



AGENDA
CITY OF SEASIDE
PLANNING COMMISSION

REGULAR MEETING
VIRTUAL ONLY MEETING

Wednesday, May 27, 2020
7:00 PM

Pursuant to Governor Newsom's Executive Orders [N-29-20](#) and [N-33-20](#), and to do all we can to help slow the spread of COVID-19 (coronavirus) City of Seaside meetings will be adapted in the following ways:

- Meetings of the Seaside City Council and its Boards and Commissions will be conducted with virtual (electronic) participation only. Members of the public may watch the live stream of the City Council and Boards and Commission meetings at <https://bit.ly/SeasideYouTube>,
- Members of the public may participate before and during each meeting by submitting comment(s) to cityclerk@ci.seaside.ca.us or by clicking the link below to join the webinar: <https://us02web.zoom.us/j/81327357639> Or by phone at 669-900-9128. The clerk will read each received public comment aloud into the record at the designated time, subject to time limits that may be imposed pursuant to the Brown Act. In the subject line of a public comment email, please specify the meeting body and date and indicate the relevant item number or "general" to help staff easily receive and organize public comments.

1. CALL TO ORDER

2. ROLL CALL - ESTABLISHMENT OF QUORUM

3. PLANNING COMMISSION

John Owens	Chair
Michael Spalletta	Vice Chair
Keith Dodson	Commissioner
Arlington La Mica	Commissioner
Dave Evans	Commissioner
William Silva	Commissioner
Danny Huynh	Commissioner

4. REVIEW OF AGENDA

If there are any items that arose after the 72-hour posting deadline, this is the point in the meeting where a vote may be taken to add the item to the agenda. (A 2/3-majority vote is required).

5. PUBLIC COMMENT

Members of the public wishing to address the City Council on matters within the jurisdiction of the City of Seaside, but not on this agenda, may do so during the Public Comment period for up to three minutes. Public Comments on specific agenda items are

heard under that item. For the public record, please state your name.

6. APPROVAL OF MINUTES

A. May 13, 2020

7. BUSINESS ITEMS

- A. SEASIDE MUNICIPAL CODE AMENDMENT SMA-20-03 AND USE PERMIT APPLICATION NO. UP-20-03: SEASIDE AMERICAN LEGION POST# 591, PROPERTY OWNER, AND RA SMITH, APPLICANT, ARE REQUESTING A COMBINED DEVELOPMENT TO AMEND THE TEXT OF CHAPTER 17 OF THE SEASIDE MUNICIPAL TO ADD VEHICLE SERVICES MINOR AS A USE PERMIT IN THE REGIONAL COMMERCIAL (CRG) ZONING DISTRICT AND TO CONSTRUCT AN 8,192 SQUARE-FOOT RETAIL TIRE STORE AND A 2,999 SQUARE-FOOT BUILDING FOR THE AMERICAN LEGION POST #591. THE PROJECT SITE IS LOCATED AT 1000 PLAYA AVENUE (APN# 012-524-004 AND 011-524-009) IN THE CRG ZONING DISTRICT. IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), THE PROJECT IS CATEGORICALLY EXEMPT CLASS 32, SECTION 15332.**

RECOMMENDATION: In accordance with Section 17.62.070 and Section 17.74.040 of Chapter 17 of the Seaside Municipal Code, applicant is requesting the approval of a Text Amendment to 17.14.030.B – Table 2-4 – of the Seaside municipal Code (SMC) and a Use Permit to construct an 8,192 sq. ft. retail tire store (America's Tire) and a 2,999 sq. ft. American Legion service club in the Regional Commercial (CRG) zoning district.

Adopt Resolutions recommending that the City Council approve the text amendment and use permit application for the construction of a new retail tire store and an American Legion service club and find the project exempt from the California Environmental Quality Act (CEQA), Class 32, Section 15332.

- B. USE PERMIT APPLICATION NO. UP-20-04: CITY OF SEASIDE, PROPERTY OWNER, AND MARINA COAST WATER DISTRICT, APPLICANT, ARE REQUESTING A USE PERMIT TO CONSTRUCT A NEW SEWER LIFT STATION. THE PROJECT SITE IS LOCATED AT 630 MONTEREY ROAD (APN# 031-051-023) IN THE RS-8 (SINGLE FAMILY RESIDENTIAL) ZONING DISTRICT. IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), MARINA COAST WATER DISTRICT HAS ADOPTED A MITIGATED NEGATIVE DECLARATION FOR THE PROJECT.**

RECOMMENDATION: In accordance with Section 17.12.030. C, use

permit is required for a utility facility. Adopt Resolution granting use permit for new sewer lift station to be operated by Marina Coast Water District.

- C. MINOR USE PERMIT APPLICATION NO. MUP-20-01:William Kheiu, property owner, and David Vargas, Applicant, are requesting a Minor Use Permit to operate an indoor cannabis manufacturing business within Suite 21 of the professional office building generally located at 911-915 Hilby Avenue (APN# 012-5362-051) in the Community Commercial (CC) Zoning District. In accordance with the California Environmental Quality Act (CEQA), the project is Categorically Exempt Class 1, Section 15301(a).**

RECOMMENDATION: Adopt a resolution recommending denial per direction given at the May 12, 2020 Meeting.

- 8. REPORTS FROM COMMISSIONERS**
- 9. REPORTS FROM STAFF**
- 10. ADJOURNMENT**

Next Regularly Scheduled Meeting:
June 10, 2020
Seaside City Hall
7:00 PM

The City of Seaside is committed to providing accessible facilities and accommodating people with disabilities in all of its services programs and activities. If special considerations are needed by any person to fully participate in this meeting, contact the City Clerk at 899-6707 no fewer than two business days prior to the meeting to allow reasonable arrangements. Agendas are posted at:

<http://www.ci.seaside.ca.us/129/City-Council-Committee-Agendas>

Agenda-related writings or documents provided during public meetings are available for public inspection during the meeting or from the office of the City Clerk. This agenda is posted in compliance with California Government Code Section 54954.2(a) or Section 54956.



CITY OF SEASIDE STAFF REPORT

Item No.: 7.A.

TO: Planning Commission

BY: Rick Medina, Senior Planner

DATE: May 27, 2020

SUBJECT: SEASIDE MUNICIPAL CODE AMENDMENT SMA-20-03 AND USE PERMIT APPLICATION NO. UP-20-03: SEASIDE AMERICAN LEGION POST# 591, PROPERTY OWNER, AND RA SMITH, APPLICANT, ARE REQUESTING A COMBINED DEVELOPMENT TO AMEND THE TEXT OF CHAPTER 17 OF THE SEASIDE MUNICIPAL TO ADD VEHICLE SERVICES MINOR AS A USE PERMIT IN THE REGIONAL COMMERCIAL (CRG) ZONING DISTRICT AND TO CONSTRUCT AN 8,192 SQUARE-FOOT RETAIL TIRE STORE AND A 2,999 SQUARE-FOOT BUILDING FOR THE AMERICAN LEGION POST #591. THE PROJECT SITE IS LOCATED AT 1000 PLAYA AVENUE (APN# 012-524-004 AND 011-524-009) IN THE CRG ZONING DISTRICT. IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), THE PROJECT IS CATEGORICALLY EXEMPT CLASS 32, SECTION 15332).

PURPOSE & RECOMMENDATION

In accordance with Section 17.62.070 and Section 17.74.040 of Chapter 17 of the Seaside Municipal Code, applicant is requesting the approval of a Text Amendment to 17.14.030.B – Table 2-4 – of the Seaside municipal Code (SMC) and a Use Permit to construct an 8,192 sq. ft. retail tire store (America's Tire) and a 2,999 sq. ft. American Legion service club in the Regional Commercial (CRG) zoning district.

Adopt Resolutions recommending that the City Council approve the text amendment and use permit application for the construction of a new retail tire store and an American Legion service club and find the project exempt from the California Environmental Quality Act (CEQA), Class 32, Section 15332.

BACKGROUND

The project site consists of two parcels totaling 44,078 sq. ft. (1.01-acre site) is located at the southeast corner of the Del Monte Boulevard / Playa Avenue intersection. The project includes demolishing the existing 5,540 square-foot American Legion building and constructing a tire store with a total of 8,192 square feet of floor area with a 2,655 square-foot mezzanine. The American Legion will be relocated on the site in a new 2,999 square-foot building. The American Legion will be developed separately from the retail tire store. The Project location is indicated on Attachment 3. The project site plan is included on Exhibit A of Attachment 2.

The surrounding land uses consist of a shopping center to the north, a liquor store and 60-unit motel to east, a 40-unit motel to the south and auto repair service uses across Del Monte Boulevard to the west. Site photos are provided as Attachment 4.

The proposed development will include the following requests:

1. Text Amendment

Proposed text amendment to Chapter 17 of the Seaside Municipal Code (SMC) to add a Minor Vehicle Service Repair business as a conditional use in the Regional Commercial (CRG) zoning district.

2. Use Permit

Proposed Use Permit to allow a retail tire store with the retail sales and installation of tires and a new 2,999 square foot American Legion service club.

In accordance with Section 17.60, the Planning Commission's role with the combined development permit application, which involves the approval of a text amendment, is to provide the City Council with a recommendation to either approve, conditionally approve or deny the project.

Project Description

Text Amendment: The Text Amendment will consist of amending Section 17.14.030.B – Table 2-4 (Allowed land Uses) to add "Minor Vehicle Services Repair" as an allowed Land Use category to the Regional Commercial zoning district with the issuance of a use permit.

In accordance with Section 17.60.020.A of the SMA, amendments to the Zoning Code are subject to review and approval by the City Council after receiving a recommendation from the Planning Commission. The use permit being processed simultaneously with the text amendment is also subject to City Council approval after receiving a recommendation from the Planning Commission.

Use Permit: The proposed construction for America's Tire includes a single story 8,192 sq. ft. building with a 2,655 sq. ft. mezzanine floor. The floor plan would consist of three work bays that could accommodate six vehicles at one time. The business operations will consist primarily of the sales and installation of tires and wheels with balancing of the tires provided as an accessory service. No other auto repair services will be provided. The hours of operation will be from 9am to 5 pm Monday thru Saturday and from 10 am to 4 PM on Sunday. A trash enclosure will be located on east side of the building facing the alley right-of-way. The storage of new and dead tires will be kept inside the building on racks and within a designated dead tire storage area.

The re-construction of the American Legion will consist of a 2,999 sq. ft. building. The interior floor plan will include a meeting room, offices, small kitchen and bar to service club members. The kitchen would be downsized from the existing commercial kitchen to a stove and standard sink

Site improvements will include a 40-space parking lot, new underground utility services, landscape and an underground chamber system (Stormwater BMPs).

Building Design: The architectural theme of the tire store will reflect a typical contemporary regional commercial center, generally consistent with the regional commercial center to the north. The design for the tire store will consist of a combination of stucco tilt-up panels with stone veneer columns and overhead sectional roll-up garage doors. The lobby/storefront service desk will be open to view on the north, south and west sides with a storefront aluminum window/door system. A metal canopy will project over storefront windows and doors. Trash enclosure will be constructed using stucco and split face CMU on the rear and sides and 6'-0" tall corrugated metal doors.

The design for the American Legion has not been provided at this time. Based on the separation between the tire store and American Legion, an independent design could occur to establish a distinct architectural style for the American Legion that would blend with the unique as-built environment on Del Monte Boulevard. The final architecture would be subject to the Board of Architectural Review approval.

Landscape Design: Landscaping for the retail tire will consist of eight Arbutus uneda trees within parking lot planters, Two Melaleuca trees at the drive entrance on Del Monte Boulevard and five Metrosidrus trees on the Playa Avenue and alley frontage. The planting area between the sidewalk and the retail tire store on the west, north and east sides will consist of shrubs and/or groundcovers.

Vehicular Circulation and Parking: Project access will be primarily via two entrance-exit driveways on The Mall Extension. The Mall Extension is a low speed, low volume two-way alley with a curb-to-curb width of 30 feet and is designed to serve as a parking lot access. It has curb returns and stop control at its intersections with Playa Avenue and La Salle Avenue.

The Project is proposed to have a right turn entrance only on Del Monte

Boulevard. Left turns in and out as well as exiting right turns will be prohibited. This will minimize traffic conflicts on the high volume, moderate speed major arterial (Del Monte Boulevard).

The existing mountable curb along Playa Avenue will be eliminated, which will improve traffic operations along the Project's Playa Avenue frontage. Truck deliveries would be made by trucks entering from Del Monte Boulevard and exiting onto The Mall Extension. Trucks will primarily exit toward Playa Avenue.

The parking space will consist of three rows of perpendicular parking stalls. The parking stalls will be shared by the two uses with the far northern row consisting of 13 spaces being reserved for the tire store during the day time business hours (10 am- 5 pm) with the far southern row of 14 spaces adjacent to the American Legion being reserved for the American Legion during day time business hours (10 am-5 pm). The middle row consisting of 13 spaces will be shared by both uses during daytime business hours. The American Legion would have access to the entire parking lot in the evening. A retail tire store with minor vehicle repair will require 15 spaces (Four spaces per bay plus three spaces for showroom/offices). The American Legion, classified as a meeting hall, will require 30 spaces (one space per 100 square feet). Based on the differing hours of operation and the operational characteristics of the tire store whereby no vehicles are stored outside of the building after closing time, the on-site parking is compatible to allowed for a shared use.

A Traffic Impact Assessment was preparedA Traffic Impact Analysis (TIA) was prepared for the proposed project by Keith Higgins (May 2020). The TIA and appendices to the TIA are provided as Attachment 5. The analysis included an examination of the project traffic volumes and intersection Levels of Service (LOS) at the study intersections (Del Monte Boulevard/Playa Avenue and Playa Avenue/Fremont Boulevard). The TIA concluded that additional trips generated by the proposed use would allow all studies intersections to continue to operate acceptably at LOS A, B and C.

The following is a summary of the Project responsibilities regarding traffic issues and impacts, based upon the recommendations discussed earlier in this report.

1. Restripe Playa Avenue between The Mall Extension and Fremont Boulevard as indicated on **Exhibit 15** to provide a two-way left turn lane.
2. Verify the adequacy of the proposed site plan to accommodate truck access, parking, internal circulation, and egress.
3. Provide curb, gutter, and sidewalk along the Project Playa Avenue frontage in compliance with City and ADA standards.
4. Provide on-site bike parking/storage in compliance with City standards.
5. Pay the TAMC Regional Development Impact Fee.City of Seaside staff will quantify the applicable fees to the Project at the time of development.

Pedestrian Circulation: A five-foot wide sidewalk will be added along the Project's

Playa Avenue frontage to tie in with the existing five-foot wide sidewalk on the Del Monte Boulevard frontage. The design will need to meet Americans with Disabilities Act (ACT) standards.

Safety: Additionally, Seaside Police provided the following comments as guided by Crime Prevention Through Environmental Design.

Motion sensors on lights, as appropriate.

Ensure there is sufficient lighting by all entrances/exits.

Ensure there is sufficient lighting in areas with significant grade changes, and to be aware of possible shadows created by retaining walls and/or fences.

Ensure visibility in walking / pass through areas, use small convex mirrors at corners to provide visibility .

Ensure that landscape areas are well-maintained to minimize hiding places, especially in the range of 3' – 6' above ground.

Ensure that dumpster enclosures have lighting and small convex mirrors to reduce hiding areas.

STAFF ANALYSIS

Finding 1

The proposed use is allowed within the applicable zone and complies with all other applicable provisions of this Zoning Ordinance and the Municipal Code

Zoning Ordinance Conformance

Evidence: This project is located within the Regional Commercial (CRG) Zoning District. The purpose of this district is to support large scale commercial development with retail, entertainment, and or service uses of a scale and function to serve a regional market. The proposed retail tire store and American Legion, as conditioned, and text amendment to include minor vehicle repair for tire installation only as a use permit in the CRG zoning district, would not be detrimental to surrounding properties and the general health, safety and welfare of the community in that:

- a. *The scope of operations for the proposed project would be compatible and provide support services for automotive related retail sales in the area.*
- b. *The project site is located within an urban area of Seaside on a 1.01 acre site where existing infrastructure and support services (e.g. roadways, access drives, utilities) are already in place.*
- c. *The uses surrounding the project site include a regional commercial center*

to the north and west and a motel to the east that will be separated from the project site via defined boundaries so that vehicle circulation, noise, and visual impacts will be mitigated.

