduction (%)	Total (%)
✓	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%	2.0
			2. 4.0%	
✓	Bus pull-outs	Provide bus pull-outs, pedestrian access and transit stops.	2.0%	2.0
	Bus subsidy *	Provide transit subsidy program for employees that reduces the cost of monthly bus pass by 50% from standard group rate.	4.0%	
✓	Transportation Information centers	Provide locked and secures transportation information centers or kiosks with bus schedules and transit information if agreement is reached with transit agency for maintenance of information.	1.0%	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%	1.0
	Other pedestrian facilities	Pedestrian and bicycle system improvements beyond above related measures. Description attached.	Varies	
	Other site amenities	Provide site amenities that reduce the need for vehicle trips based on documentation of trip reduction. Description attached.	1.0-2.0%	
	Park-and-ride *	Provide park-and-ride facilities if part of an employee sponsored rideshare program.	1.0%	
	Transportation system management program	Provide a local transportation system management program to reduce on-site trips based on documentation of expected trip reduction.	5.0%	
✓	Mixed uses	Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of neighborhood serving retail commercial that has at least five acres of high-density residential housing within one-quarter mile of the perimeter of the commercial site. (Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).	5.0%	5.0
	Educational and marketing	Provide educational and marketing strategies to customers to reduce vehicle trips.	1.0%	
	Educational and marketing	Provide educational and marketing strategies to employees to reduce vehicle trips. *	1.0%	

\* Optional traffic management measure (counts toward total if implemented).

APPENDIX J


Included Check (✓) All boxes that apply	Vehicle Trip Reduction Measure	Permit/Subdivision Conditions	Reduction (%)	Total (%)
	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 services. If linked to transit, 1.0% for development	1.0
	Other	Other measures supported by documented data of trip reductions in other developments.	Varies	
<b>COMMERCIAL, INDUSTRIAL AND TOURIST ORIENTED DEVELOPMENT TOTAL</b> (Must total 7 percent or more)				12.0

\* Optional traffic management measure (counts toward total if implemented).

I/we declare under penalty of perjury that the information contained in this **Facilities Traffic Management Plan**, including any attachment included herewith, are true and correct to the best of my/our knowledge.

  
Signature of Applicant

12/17/18  
Date

  
Signature of Property Owner or Authorized Agent

12/17/18  
Date

Jill Mc Miller, Senior Planner  
Signature of Planning Manager

12/19/18  
Date

for Tara Mullinger,  
Planning Manager

## WEST AREA SPECIFIC PLAN

### TRIP REDUCTION PLAN

Trip Reduction Plans (TRPs) are comprised of features, practices and facility designs to encourage residents, guests and visitors to the area to use alternate forms of transportation other than single occupancy vehicles. The goal of these plans is to reduce and/or remove daily vehicle trips, especially during peak traffic hours, thereby relieving congestion. For the West Area Specific Plan, this TRP is provided as a mitigation measure to reduce project traffic impacts which will be a benefit to both future residents in the Plan area as well as the existing community.

The Projects TRP will include the following measures that will be a part of the West Area Specific Plan development:

- \* Provide a mixed-use transit oriented development that provides the appropriate setting for implementing the TRP strategies and encouraging New Urbanism smart growth in the Project's design.
  
- \* As such, most of the project is within a 5-minute walking distance (figure 2-6) to the Project's central core, the area between Road A and El Dorado Drive, which includes the Village Center, Community Park and the Middle School site.
  
- \* EV car charging will be provided in the Village center and multi-family developments over 96 units.
  
- \* An interconnected street layout that includes wide sidewalks and parkways will enhance and encourage pedestrian use.
  
- \* Safe and convenient crossings of all major roads should be provided for pedestrians and bicyclists.
  
- \* A palate of traffic calming measures (Section 5.4) will be implemented to enhance both the bicyclist and pedestrian experience and slow traffic in the Specific Plan Area.