- d. *The project site is zoned CRG and has a General Plan designation of CRG which provides opportunities for a mixture of general retail and automotive retail uses. The project site will be connected to an existing arterial roadway (Del Monte Boulevard) which will facilitate on-site circulation and traffic movements so as to not create any excessive delays and provide access to the site for both local and visitor-serving traffic.*
- e. *The design and circulation pattern of the project will ensure that the proposed retail tire store and American Legion is consistent with the City's development policies (e.g. Design, On-site vehicle circulation, Noise, Lighting, and compatible with the surrounding land uses) to protect the health, safety, and general welfare of the community.*

Finding 2

The proposed use is consistent with the General Plan and any applicable specific plan.

Seaside General Plan Conformance

The Seaside General Plan Land Use Designation for the project site is Regional Commercial (CRG). Regional Commercial uses are defined as large-scale commercial development with retail or service uses to serve a regional market.

The proposed project is consistent with the following General Plan Goals and Policies.

Land Use Element

Goal LU-1: Promote a mixture of land uses and a balance of jobs and housing to support a community in which people can live, work and play.

Policy LU-1.3: Encourage regional commercial and visitor serving commercial development that will enhance the identity of Seaside and attract visitors to the community.

Evidence: The proposed project and text amendment would provide complimentary and compatible infill development within an urbanized area of the City and is surrounded by urban uses, including regional shopping centers, auto dealerships, motels, and restaurants. The proposed project is located on a major arterial roadway and near other roadways to sufficiently meet the needs of local residents

and visitors.

Evidence: The proposed retail tire store and American Legion service club would be consistent with and support the existing Regional Commercial General Plan land use category in that the tire sales would diversify the retail sales in the city and would increase City sales tax revenues that can be used to fund future City services. The American Legion service club will provide key service to facilitate the retired military community that reside on the Monterey Peninsula

Goal LU-2: Revitalize existing commercial areas.

Evidence: The proposed project would be compatible with surrounding land uses by maintaining and diversifying the focused auto retail services on a regional scale. The addition of a retail tire store would also enhance economic viability of the existing auto center and provide a new retail amenity that would be located along a major arterial commercial roadway, compatible with the City's circulation network and surrounding land uses that would improve regional identity of the auto center.

Goal LU-4: Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.

Policy LU-4.1: Require that all new development is compatible with surrounding uses, the site and available infrastructure.

Evidence: The proposed project would provide for infill development within the boundaries of an underdeveloped site located along a major arterial roadway in an urbanized area of the city's commercial corridor. The proposed project and text amendment would be consistent with the City's development standards, including obtaining the required use permit for a tire store with installation and disposal of tires in order to ensure compatibility with the land use characteristics of the local area and the adjacent existing development.

Goal LU8.1: Provide a level of flood control and protection that meets the needs of the community.

Policy LU-8.2: Ensure that developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State, and federal standards.

Evidence: The proposed development will be required to direct all on-site runoff to landscape swales or underground interceptors.

Goal ED-4: Attract and expand local serving retail and services in existing commercial areas.

Policy ED-4.1: Encourage the development of retail establishments that will reduce leakage of resident spending.

Evidence: The proposed project for a retail tire store will provide an additional revenue source within an infill site to capitalize on both local and visitor serving customers to enhance the City's long-term revenue.

Goal ED-5.1: Attract new regional and visitor-serving businesses.

Policy ED-5.1: Attract and support commercial and employment generating development that is consistent with the General Plan and City ordinances.

Evidence: The proposed project and text amendment will enable and support the attraction of regional serving commercial uses to provide an enhanced revenue source and encourage the redevelopment of underutilized commercial properties.

Goal C-4: Ensure adequate parking is provided throughout Seaside

Policy C-4.1: Require off-street parking in new development and redevelopment projects.

Evidence: The project site will provide 40 parking stalls that will be shared between the retail tire store and the American Legion. The Zoning code requires 15 spaces for the retail tire store and 30 spaces for the American Legion. The hours of operation for the tire store are from 8 am to 5 pm Monday thru Friday, 8 am to 6 pm on Saturday, and closed on Sundays. The American Legion is a service club with minor activities during the weekdays between 8 am and 5 pm. Primary events for the American Legion are in the evening Monday thru Friday. A special event for the American Legion could occur on occasion on a Saturday and Sunday or after 5 pm on a weekday. The differing hours of operation and the layout of the parking stalls will enable the site proposed parking spaces to be used as shared parking arrangement without creating any impact on the health, safety and general welfare of the community.

Finding 3

The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and planned future land uses in

the vicinity.

Evidence: The proposed project is located on an urban infill site with a regional commercial zoning and General Plan Land Use designation. The proposed development of a retail tire store and American Legion service club would be consistent with and support the existing commercial development, as the new tire store would serve to provide a visitor serving commercial use within area of City well suited for regional commercial activity and would not alter the existing balance of land uses in the City. The proposed project would diversify the retail uses in the auto center and would increase the City sales tax revenues that can be used to fund future city services. The remodeled American Legion service club would continue to provide a valuable service for the retired military community that reside within the Monterey Peninsula.

Evidence: A Traffic Impact Analysis (TIA) was prepared for the proposed project by Keith Higgins (May 2020). The analysis included an examination of the project traffic volumes and intersection Levels of Service (LOS) at the study intersections (Del Monte Boulevard/Playa Avenue and Playa Avenue/Fremont Boulevard). The TIA concluded that additional trips generated by the proposed use would allow all studies intersections to continue to operate acceptably at LOS A, B or C.

Finding 4

The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints.

Evidence: The project site is served by existing water, wastewater, and electrical infrastructure and facilities with adequate capacity to serve the proposed project. As condition of approval, the applicant must receive clearance from the Public Works Department for the installation of bio retention swales and underground interceptors for the retention of stormwater.

Finding 5

Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone district in which the property is located.

The granting of Use Permit and Text Amendment would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other existing or future uses in the vicinity or adverse to the public interest, health, safety, convenience, or welfare of the City.

ATTACHMENTS

1. Attachment 1 - Draft Ordinance Resolution
 2. Attachment 1 - Exhibit A
 3. Attachment 2 - Draft Resolution Use Permit
 4. Attachment 2 - Exhibit A Project Plans
 5. Attachment 3 - Location Map
 6. Attachment 4 - Site Photos
 7. Attachment 5 - Traffic Impact Assessment and appendices
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DRAFT RESOLUTION 20-XX

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SEASIDE,
RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE FOR
PROPOSED TEXT AMENDMENTS TO CHAPTER 17 OF THE SEASIDE MUNICIPAL
CODE RELATED TO INCLUDE MINOR VEHICLE SERVICE REPAIR AS A
CONDITIONALLY PERMITTED USE IN THE REGIONAL COMMERCIAL (CRG)
ZONING DISTRICT.**

WHEREAS, are proposing text amendments to Chapter 17 of the Seaside Municipal Code as shown in Exhibit A.

WHEREAS, pursuant to the requirements of the California Environmental Quality Act, the text amendment is exempt Section 15061. The activity is covered by General Rule that CEQA applies only to project, which have the potential for causing a significant effect on the environment. It can be seen with certainty that adding a minor vehicle service repair use with a use permit to the Regional Commercial zoning district there will be no significant impacts to the community that cannot be mitigated through project conditions; and.

WHEREAS, it is the responsibility of the Planning Commission to consider and weigh the merits of the text amendment in relation to the policies, standards and intent of the Seaside General Plan and Seaside Municipal Code and provide a recommendation to the City Council on the proposed text amendments; and

WHEREAS, the Seaside Planning Commission considered oral comments and written information concerning the proposed text amendments at a duly noticed public hearing held on May 27, 2020; and

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission hereby finds and determines:

1. The proposed text amendments are consistent with the goals and policies of the elements of the General Plan.

Seaside General Plan Conformance

The Seaside General Plan Land Use Designation for the project site is Regional Commercial (CRG). Regional Commercial uses are defined as large-scale commercial development with retail or service uses to serve a regional market.

The proposed project is consistent with the following General Plan Goals and Policies.

Land Use Element

Goal LU-1: Promote a mixture of land uses and a balance of jobs and housing to support a community in which people can live, work and play.

Policy LU-1.3: Encourage regional commercial and visitor serving commercial development that will enhance the identity of Seaside and attract visitors to the community.

Evidence: The proposed project and text amendment would provide complimentary and compatible infill development within an urbanized area of the City and is surrounded by urban uses, including regional shopping centers, auto dealerships, motels, and restaurants. The proposed project is located on a major arterial roadway and near other roadways to sufficiently meet the needs of local residents and visitors.

Evidence: The proposed retail tire store and American Legion service club would be consistent with and support the existing Regional Commercial General Plan land use category in that the tire sales would diversify the retail sales in the city and would increase City sales tax revenues that can be used to fund future City services. The American Legion service club will provide key service to facilitate the retired military community that reside on the Monterey Peninsula

Goal LU-2: Revitalize existing commercial areas.

Evidence: The proposed project would be compatible with surrounding land uses by maintaining and diversifying the focused auto retail services on a regional scale. The addition of a retail tire store would also enhance economic viability of the existing auto center and provide a new retail amenity that would be located along a major arterial commercial roadway, compatible with the City's circulation network and surrounding land uses that would improve regional identity of the auto center.

Goal LU-4: Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.

Policy LU-4.1: Require that all new development is compatible with surrounding uses, the site and available infrastructure.

Evidence: The proposed project would provide for infill development within the boundaries of an underdeveloped site located along a major arterial roadway in an urbanized area of the city's commercial corridor. The proposed project and text amendment would be consistent with the City's development standards, including obtaining the required use permit for a tire store with installation and disposal of tires in order to ensure compatibility with the land use characteristics of the local area and the adjacent existing development.

Goal LU8.1: Provide a level of flood control and protection that meets the needs of the community.

Policy LU-8.2: Ensure that developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State, and federal standards.

Evidence: The proposed development will be required to direct all on-site runoff to landscape swales or underground interceptors.

Goal ED-4: Attract and expand local serving retail and services in existing commercial areas.

Policy ED-4.1: Encourage the development of retail establishments that will reduce leakage of resident spending.

Evidence: The proposed project for a retail tire store will provide an additional revenue source within an infill site to capitalize on both local and visitor serving customers to enhance the City's long-term revenue.

Goal ED-5.1: Attract new regional and visitor-serving businesses.

Policy ED-5.1: Attract and support commercial and employment generating development that is consistent with the General Plan and City ordinances.

Evidence: The proposed project and text amendment will enable and support the attraction of regional serving commercial uses to provide an enhanced revenue source and encourage the redevelopment of underutilized commercial properties.

Goal C-4: Ensure adequate parking is provided throughout Seaside

Policy C-4.1: Require off-street parking in new development and redevelopment projects.

Evidence: The project site will provide 40 parking stalls that will be shared between the retail tire store and the American Legion. The Zoning code requires 15 spaces for the retail tire store and 30 spaces for the American Legion. The hours of operation for the tire store are from 8 am to 5 pm Monday thru Friday, 8 am to 6 pm on Saturday, and closed on Sundays. The American Legion is a service club with minor activities during the weekdays between 8 am and 5 pm. Primary events for the American Legion are in the evening Monday thru Friday. A special event for the American Legion could occur on occasion on a Saturday and Sunday or after 5 pm on a weekday. The differing hours of operation and the layout of the parking stalls will enable the site proposed parking spaces to be used as shared parking arrangement without creating any impact on the health, safety and general welfare of the community.

Finding 2

Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone district in which the property is located.

The granting of the Text Amendment would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other existing or future uses in the vicinity or adverse to the public interest, health, safety, convenience, or welfare of the City.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning Commission recommends to the City Council approval of the proposed text amendments as contained in Exhibit A.

PASSED AND ADOPTED at a special meeting of the Planning Commission of the City of Seaside, State of California, on the 27th day of May 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

John Owens, Chairperson

ATTEST:

Lesley Milton, City Clerk

Exhibit A – Text Amendment

CITY OF SEASIDE MUNICIPAL CODE – TITLE 17 – ZONING ORDINANCE

Commercial Zones

17.24.030

TABLE 2-4 (continued) Allowed Land Uses and Permit Requirements for Commercial Zones	P	Permitted Use, Zoning Clearance required					
	MUP	Minor Use Permit required (see Section 17.52.070)					
	UP	Use Permit required (see Section 17.52.070)					
	S	See cited Section for permit requirement					
	—	Use not allowed					
LAND USE (1)	PERMIT REQUIRED BY ZONE						Specific Use Regulations
	CD	CMX	CC	CRG	CA	CH	

SERVICES - GENERAL

Brewery with Restaurant		UP	UP	UP	—	UP	
Catering service	—	—	MUP	MUP	—	P	
Child day care center	UP(2)	UP(2)(6)	UP	UP	—	—	
Construction Contractor Base	—	—	—	—	—	P	
Drive-through service	—	—	UP(4)	UP(4)	—	—	
Kennel, animal boarding	—	—	—	—	—	UP	
Lodging - Hotel or motel	—	—	UP	UP	—	—	
Maintenance facility	—	—	—	—	—	UP	
Maintenance service - Client site services	—	—	—	—	—	P	
Mortuary, funeral home	—	—	UP	—	—	—	
Personal services	P(5)	P(5)	P(5)	P(5)	—	—	
Personal services - Restricted	—	—	—	—	—	UP	
Public safety facility	UP	UP	UP	UP	UP	UP	
Repair service - Equipment, large appliances, etc.	—	—	—	—	—	P	
Social service organization	—	UP	UP	—	—	—	
Therapeutic Massage	UP	UP	UP	—	—	—	
Vehicle services - Major repair/body work	—	—	—	—	UP	P	
Vehicle services - Minor maintenance/repair	—	—	—	UP	UP	P	
Youth Hostel		UP	—	—	—	—	

Proposed Text Amendment to add Minor Vehicle Services Repair with UP in CRG Zoning District

TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE

Ambulance, taxi, or limousine dispatch facility	—	—	—	—	—	UP	
Broadcasting studio	MUP(2)	MUP(2)	MUP	—	—	MUP	
Parking facility, public or commercial	UP	UP	UP	UP	UP	UP	
Telecommunications facility	S	S	S	S	S	S	17.44
Transit station or terminal	UP	UP	—	UP	—	UP	
Utility facility	UP	UP	UP	UP	UP	UP	
Vehicle storage	—	—	—	—	—	UP	

Key to Zoning District Symbols

CD	Downtown Commercial	CRG	Regional Commercial
CMX	Commercial Mixed Use	CA	Automotive Regional Commercial
CC	Community Commercial	CH	Heavy Commercial

Notes:

- (1) See Article 7 for land use definitions.
- (2) Use allowed only on second or upper floors; Office - Business/service may be allowed on ground floor with Minor Use Permit.
- (3) Use allowed only on a site north of Light Fighter Drive.
- (4) Use limited to the establishments existing in the City as of December 4, 2006.
- (5) Beauty and nail salons limited to the existing as of December 4, 2006.

RESOLUTION NO. 20-XX PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SEASIDE

RECOMMENDING THAT THE CITY COUNCIL APPROVE USE PERMIT NO. UP-20-03 TO ALLOW A RETAIL TIRE STORE WITH MINOR VEHICLE SERVICES REPAIR IN THE REGIONAL COMMERCIAL (CRG) ZONING DISTRICT LOCATED AT 1000 PLAYA AVENUE (APN 011-524-004 and 011-524-009).

WHEREAS, Property Owner, and , Applicant, have filed an application for Use Permit approval and adoption of a Text Amendment, to allow for a retail tire store; and,

WHEREAS, a duly noticed public hearing has been held on May 27, 2020, to provide the City Council with a recommendation on the use permit and text amendment; and,

WHEREAS, the Planning Commission reviewed the staff report, and received and considered oral comments at the public hearing concerning the proposed use and text amendment; and

WHEREAS, In accordance with the California Environmental Quality Act (CEQA) Guidelines 15072, this project is exempt from the California Environmental Quality Act pursuant to Class 32, Section 15332 and 15300.2. These sections exempt projects that are consistent with general plan and zoning regulations that are within city limits on sites less than 5 acres in size that can be served by all required utilities, do not have any habitat value, and do not result in any significant effects relating to traffic, noise, air quality, or water quality.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommend that the City Council adopt the following findings in support of and approve Use Permit Application No. UP-20-03:

USE PERMIT FINDINGS

Finding 1

The proposed use is allowed within the applicable zone and complies with all other applicable provisions of this Zoning Ordinance and the Municipal Code.

Zoning Ordinance Conformance

Evidence: This project is located within the Regional Commercial (CRG) Zoning District. The purpose of this district is to support large scale commercial development with retail, entertainment, and or service uses of a scale and function to serve a regional market. The proposed retail tire store and American Legion, as conditioned, and text amendment to include minor vehicle repair for tire installation only as a use permit in the CRG zoning district, would not be detrimental to surrounding properties and the general health, safety and welfare of the community in that:

- a. The scope of operations for the proposed project would be compatible and provide support services for automotive related retail sales in the area.*
- b. The project site is located within an urban area of Seaside on a 1.01 acre site where existing infrastructure and support services (e.g. roadways, access drives, utilities) are already in place.*

- c. *The uses surrounding the project site include a regional commercial center to the north and west and a motel to the east that will be separated from the project site via defined boundaries so that vehicle circulation, noise, and visual impacts will be mitigated.*
- d. *The project site is zoned CRG and has a General Plan designation of CRG which provides opportunities for a mixture of general retail and automotive retail uses. The project site will be connected to an existing arterial roadway (Del Monte Boulevard) which will facilitate on-site circulation and traffic movements so as to not create any excessive delays and provide access to the site for both local and visitor-serving traffic.*
- e. *The design and circulation pattern of the project will ensure that the proposed retail tire store and American Legion is consistent with the City's development policies (e.g. Design, On-site vehicle circulation, Noise, Lighting, and compatible with the surrounding land uses) to protect the health, safety, and general welfare of the community.*

Finding 2

The proposed use is consistent with the General Plan and any applicable specific plan.

Seaside General Plan Conformance

The Seaside General Plan Land Use Designation for the project site is Regional Commercial (CRG). Regional Commercial uses are defined as large-scale commercial development with retail or service uses to serve a regional market.

The proposed project is consistent with the following General Plan Goals and Policies.

Land Use Element

Goal LU-1: Promote a mixture of land uses and a balance of jobs and housing to support a community in which people can live, work and play.

Policy LU-1.3: Encourage regional commercial and visitor serving commercial development that will enhance the identity of Seaside and attract visitors to the community.

Evidence: The proposed project and text amendment would provide complimentary and compatible infill development within an urbanized area of the City and is surrounded by urban uses, including regional shopping centers, auto dealerships, motels, and restaurants. The proposed project is located on a major arterial roadway and near other roadways to sufficiently meet the needs of local residents and visitors.

Evidence: The proposed retail tire store and American Legion service club would be consistent with and support the existing Regional Commercial General Plan land use category in that the tire sales would diversify the retail sales in the city and would increase City sales tax revenues that can be used to fund future City services. The American Legion service club will provide key service to facilitate the retired military community that reside on the Monterey Peninsula

Goal LU-2: Revitalize existing commercial areas.

Evidence: The proposed project would be compatible with surrounding land uses by maintaining and diversifying the focused auto retail services on a regional scale. The addition of a retail tire store would also enhance economic viability of the existing auto center and provide a new retail amenity that would be located along a major arterial commercial roadway, compatible with the City's circulation network and surrounding land uses that would improve regional identity of the auto center.

Goal LU-4: Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.

Policy LU-4.1: Require that all new development is compatible with surrounding uses, the site and available infrastructure.

Evidence: The proposed project would provide for infill development within the boundaries of an underdeveloped site located along a major arterial roadway in an urbanized area of the city's commercial corridor. The proposed project and text amendment would be consistent with the City's development standards, including obtaining the required use permit for a tire store with installation and disposal of tires in order to ensure compatibility with the land use characteristics of the local area and the adjacent existing development.

Goal LU8.1: Provide a level of flood control and protection that meets the needs of the community.

Policy LU-8.2: Ensure that developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State, and federal standards.

Evidence: The proposed development will be required to direct all on-site runoff to landscape swales or underground interceptors.

Goal ED-4: Attract and expand local serving retail and services in existing commercial areas.

Policy ED-4.1: Encourage the development of retail establishments that will reduce leakage of resident spending.

Evidence: The proposed project for a retail tire store will provide an additional revenue source within an infill site to capitalize on both local and visitor serving customers to enhance the City's long-term revenue.

Goal ED-5.1: Attract new regional and visitor-serving businesses.

Policy ED-5.1: Attract and support commercial and employment generating development that is consistent with the General Plan and City ordinances.

Evidence: The proposed project and text amendment will enable and support the attraction of regional serving commercial uses to provide an enhanced revenue source and encourage the redevelopment of underutilized commercial properties.

Goal C-4: Ensure adequate parking is provided throughout Seaside

Policy C-4.1: Require off-street parking in new development and redevelopment projects.

Evidence: The project site will provide 40 parking stalls that will be shared between the retail tire store and the American Legion. The Zoning code requires 15 spaces for the retail tire store and 30 spaces for the American Legion. The hours of operation for the tire store are from 8 am to 5 pm Monday thru Friday, 8 am to 6 pm on Saturday, and closed on Sundays. The American Legion is a service club with minor activities during the weekdays between 8 am and 5 pm. Primary events for the American Legion are in the evening Monday thru Friday. A special event for the American Legion could occur on occasion on a Saturday and Sunday or after 5 pm on a weekday. The differing hours of operation and the layout of the parking stalls will enable the site proposed parking spaces to be used as shared parking arrangement without creating any impact on the health, safety and general welfare of the community.

Finding 3

The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and planned future land uses in the vicinity.

Evidence: The proposed project is located on an urban infill site with a regional commercial zoning and General Plan Land Use designation. The proposed development of a retail tire store and American Legion service club would be consistent with and support the existing commercial development, as the new tire store would serve to provide a visitor serving commercial use within area of City well suited for regional commercial activity and would not alter the existing balance of land uses in the City. The proposed project would diversify the retail uses in the auto center and would increase the City sales tax revenues that can be used to fund future city services. The remolded American Legion service club would continue to provide a valuable service for the retired military community that reside within the Monterey Peninsula.

Evidence: A Traffic Impact Analysis (TIA) was prepared for the proposed project by Keith Higgins (May 2020). The analysis included an examination of the project traffic volumes and intersection Levels of Service (LOS) at the study intersections (Del Monte Boulevard/Playa Avenue and Playa Avenue/Fremont Boulevard). The TIA concluded that additional trips generated by the proposed use would allow all studies intersections to continue to operate acceptably at LOS A, B or C.

Finding 4

The site is physically suitable for the type, density and intensity of use being proposed, including access, utilities, and the absence of physical constraints.

Evidence: The project site is served by existing water, wastewater, and electrical infrastructure and facilities with adequate capacity to serve the proposed project. As condition of approval, the applicant must receive clearance from the Public Works Department for the installation of bio retention swales and underground interceptors for the retention of stormwater.

Finding 5

Granting the permit would not be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone district in which the property is located.

The granting of Use Permit and Text Amendment would not create significant noise, traffic, or other conditions or situations that may be objectionable or detrimental to other existing or future uses in the vicinity or adverse to the public interest, health, safety, convenience, or welfare of the City.

BE IT FURTHER RESOLVED, the Planning Commission hereby recommends granting Use Permit Application No. 20-03 subject to the following terms and conditions:

Project Specific:

1. The proposed project shall substantially conform to the submitted plans for the project date stamped May 2020, on file with the Community Development Department, as herein modified, or as modified by the Community Development Director in accordance with Exhibit A – Project Plans. The director may also approve subsequent minor modifications to plans during plan check if such modifications are consistent with provisions of the Seaside Municipal Code (SMC) or other applicable regulations.
2. This approval shall become null and void unless the use is established within twelve (12) months of the date of adoption of the second reading of the text amendment for the project by the City Council. Time extensions may be granted if a written request and associated fee are received by the Community Development Department within 30 days prior to the expiration.
3. Unless otherwise specified, the conditions contained in this Attachment shall be complied with as specified, subject to review and approval by the Community Development Department.
4. As a condition of approval of UP-20-03, the applicant shall agree, at its sole cost and expense, to defend, indemnify, and hold harmless the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third -party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, the Planning Commission, or any other decision- making body, including staff, concerning this project. The City agrees to promptly notify the applicants of any such claim or action filed against the City and to fully cooperate in the defense of any such action. The City may, at its sole cost and expense, elect to participate in defense of any such action under this condition.

5. All on- site signs shall comply with the City's Sign Code in Chapter 17.40 of the SMC.
6. All final exterior colors and materials shall be subject to review and approval of the Community Development Department and final field inspection by the Planning Division. Colors, materials and textures shall be noted on the construction plans.
7. The applicant shall obtain approval from the Monterey Bay Air Pollution Control District (MBAPCD) prior to the issuance of the building or grading permit. The applicant shall comply with all District regulations during construction.
8. Any noise generated by the proposed gasoline station, including any noise associated with construction, shall comply with the City's Noise Ordinance.

Business License Tax Conditions

9. Prior to the issuance of a Certificate of Occupancy, the applicant shall obtain a City of Seaside Business License Tax Certificate.

LANDSCAPING

10. All proposed landscaping and/or irrigation plans shall comply with the approved plans and with the Monterey Peninsula Water Management District (MPWMD) Water Model Efficiency Landscape Ordinance. A Landscape Installation Certificate of Completion, certifying that the landscaping was installed in accordance with the approved plans by a Landscape Contractor, shall be submitted to the Community Development Department prior to the final inspections by Building and Planning Divisions.
11. All plant materials shall be installed in a healthy condition, typical to the species, and shall be maintained in a neat and healthy condition. Maintenance includes, but is not limited to, trimming, mowing, weeding, removal of litter, fertilizing, regular watering, and replacement of dead or diseased dying plants.

MISCELLANEOUS

12. Adequate lighting shall be provided to illuminate the fueling area, subject to Community Development Department review and approval. Said lighting shall meet requirements set forth in the Building Security and California Fire Codes.
13. Fire and Police access and passage shall be permitted at all times.
14. The proposed project shall comply with the applicable requirements of the Monterey Peninsula Water Management District.
15. The issuance of building permits involving the installation of new water shall be subject to the availability of an adequate supply of water and sewer capacity to serve the project.

16. The permit shall have no force or effect unless and until accepted, and the terms thereof agreed to, in writing, by the applicant and property owner within fifteen (15) days from the date of its approval.
17. For purposes of assuring compliance, the applicant, agents, representatives or their assignees agree not to deny or impede access to the subject property by City employees in the performance of their duties.

USE RESTRICTIONS

18. Business hours are from 8 a.m. to 5 p.m. Monday thru Friday. 8 a.m to 6 p.m. on Saturday, and closed Sunday. Hours of operation may be modified by the Director of Community Development if it is determined that no impacts to surrounding tenants or properties will occur.
19. No outdoor storage is permitted or display of materials shall be permitted except allowed on the project approved site plan or as approved by the Zoning Administrator.
20. The subject property shall be maintained in a safe, clean and sanitary condition at all times. The property owners shall be responsible for the daily maintenance and up-keep of the businesses, including but not limited to trash removal, painting, graffiti removal, and maintenance of improvements to ensure that the facilities are maintained in a neat and attractive manner.

PLANCHECK SUBMITTAL

21. At the time of building or encroachment permit application, the plans shall comply with the latest edition of the 2019 California Building and Fire codes, City Ordinances, State, Federal laws, and regulations as adopted by the City Council.
22. Prior to submittal of a Storm Water Control Plan (SWCP), the applicant shall submit a deposit as specified in the Fees and Charges to the Public Works Department for the estimated cost of reviewing the SWCP.
23. Prior to any work in the public right-of-way, an Encroachment Permit shall be obtained from and applicable fees paid to the Public Works Department
24. Prior to issuance of a Building Permit, the applicant shall submit an underground storage tank plan to the Monterey County Health Department for review and approval.
25. The developer shall submit storm drain plans, prepared by a California registered professional civil engineer, depicting proposed storm drain improvements for the project. All storm drain improvements shall comply with the City of Seaside Construction Standards for Private Streets, Storm Drain and On -Site Private Improvements Manual
26. The developer shall submit precise grading plans, prepared by a California registered professional civil engineer, depicting proposed grading, erosion control and improvements for the project.

27. Any damage from the project done to existing public right-of-way improvements and/or utilities shall be repaired to the satisfaction of the City Engineer before final inspection.
28. Provide preliminary hydrology and hydraulic calculations to substantiate retention of storm water runoff for the entire redevelopment for the 95% storm event
29. Proposed project must implement storm water best management practices (BMPs) during construction.(SMC 8.46)
 - a. Complete and submit the Storm water Compliance Tracking Form, with signature with building permit application.
 - b. A project specific Erosion and Sediment Control Plan (ESCP) is required of the applicant as part of building permit application.
 - c. If the disturbed area is greater than one (1) acre, a Storm water Pollution Prevention Plan (SWPPP) shall be prepared and a WDID obtained by the applicant from the State Water Quality Control Board. Submit the SWPPP for City of Seaside review.
30. Post-development peak storm water runoff rates shall not exceed predevelopment rate. A pro rata share of the cost of offsite erosion sediment, and flood control improvements and/or for maintenance to the principal drainage way may be required by the city engineer to handle the increase peak runoff and/or sediment generated by the project. (SMC 15.32.170)
 - a. As part of building permit application, develop civil grading and drainage plans to clearly show direction of storm water drainage from new or redeveloped impervious surfaces.
 - b. Oil/water separator shall be connected to the sanitary sewer system. A normally closed emergency shutoff valve shall be required on the outlet of the oil/water separator. Applicant to contact Monterey One Water for review and approval requirements for connection to the sanitary sewer system.
 - c. Drainage shall not be directed to adjacent properties.
31. As required by Attachment 1 to Resolution No. R3-2013-0032 of the Central Coast Regional Water Quality Control Board, the applicant shall develop a Storm Water Control Plan demonstrating compliance with performance requirements #1, #2, #3, and #4 as applicable.(SMC 8.46.130)
 - a. Applicant shall submit a Storm Water Control Plan prior to finalizing site plan or civil grading and drainage plans. Storm Water Control Plan shall be approved by the City prior to finalizing project civil grading and drainage plans and shall include hydrology and hydraulic calculations validating the design of conveyance, treatment and/or infiltration features.
 - i. Provide a soils engineering report describing the soil type and soil hydrologic soil group substantiating design of structural storm water control measures described within the Storm Water Control Plan.

- b. Applicant shall submit architectural and civil grading and drainage plans with building permit application in substantial conformance to the approved Storm Water Control Plan.
- i. Plans shall clearly denote, in table format, the pre-project impervious surface area, new impervious surface area created, replaced impervious surface area, and post-project impervious surface area.
- c. Prior to issuance of occupancy, applicant shall execute and record as a deed restriction a Right of Entry and Maintenance Agreement. The Right of Entry and Maintenance Agreement shall:
 - i. Include indemnity, insurance and security requirements in conformance with the template provided by the City, and
 - ii. include an operation and maintenance (O&M) plan approved by the City stating that the property owner will conduct, and accepts responsibility for, maintenance of all storm water control measures (SCMs), and
 - iii. include a legal description of the property, and
 - iv. describe the methods and procedures for conducting periodic inspections and maintenances of all SCMs, and
 - v. require applicant to provide to the City each year during a period beginning on September 1 and ending no later than September 30 a statement certified by a licensed Civil Engineer or Qualified Storm water Developer (QSD) registered in the State of California stating that the SCM maintenance is in accordance with the O&M plan, and
 - vi. include a statement that transfers responsibility for maintenance of SCMs to future owners of the property.
- 32. Project shall provide ADA compliant path of travel across driveway approach fronting Del Monte Boulevard.
- 33. Vehicles shall only be permitted to make a right turn from Del Monte Boulevard into the site. Driveway approach shall be constructed to prohibit egress from the site onto Del Monte Boulevard.