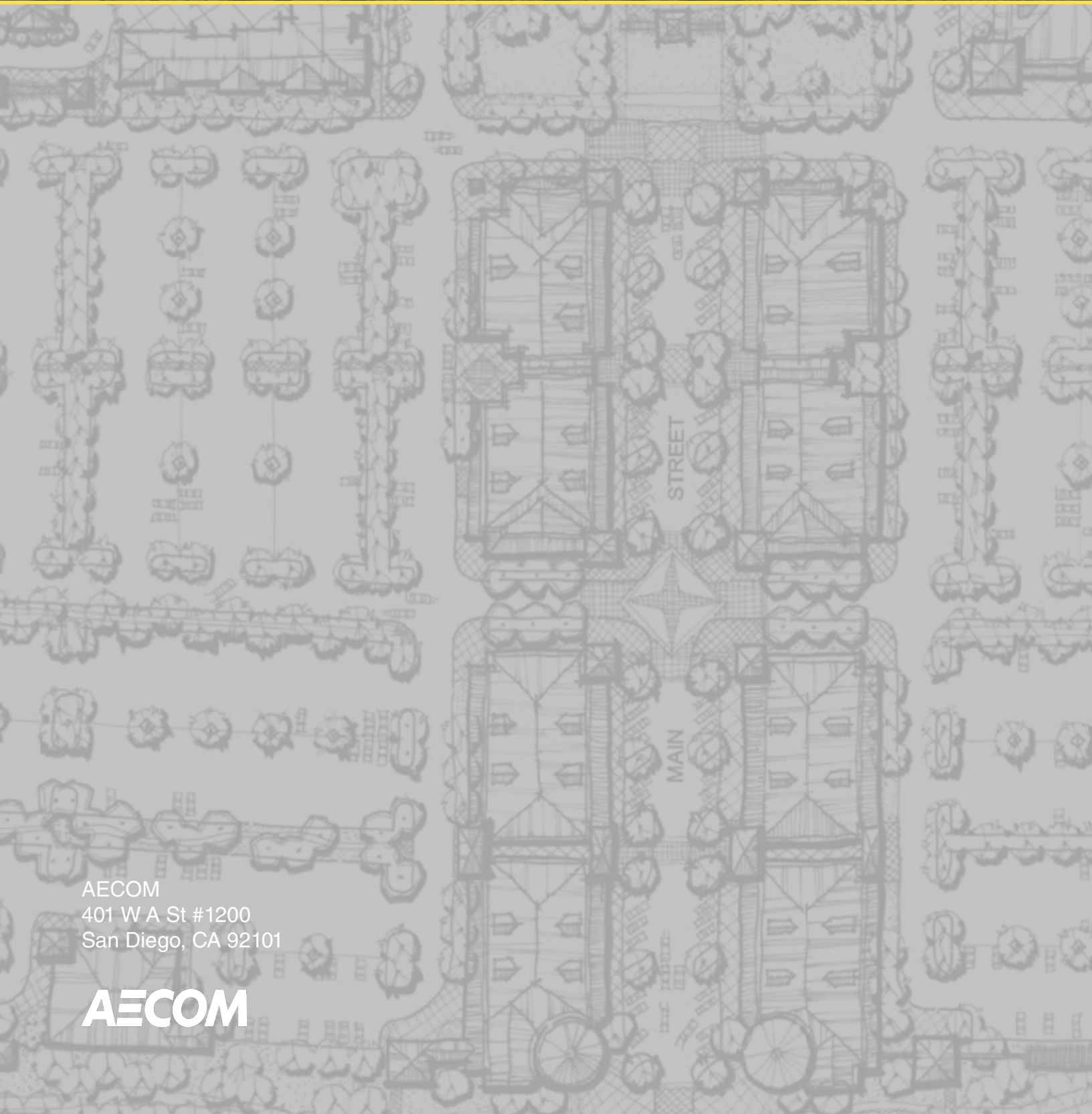
- \* Pedestrian and bicycle circulation has been an important part of the West Area Specific Plan with design details and circulation plans discussed and provided in Sections 5.5 and 5.7.
- \* Bike parking will be located at the Village center, parks and multi-family buildings.
- \* Parks are strategically placed throughout the project so that residents are within a 3-5 minute walk to a park play area.
- \* Bus shelters and select turnouts will be located along arterial streets, entrances to the village center and other locations as determined by MST. Figure 5-23 illustrates a concept plan for extending bus transit routes and stops into the Specific Plan area.
- \* A northerly (Road G) and southerly (Road C) greenway will travel the length of the Salinas Future Growth Area, connecting the West Area Specific Plan with both the Central and East Area Plans. These greenways, with enhanced streetscapes and widened pathways will allow and encourage pedestrian and bicycle travel between the Plan Areas.

# **Appendix K: Final Landscape Master Plan**



**FINAL MASTER LANDSCAPE PLAN**

(To be inserted at a later date in accordance with Section 4.6 of this Specific Plan)



AECOM  
401 W A St #1200  
San Diego, CA 92101

**AECOM**