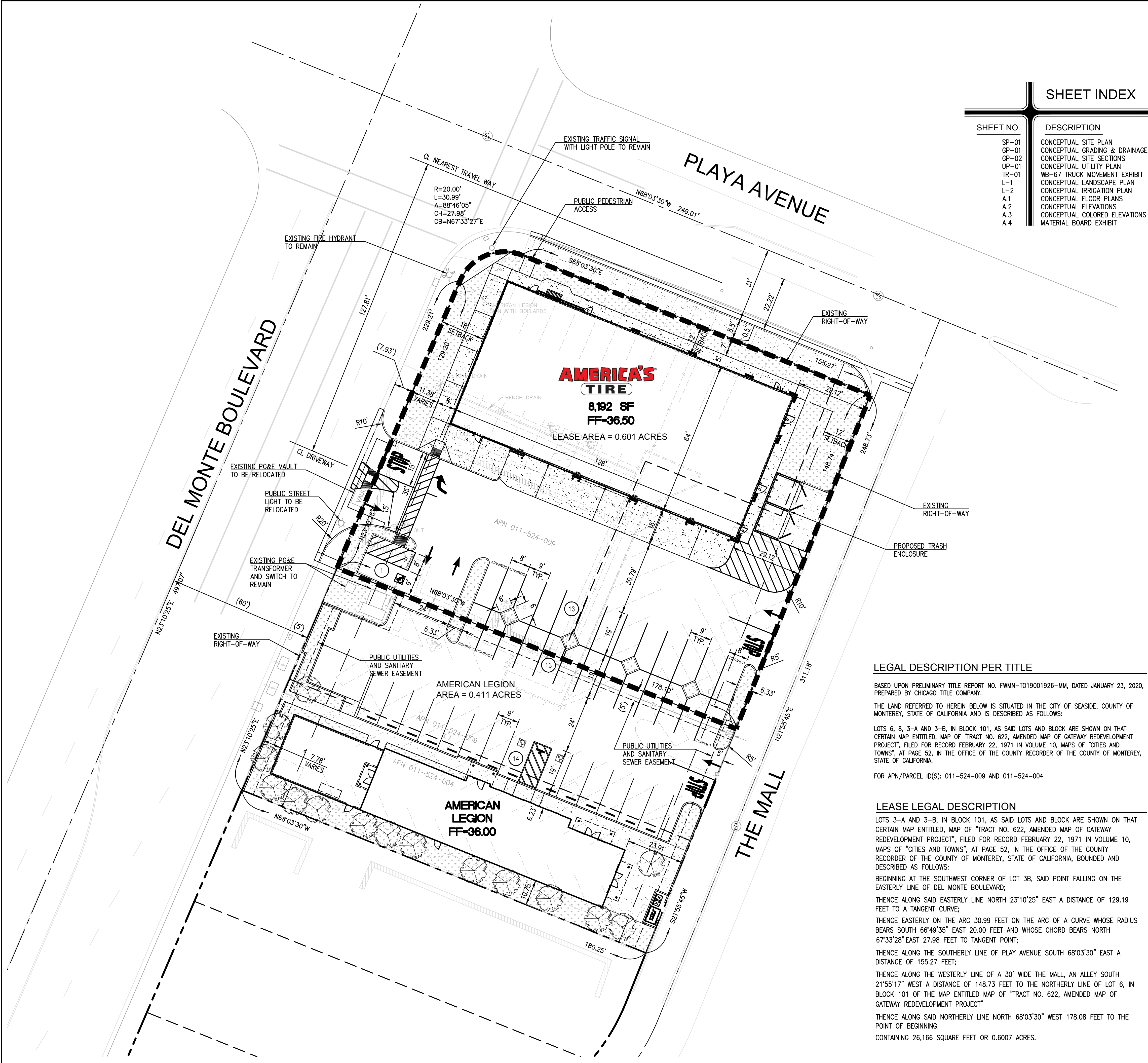
PASSED AND ADOPTED at the regular meeting of the Planning Commission of the City of Seaside, State of California, on the 27th day of May, 2020, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

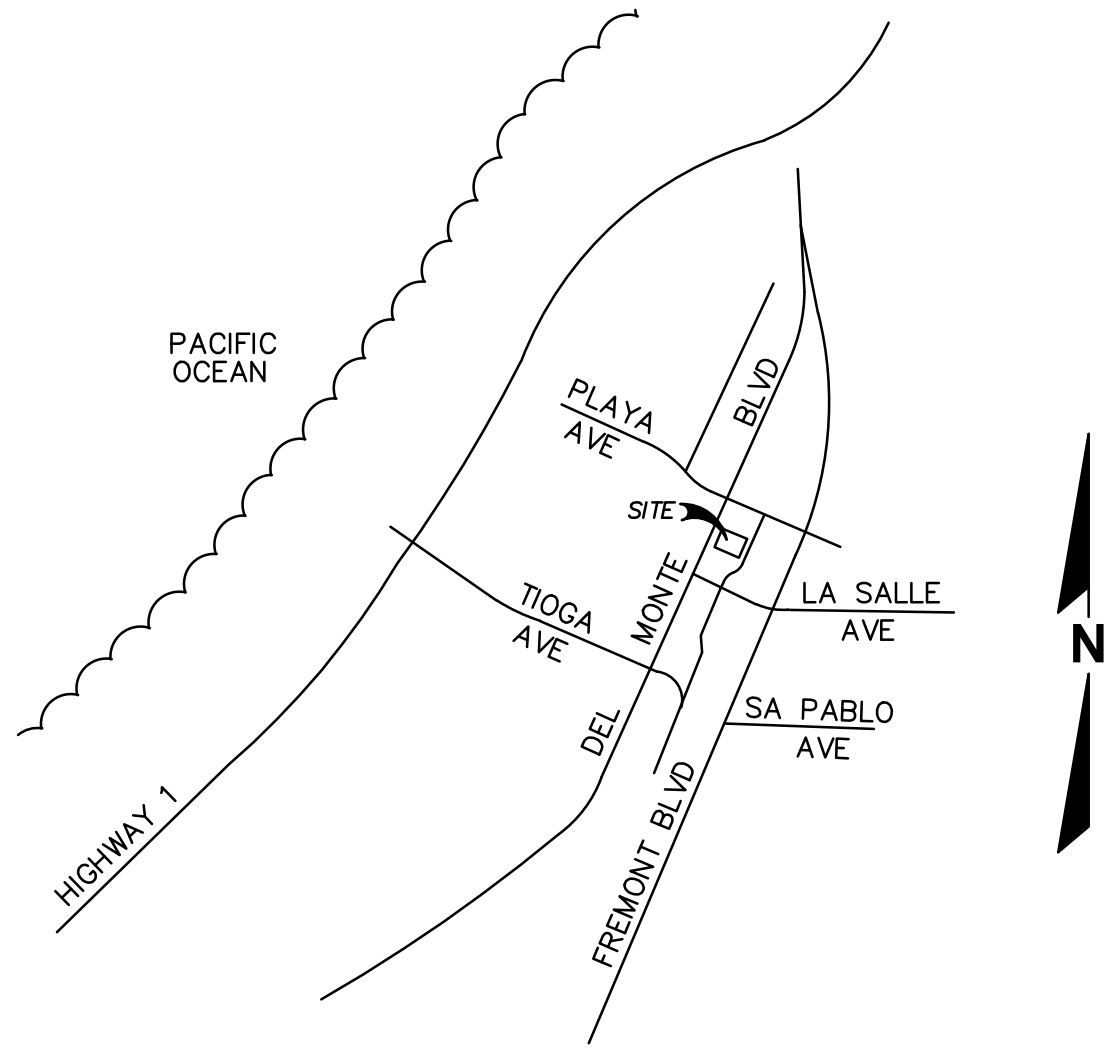
John Owens, Chairperson

ATTEST:

Lesley Milton, City Clerk



SHEET INDEX	
SHEET NO.	DESCRIPTION
SP-01	CONCEPTUAL SITE PLAN
GP-01	CONCEPTUAL GRADING & DRAINAGE PLAN
GP-02	CONCEPTUAL SITE SECTIONS
UP-01	CONCEPTUAL UTILITY PLAN
TR-01	WB-67 TRUCK MOVEMENT EXHIBIT
L-1	CONCEPTUAL LANDSCAPE PLAN
L-2	CONCEPTUAL IRRIGATION PLAN
A.1	CONCEPTUAL FLOOR PLANS
A.2	CONCEPTUAL ELEVATIONS
A.3	CONCEPTUAL COLORED ELEVATIONS
A.4	MATERIAL BOARD EXHIBIT



VICINITY MAP
N.T.S.

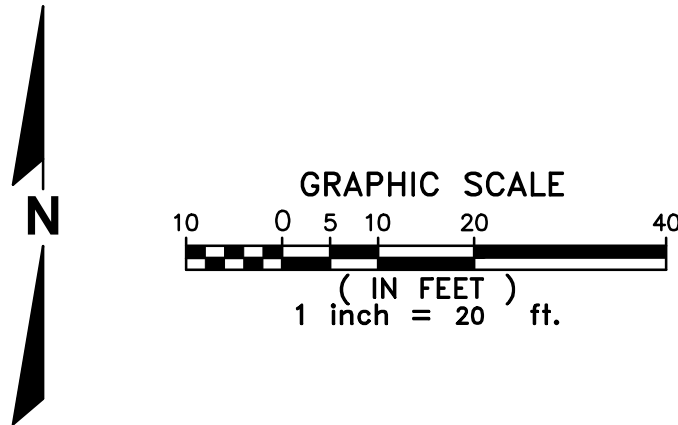
SCOPE OF WORK

THE SCOPE OF WORK INCLUDES DEMOLISHING THE EXISTING 5,540 SQ. FT. ± AMERICAN LEGION BUILDING WITH BASEMENT AND PARKING AREAS ON A 1.01 ACRE SITE. THE PROPOSED CONSTRUCTION INCLUDES A SINGLE STORY 8,192 SQ. FT. BUILDING WITH A 2,655 SQ. FT MEZZANINE FLOOR. THE PROPOSED AMERICA'S TIRE FACILITY WILL BE USED ENTIRELY FOR TIRES AND WHEELS SALES AND INSTALLATION ONLY. THE PROJECT SCOPE ALSO INCLUDES THE RELOCATION OF THE NEW 2,999 SQ. FT. AMERICAN LEGION BUILDING PAD AND UTILITIES. SITE IMPROVEMENTS TO INCLUDE PARKING LOT PAVING, NEW UNDERGROUND UTILITY SERVICES, LANDSCAPE AND AN UNDERGROUND CHAMBER SYSTEM (STORMWATER BMPs).

SITE DATA		
TOTAL SITE AREA	44,078.99 SF OR 1.012 AC	
AMERICA'S TIRE LEASE AREA	26,165.13 SF OR 0.601 AC	
AMERICAN LEGION AREA	17,913.86 SF OR 0.411 AC	
EXISTING PARKING STALLS	91	
SERVICE BAYS	6	
PARKING STALLS	41 + 6 BAYS = 47	
SITE AREAS		
AMERICA'S TIRE (BUILDING)	8,192 SF	(18.6%)
AMERICAN LEGION (BUILDING)	2,999 SF	(6.8%)
SIDEWALK/PAVEMENT	26,628 SF	(60.4%)
LANDSCAPING	6,260 SF	(14.2%)
APN	011-524-004 & 011-524-0009	
ADDRESS	1000 PLAYA AVENUE SEASIDE, CA 93955	
NO. OF EMPLOYEES	10±	
BUSINESS HOURS	8AM - 6PM (MON-SAT) 8AM - 5PM (SUN)	

LEGEND

■■■■■■ AMERICA'S TIRE LEASE AREA



LEGAL DESCRIPTION PER TITLE

BASED UPON PRELIMINARY TITLE REPORT NO. FWMN-TO19001926-MM, DATED JANUARY 23, 2020, PREPARED BY CHICAGO TITLE COMPANY.

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SEASIDE, COUNTY OF MONTEREY, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOTS 6, 8, 3-A AND 3-B, IN BLOCK 101, AS SAID LOTS AND BLOCK ARE SHOWN ON THAT CERTAIN MAP ENTITLED, MAP OF "TRACT NO. 622, AMENDED MAP OF GATEWAY REDEVELOPMENT PROJECT", FILED FOR RECORD FEBRUARY 22, 1971 IN VOLUME 10, MAPS OF "CITIES AND TOWNS", AT PAGE 52, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA.

FOR APN/PARCEL ID(S): 011-524-009 AND 011-524-004

LEASE LEGAL DESCRIPTION

LOTS 3-A AND 3-B, IN BLOCK 101, AS SAID LOTS AND BLOCK ARE SHOWN ON THAT CERTAIN MAP ENTITLED, MAP OF "TRACT NO. 622, AMENDED MAP OF GATEWAY REDEVELOPMENT PROJECT", FILED FOR RECORD FEBRUARY 22, 1971 IN VOLUME 10, MAPS OF "CITIES AND TOWNS", AT PAGE 52, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 3B, SAID POINT FALLING ON THE EASTERLY LINE OF DEL MONTE BOULEVARD;

THENCE ALONG SAID EASTERLY LINE NORTH 23°10'25" EAST A DISTANCE OF 129.19 FEET TO A TANGENT CURVE;

THENCE EASTERLY ON THE ARC 30.99 FEET ON THE ARC OF A CURVE WHOSE RADIUS BEARS SOUTH 66°49'35" EAST 20.00 FEET AND WHOSE CHORD BEARS NORTH 67°33'28" EAST 27.98 FEET TO TANGENT POINT;

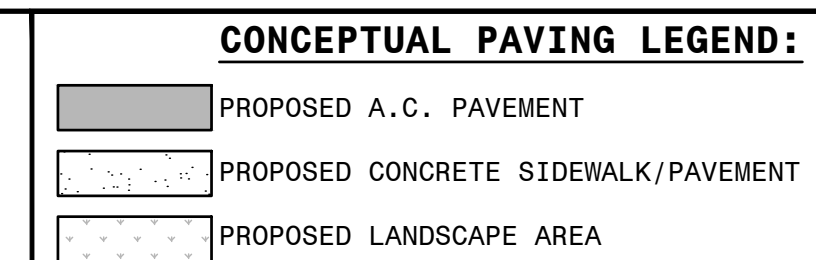
THENCE ALONG THE SOUTHERLY LINE OF PLAY AVENUE SOUTH 68°03'30" EAST A DISTANCE OF 155.27 FEET;

THENCE ALONG THE WESTERLY LINE OF A 30' WIDE THE MALL, AN ALLEY SOUTH 21°55'17" WEST A DISTANCE OF 148.73 FEET TO THE NORTHERLY LINE OF LOT 6, IN BLOCK 101 OF THE MAP ENTITLED MAP OF "TRACT NO. 622, AMENDED MAP OF GATEWAY REDEVELOPMENT PROJECT"

THENCE ALONG SAID NORTHERLY LINE NORTH 68°03'30" WEST 178.08 FEET TO THE POINT OF BEGINNING.

CONTAINING 26,166 SQUARE FEET OR 0.6007 ACRES.

DESCRIPTION	
DATE	
8881 Research Drive Irvine, CA 92618-4236 (949) 872-2378 rasmith.com	
raSmith CREATIVITY BEYOND ENGINEERING	
AMERICA'S TIRE - SEASIDE 1000 PLAYA AVENUE, SEASIDE CA 93955	CONCEPTUAL SITE PLAN
© COPYRIGHT 2020 R.A. Smith, Inc. DATE: 03/04/2020 SCALE: AS SHOWN JOB NO. 3200007 PROJECT MANAGER: REID KUNISHIGE DESIGNED BY: RMK CHECKED BY: RMK SHEET NUMBER SP-01	

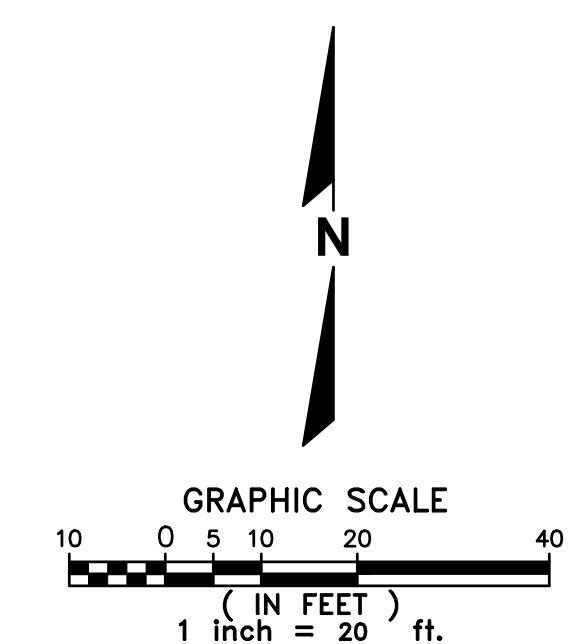
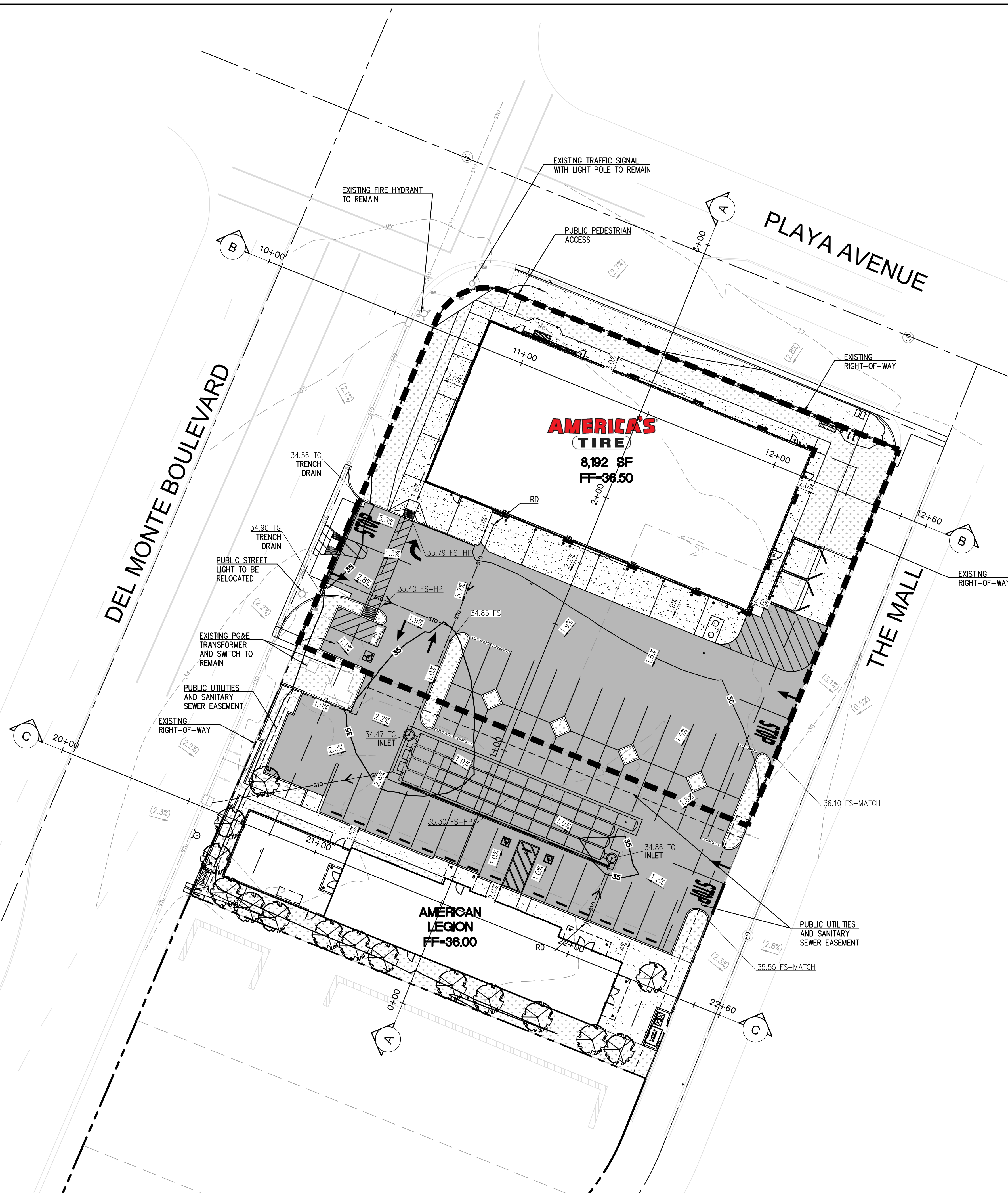
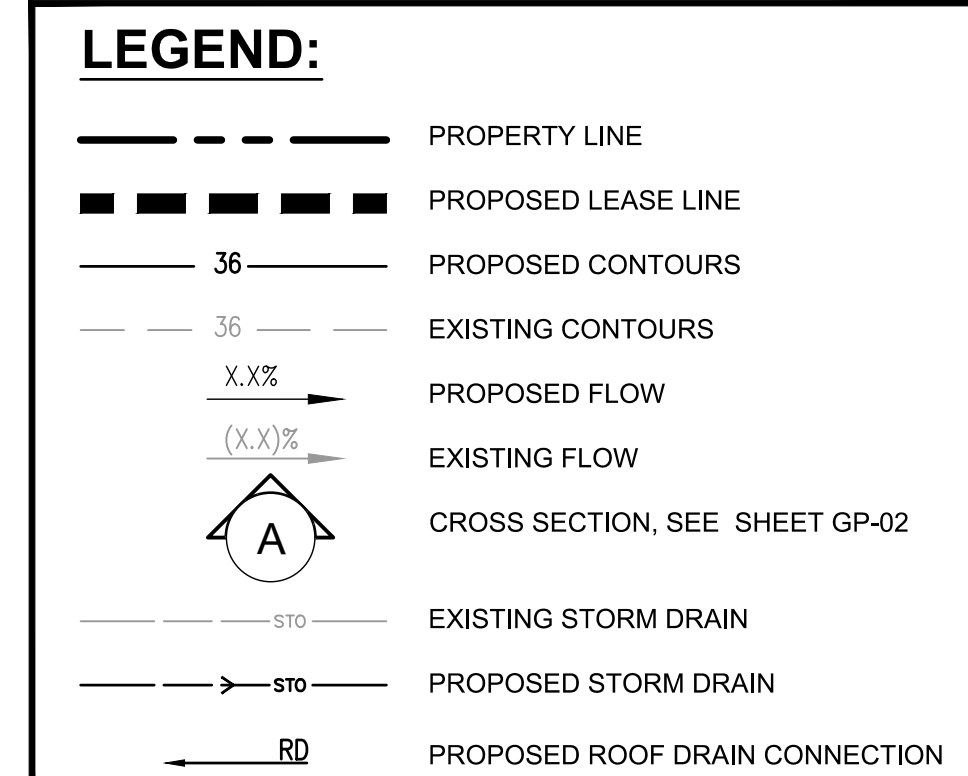


CUT/FILL ESTIMATE OF EARTHWORK

CUT:	115	CY
FILL:	1,180	CY
NET IMPORT:	1,065	CY

CUT/FILL BASED ON COMPARISON OF EXISTING SURFACE TO THE PROPOSED FINISH SURFACE, AND DOES NOT ACCOUNT FOR ANY OVER-EXCAVATION FOR PAVEMENTS, BUILDING SLABS/PADS, OR LANDSCAPE DEPRESSIONS. CONTRACTOR TO REFER TO APPROVED GEOTECHNICAL REPORT FOR ADDITIONAL UNDERSLAB AND/OR CUT AND FILL EARTHWORK REQUIREMENTS.

EARTHWORK QUANTITIES PROVIDED FOR PERMITTING PURPOSES ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE QUANTITIES FOR BID AND CONSTRUCTION PURPOSES. ANY EXPORT OR IMPORT TO BALANCE THE SITE SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.



DESCRIPTION

DATE _____

8881 Research Drive
Irvine, CA 92618-4236
(949) 872-2378
rasmith.com

raSmith
CREATIVITY BEYOND ENGINEERING

AMERICA'S TIRE - SEASIDE
1000 PLAYA AVENUE, SEASIDE CA 93955

CONCEPTUAL GRADING & DRAINAGE PLAN

© COPYRIGHT 2020
R.A. Smith, Inc.

DATE: 03/04/2020

SCALE: AS SHOWN

JOB NO. 3200007

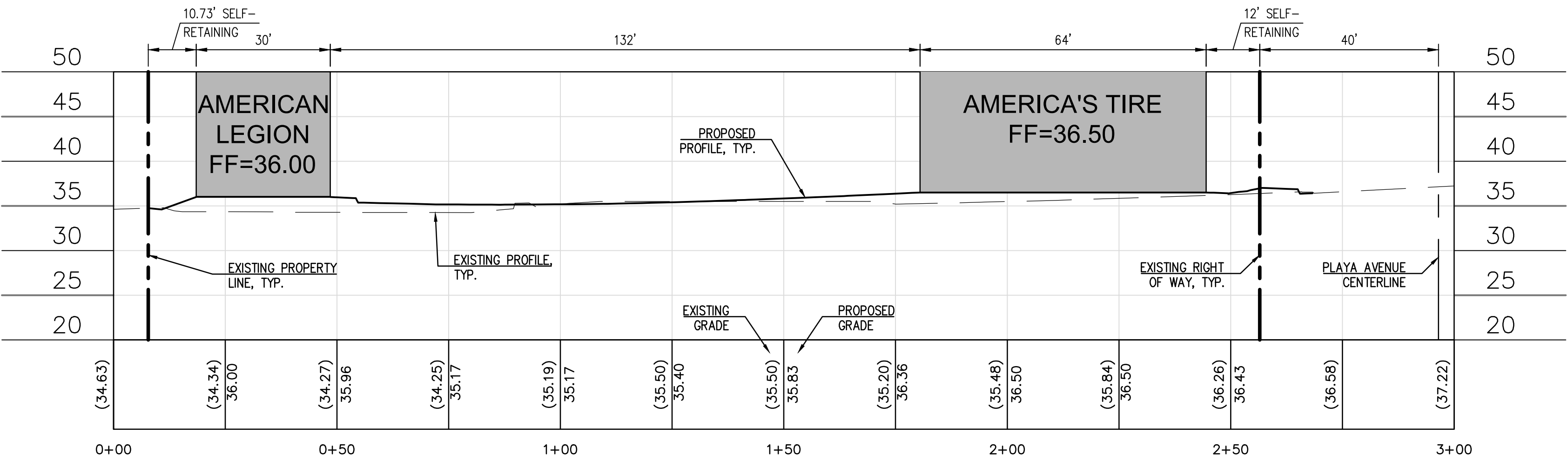
PROJECT MANAGER:
REID KUNISHIGE

DESIGNED BY: RMK

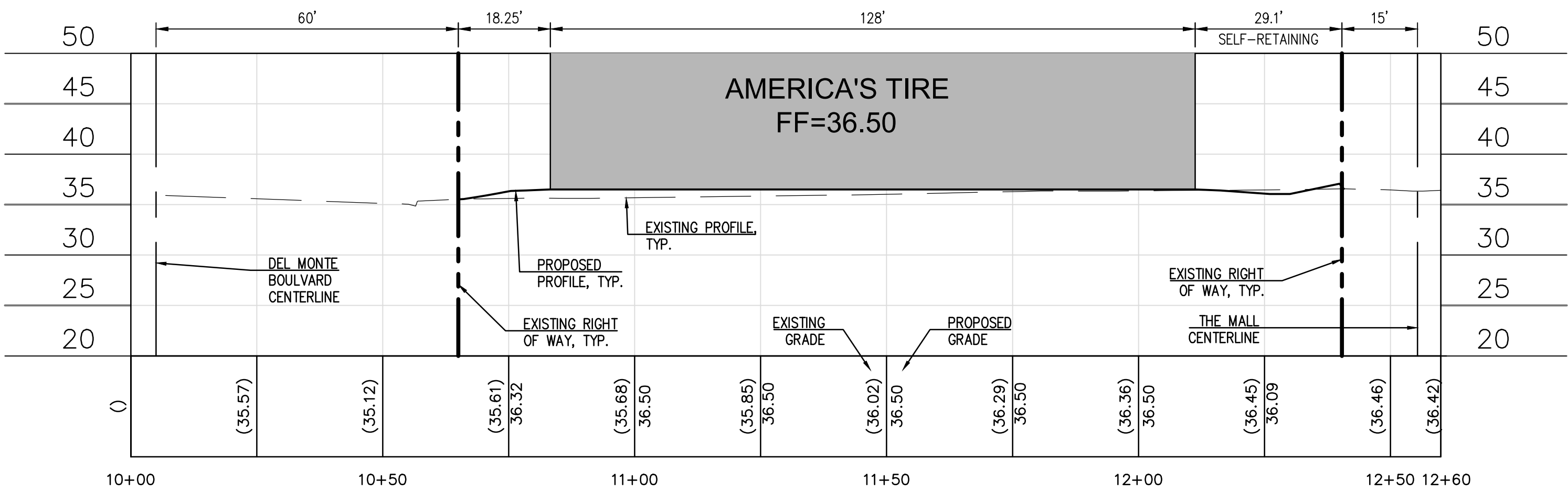
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SHEET NUMBER

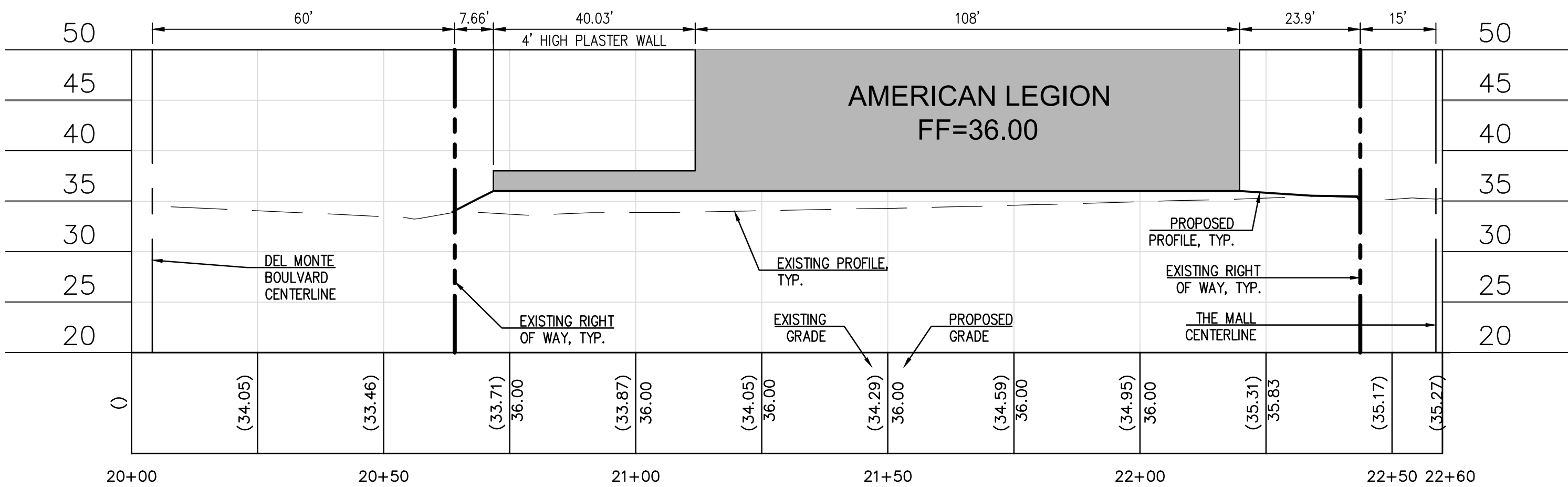
GP-01



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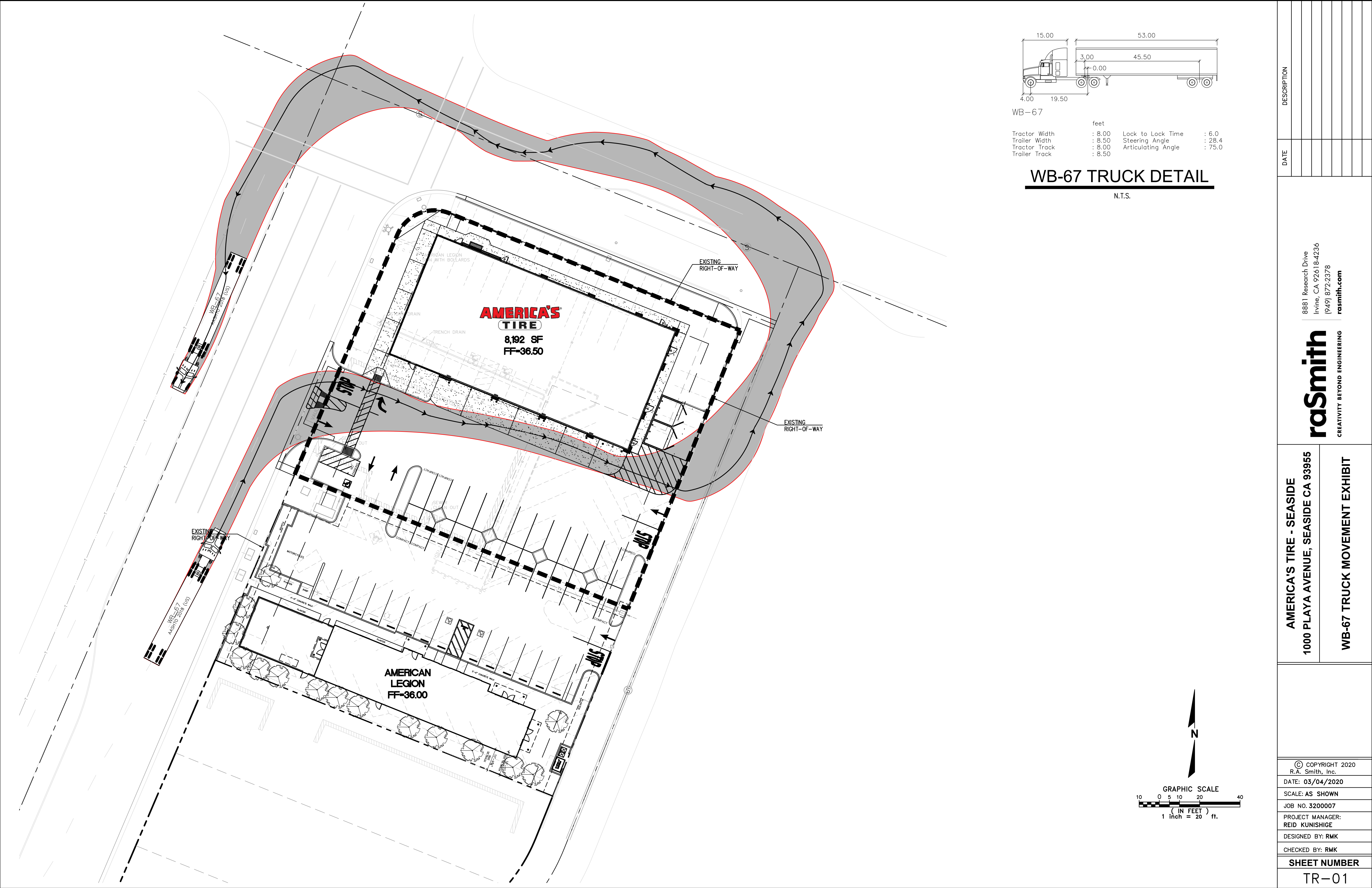


B SECTION B-B H: 1"=20' V: 1"=10'



C SECTION C-C H: 1"=20' V: 1"=10'

DESCRIPTION	
DATE	
8881 Research Drive Irvine, CA 926184236 (949) 8722378 rasmith.com	
raSmith CREATIVITY BEYOND ENGINEERING	
AMERICA'S TIRE - SEASIDE 1000 PLAYA AVENUE, SEASIDE CA 93955	CONCEPTUAL SITE SECTIONS
© COPYRIGHT 2020 R.A. Smith, Inc. DATE: 03/04/2020 SCALE: AS SHOWN JOB NO. 3200007 PROJECT MANAGER: REID KUNISHIGE DESIGNED BY: RMK CHECKED BY: RMK	
SHEET NUMBER GP-02	



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WB-67 TRUCK MOVEMENT EXHIBIT							



PLANT PALETTE SUNSET ZONE: 17

Symbol	Botanical Name	Common Name	WUCOLS (REGION 3)
TREES			
	Arbutus unedo	Strawberry Tree	Low
	Melaleuca quinquenervia	Cajeput Tree	Low
	Metrosideros excelsa	New Zealand Christmas Tree	Low

Symbol	Botanical Name	Common Name	WUCOLS (REGION 3)
SHRUBS/ GROUNDCOVERS			
	Arctostaphylos edmundsii 'Little Sur Manzanita'	Little Sur Manzanita	Low
	Citrus purpureus	Purple Rock Rose	Low
	Dudleya brittonii	Giant Chalk Dudleya	Low
	Leucadendron discolor 'Pom Pom'	Pom-Pom Flame Tips	Low
	Leucadendron galpinii 'Silver Cone'	Silver Cone Galpin	Low
	Macfadyena unguis cati	Cat's Claw	Low
	Westringia fruticosa 'Morning Light'	Coast Rosemary	Low

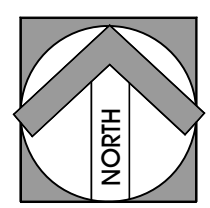
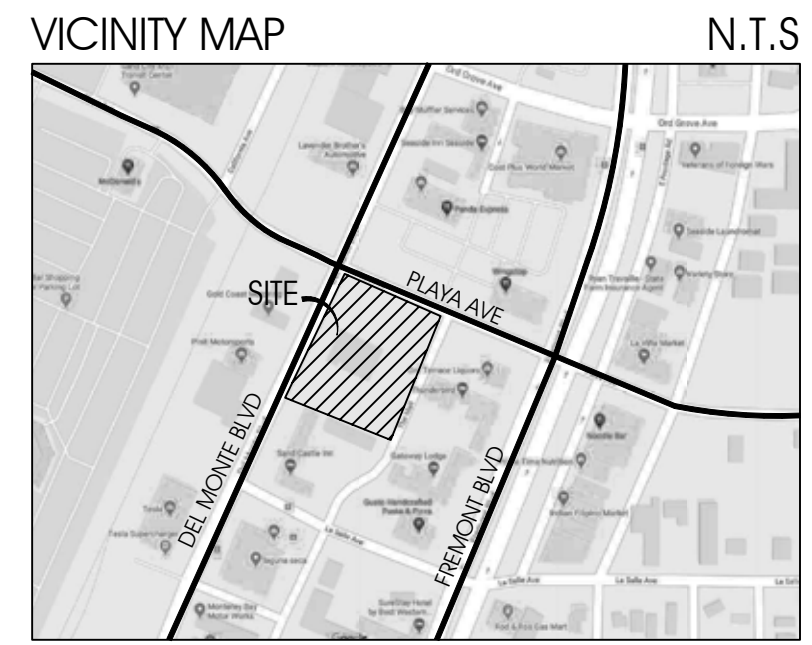
SCREEN SHRUBS			
	Dodonaea v. 'Purpurea'	Hopseed Bush	Low
	Rhus integrifolia	Lemonade Berry	Low

NOTES:
PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.

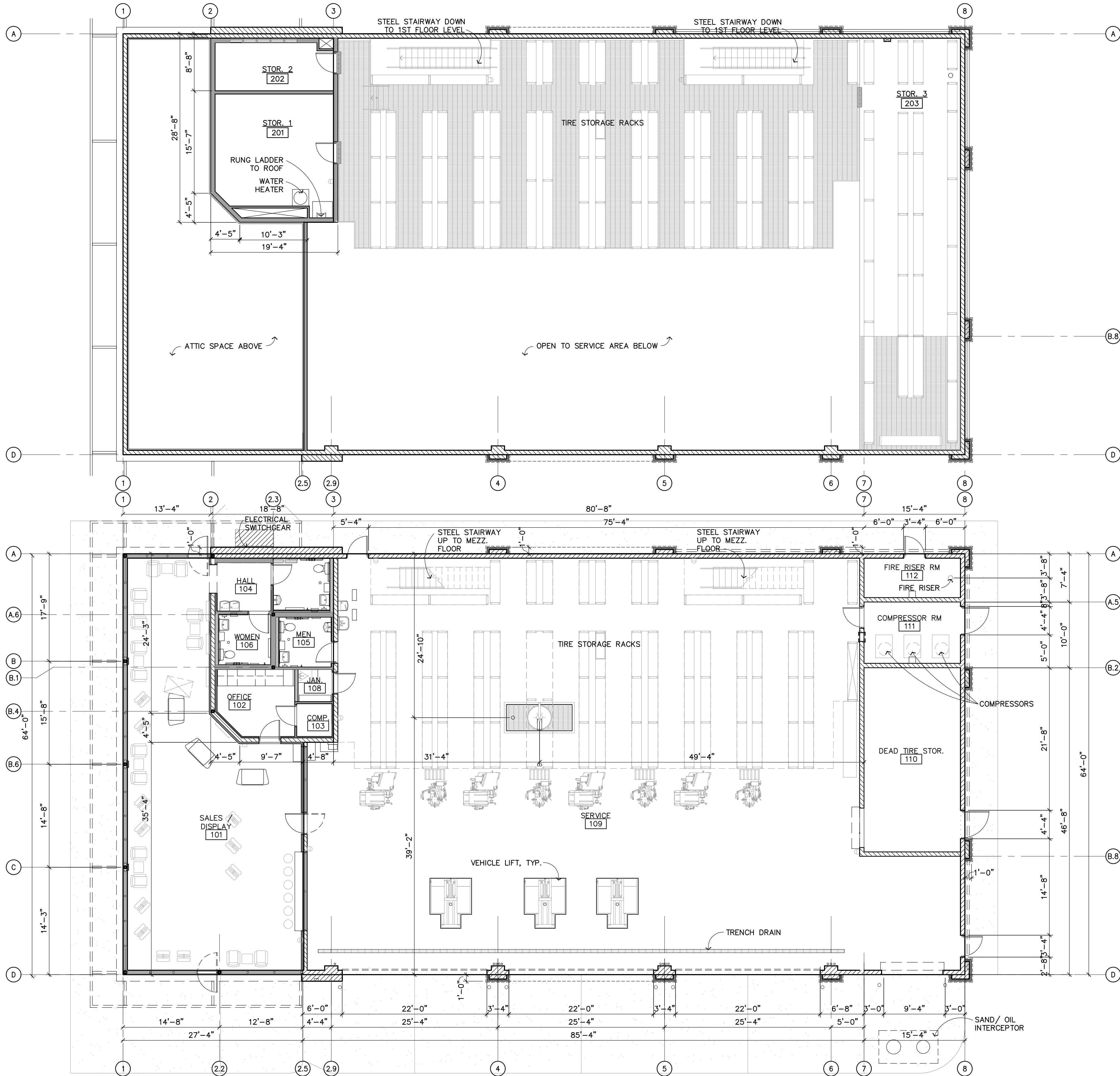
ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.

ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.

ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.



DESCRIPTION		DATE	
conceptual design & planning company Corporate Office: 1000 Coast Loop Drive Seaside, CA 93955 Tel: 415.759.9226 www.cdphc.com		COSTA MESA • ATASCADERO • SAN JOSE	
AMERICA'S TIRE - SEASIDE		1000 PLAYA AVENUE, SEASIDE CA 93955	
CONCEPTUAL LANDSCAPE PLAN		SHEET NUMBER	
		L-1	
DATE: 03/04/2020		SCALE: AS SHOWN	
JOB NO. 20026		PROJECT MANAGER: VINCENT ROJAS	
DESIGNED BY: GC		CHECKED BY: MK	



Building Area Breakdown	
GROUND FLOOR AREA	
'M' OCCUPANCY:	
SALES / DISPLAY	1,272.81 S.F.
OFFICE	113.33 S.F.
COMPUTER	26.68 S.F.
HALL	61.04 S.F.
MEN	66.27 S.F.
WOMEN	59.12 S.F.
EMPLOYEE	59.12 S.F.
JANITOR ROOM:	25.40 S.F.
'S-1' OCCUPANCY:	
SERVICE	5393.69 S.F.
RECYCLE TIRE	410.67 S.F.
COMPRESSOR ROOM	136.89 S.F.
FIRE RISER ROOM	88.00 S.F.
(NET AREA/USABLE) 7,713.22 S.F.	
TOTAL GROUND FLOOR AREA: 8,192 S.F.(BLDG. FOOTPRINT)	
MEZZANINE LEVEL AREA:	
'S-1' OCCUPANCY:	
STORAGE # 1:	310.70 S.F.
STORAGE # 2:	128.88 S.F.
STORAGE # 3:	695.19 S.F.
WALKING GRATE:	1519.78 S.F.
(NET AREA/USABLE) 2,654.55 S.F.	

CONCEPTUAL MEZZ. FLOOR PLAN

SCALE: 1/8" = 1'-0"

CONCEPTUAL 1ST FLOOR PLAN

SCALE: 1/8" = 1'-0"

REV:
DATE: 02.28.20

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CONCEPTUAL FLOOR PLANS

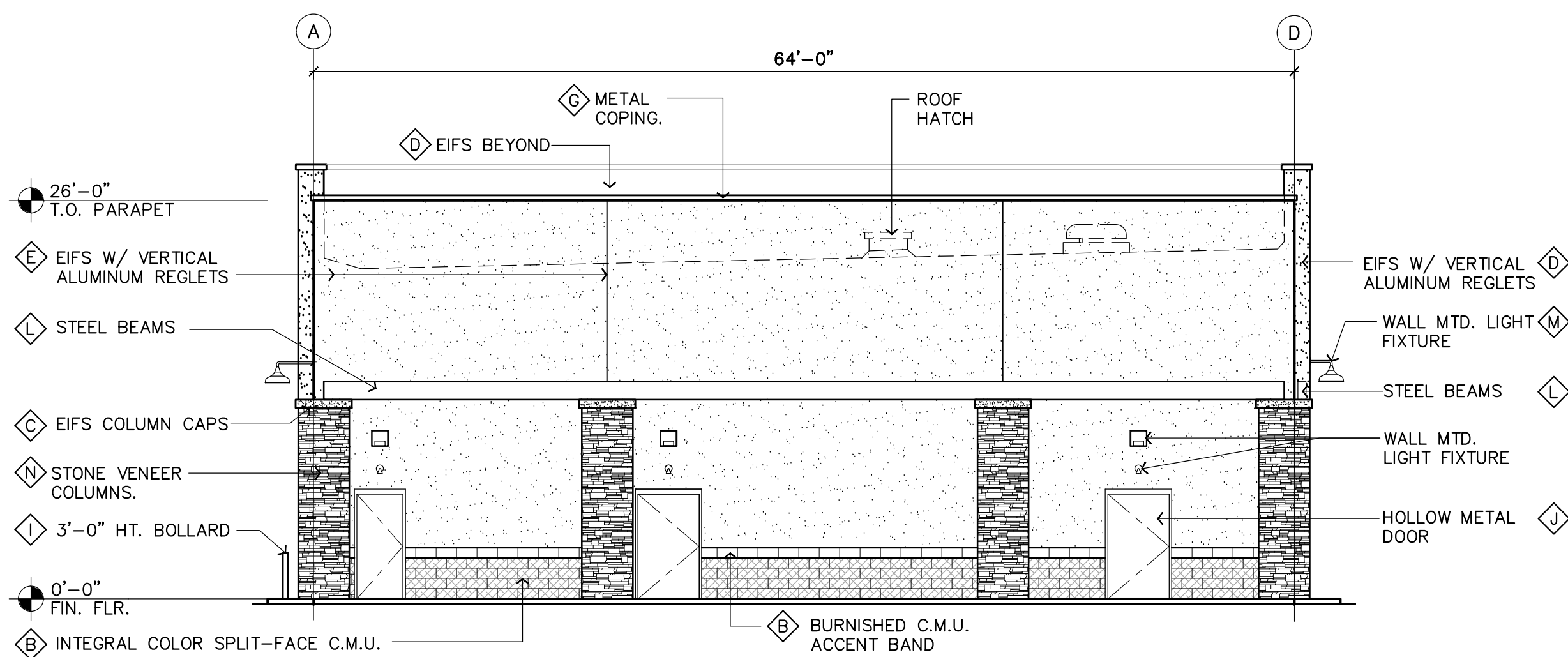
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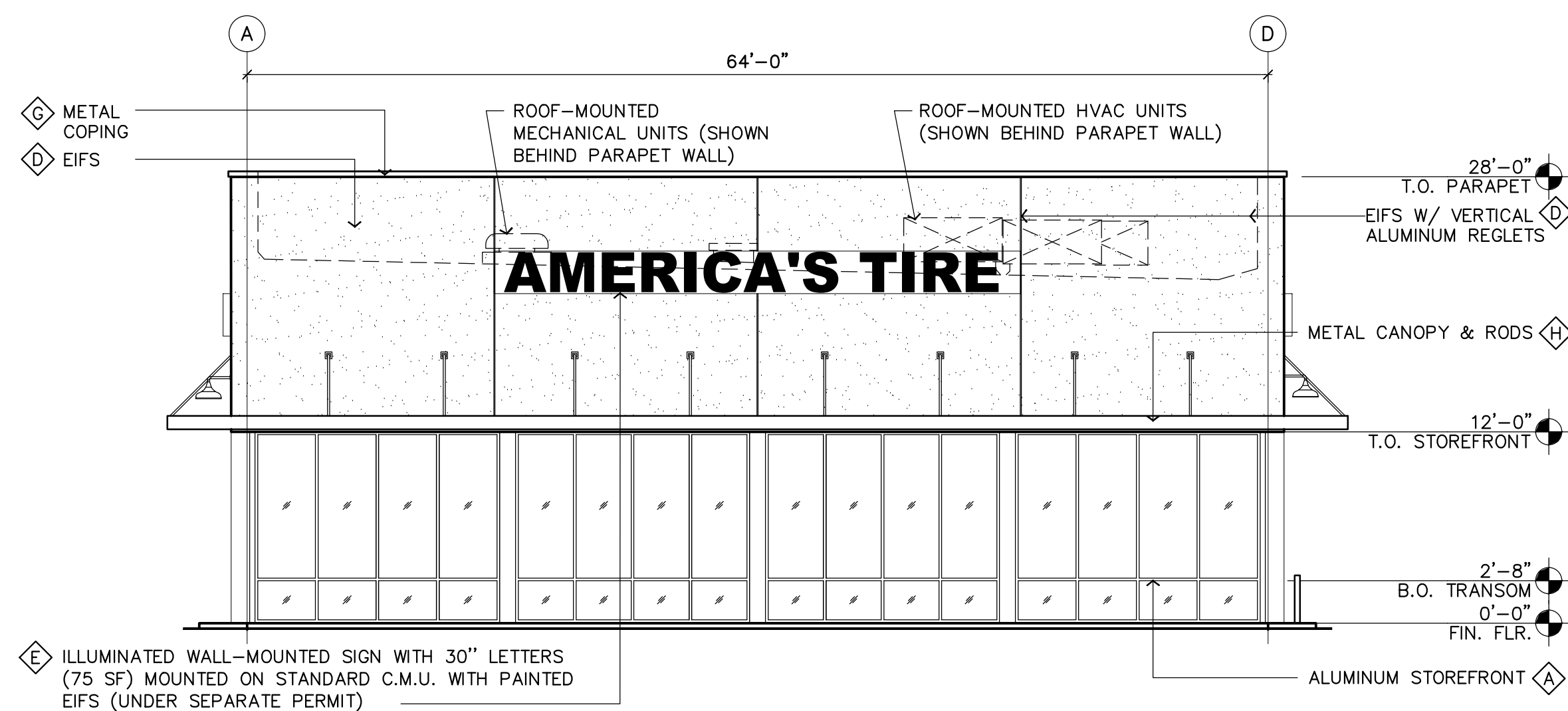
Sheet No.

A.1



EAST ELEVATION

SCALE: 1/8" = 1'-0"

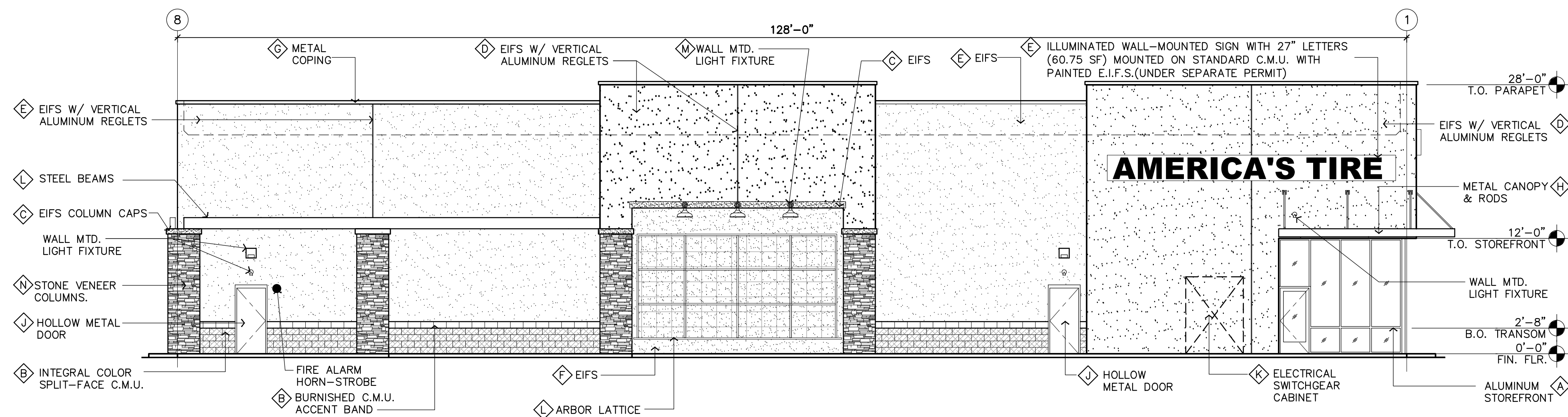


WEST ELEVATION (DEL MONTE BLVD.)

SCALE: 1/8" = 1'-0"

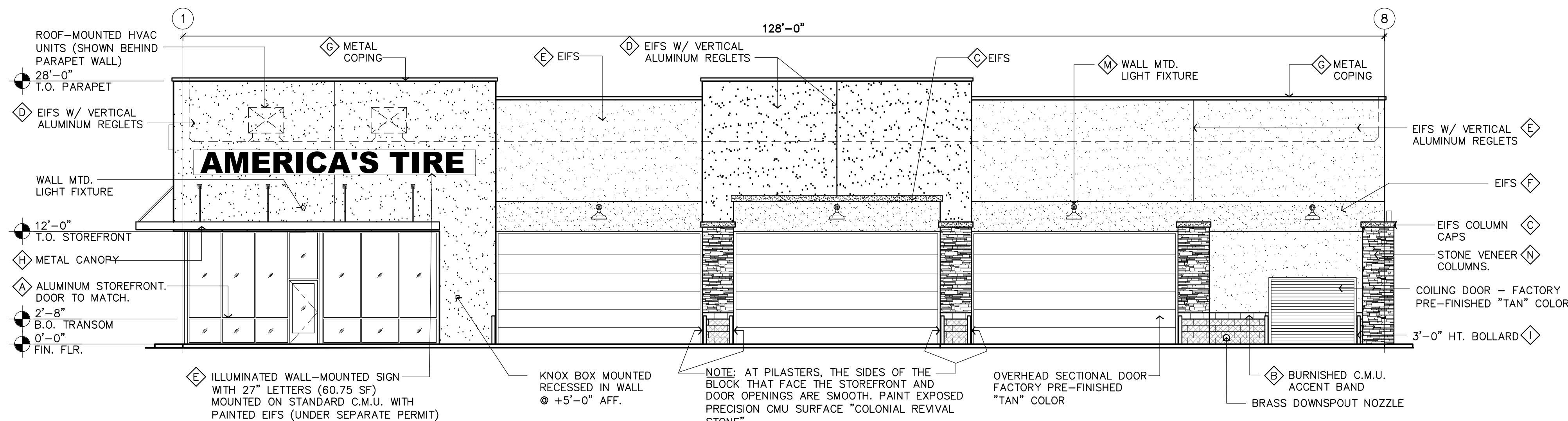
FINISH LEGEND

- ◊ STOREFRONT: KAWNEER TR-FAB 451 "CLEAR ANODIZED FINISH"
- ◊ INTEGRAL COLOR C.M.U. (SPLIT-FACE OR BURNISHED AS NOTED) COLOR TO MATCH "COLONIAL REVIVAL STONE"
- ◊ EIFS-STONE CAPS PAINT SHERWIN WILLIAMS SW #6119 "ANTIQUE WHITE"
- ◊ EIFS-PAINT SHERWIN WILLIAMS SW #7703 "EARTHEN JUG" W/ VERTICAL ALUMINUM REGLETS
- ◊ EIFS-PAINT SHERWIN WILLIAMS SW #6119 "ANTIQUE WHITE" W/ VERTICAL ALUMINUM REGLETS
- ◊ EIFS-PAINT SHERWIN WILLIAMS SW#2827 "COLONIAL REVIVAL STONE"
- ◊ METAL COPING - FACTORY PAINTED / INTEGRAL COLOR TO MATCH DARK BRONZE FINISH
- ◊ METAL CANOPY PAINT SHERWIN WILLIAMS SW #6246 NORTH STAR
- ◊ STEEL BOLLARDS- PAINTED TO MATCH "COLONIAL REVIVAL STONE"
- ◊ HOLLOW METAL DOORS - HOLLOW METAL DOORS PAINTED TO MATCH "COLONIAL REVIVAL STONE"
- ◊ ELECTRICAL SWITCHGEAR CABINET - PAINTED TO MATCH SHERWIN WILLIAMS SW #7703 "EARTHEN JUG"
- ◊ STEEL BEAMS & LATTICE-PAINT SHERWIN WILLIAMS SW #6246 NORTH STAR
- ◊ LIGHT FIXTURES - DARK BRONZE FINISH
- ◊ CULTURED STONE-COUNTRY LEDGE STONE "CARAMEL"



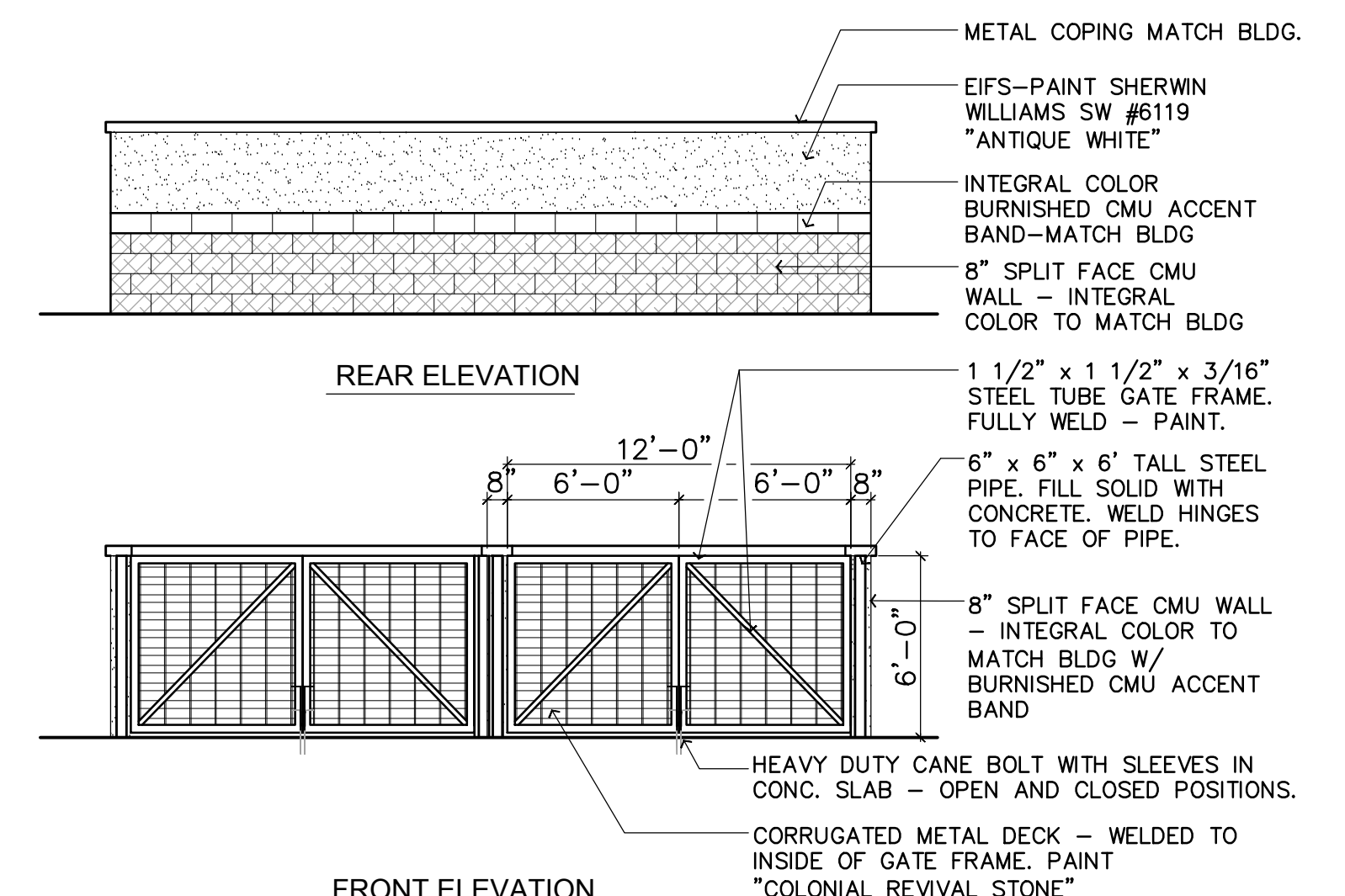
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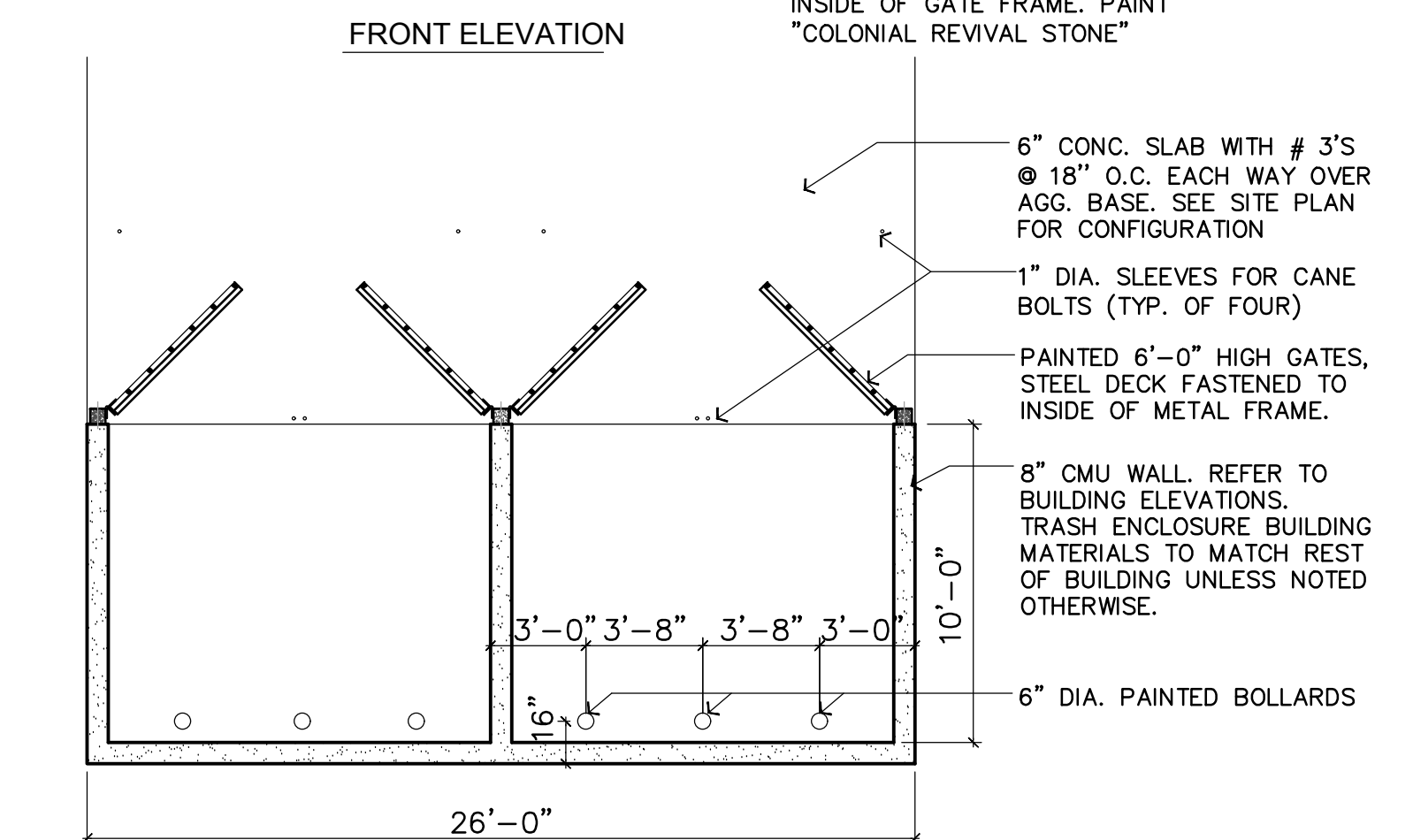


SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION



FRONT ELEVATION

TRASH ENCLOSURE PLAN / ELEVATIONS

3/16" = 1'-0"

REV:
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CONCEPTUAL ELEVATIONS

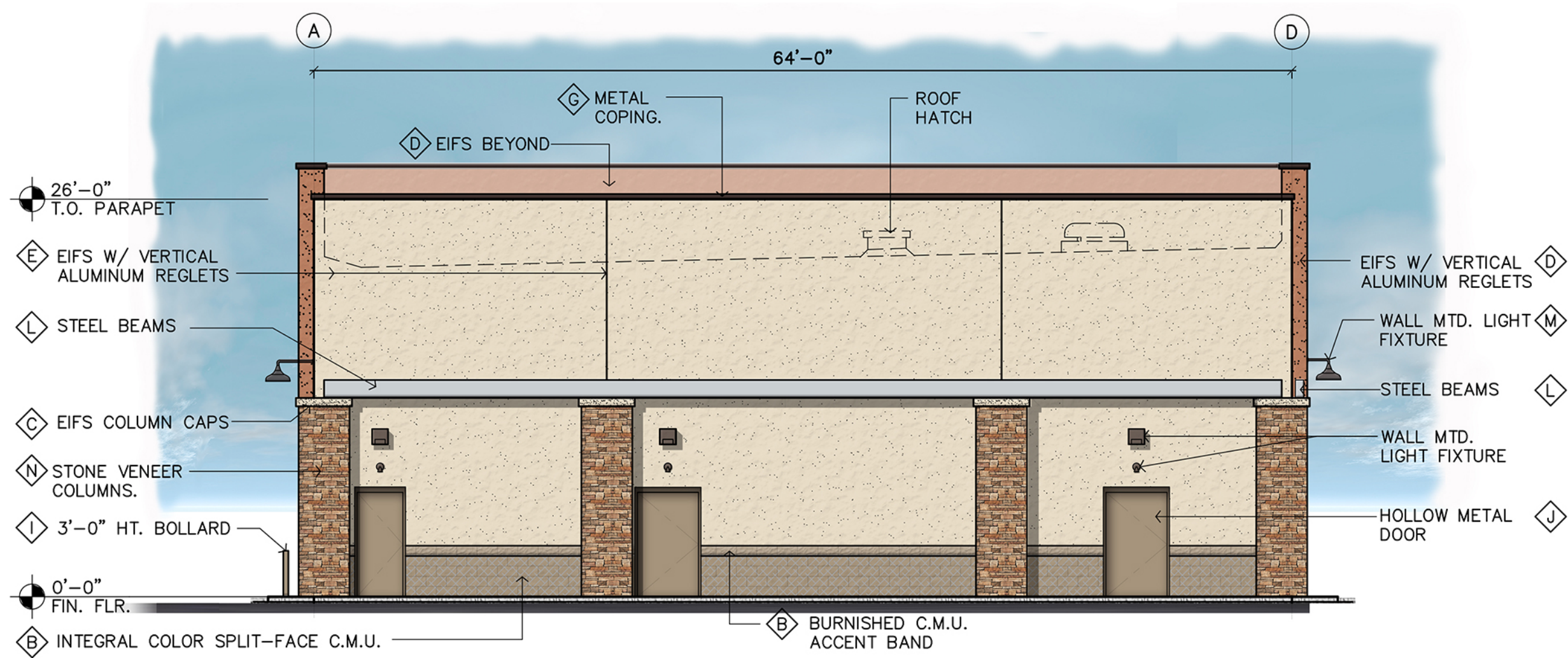
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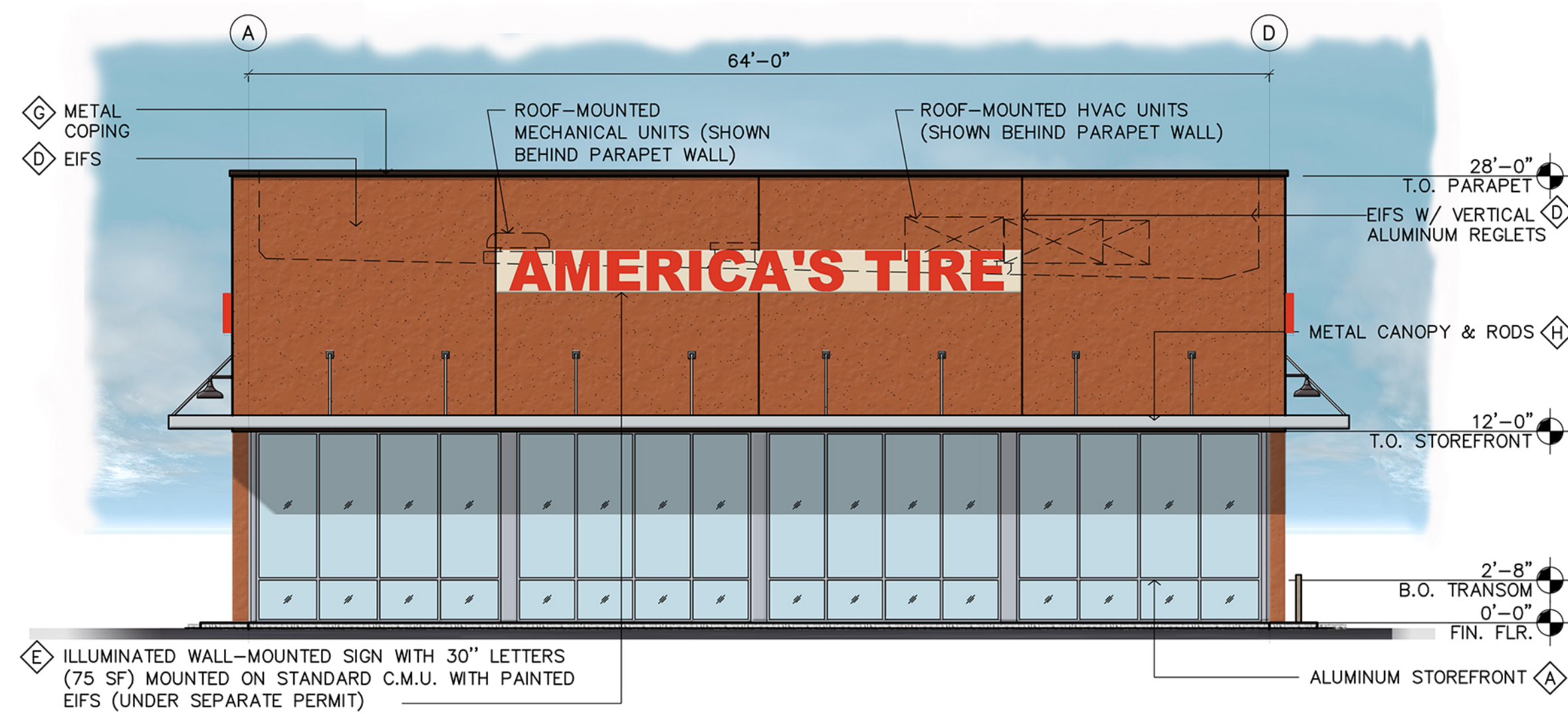
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A.2



EAST ELEVATION

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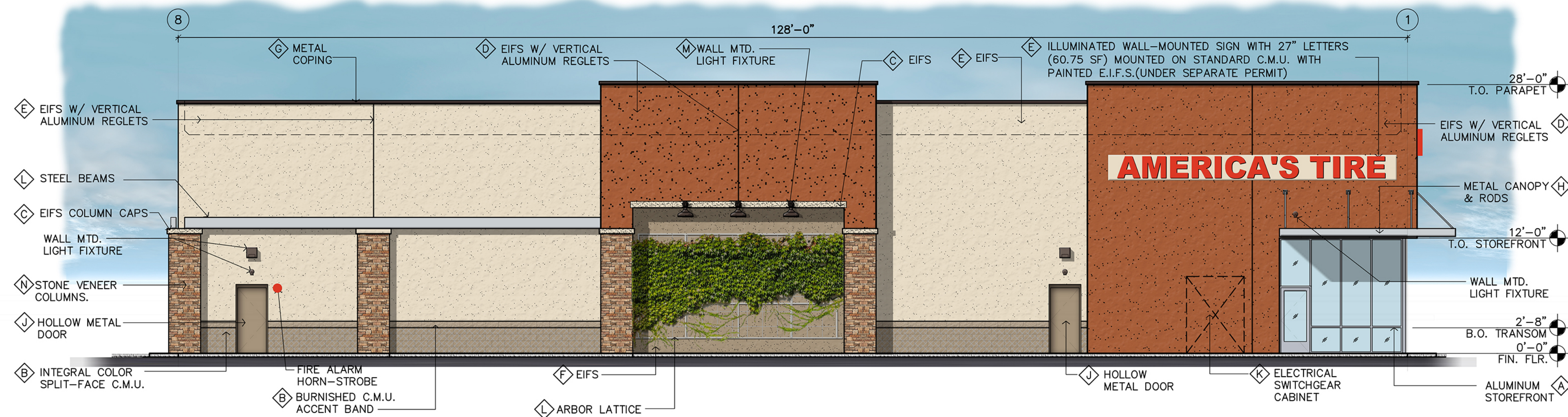


WEST ELEVATION (DEL MONTE BLVD.)

SCALE: 1/8" = 1'-0"

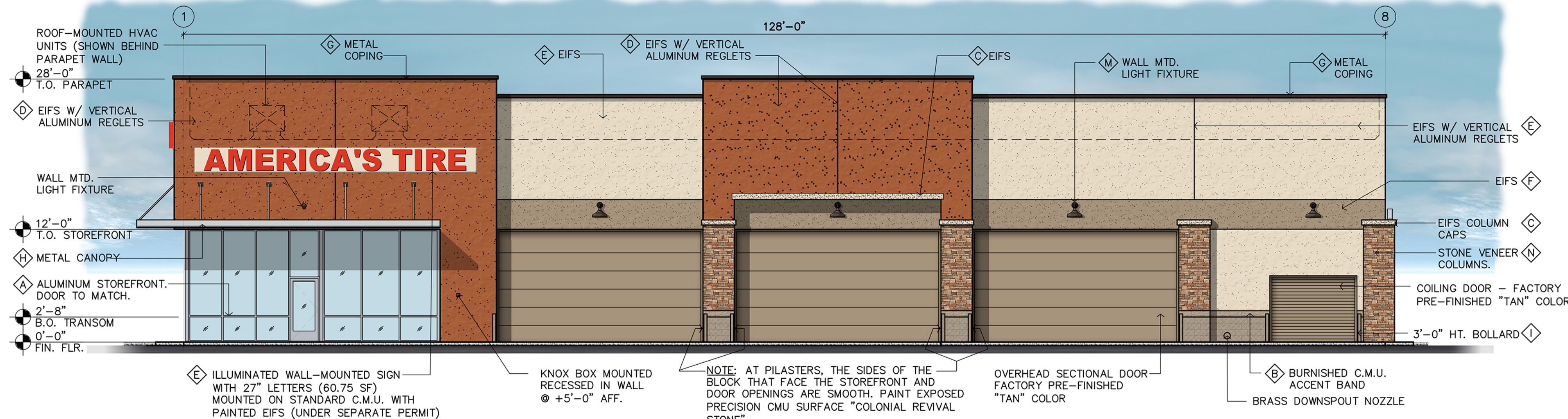
FINISH LEGEND

- ◊ STOREFRONT: KAWNEER TR-FAB 451 "CLEAR ANODIZED FINISH"
- ◊ INTEGRAL COLOR C.M.U. (SPLIT-FACE OR BURNISHED AS NOTED) COLOR TO MATCH "COLONIAL REVIVAL STONE"
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- ◊ HOLLOW METAL DOORS - HOLLOW METAL DOORS PAINTED TO MATCH "COLONIAL REVIVAL STONE"
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- ◊ STEEL BEAMS & LATTICE-PAINT SHERWIN WILLIAMS SW #6246 NORTH STAR
- ◊ LIGHT FIXTURES - DARK BRONZE FINISH
- ◊ CULTURED STONE-COUNTRY LEDGE STONE "CAMEL"



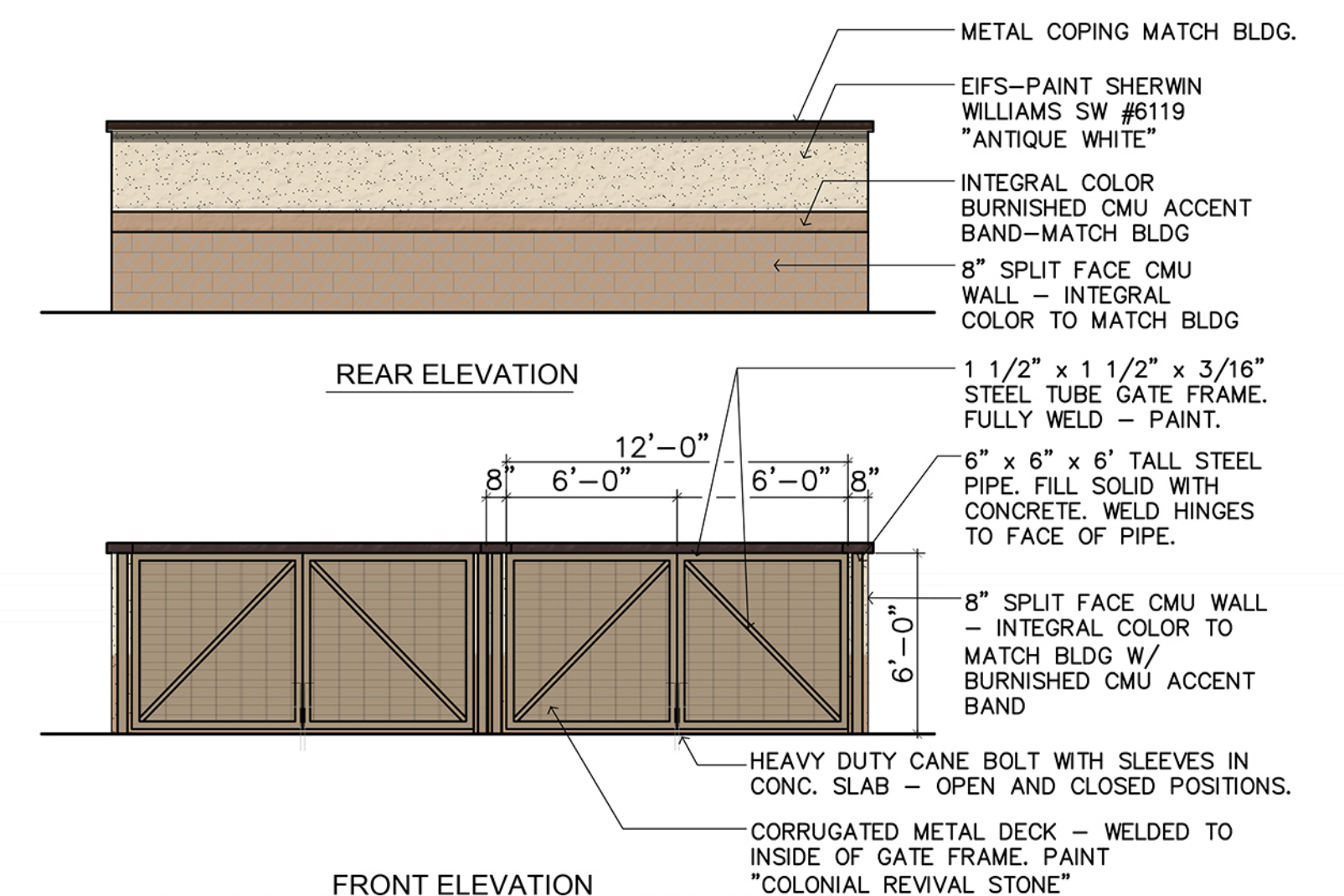
NORTH ELEVATION

SCALE: 1/8" = 1'-0"

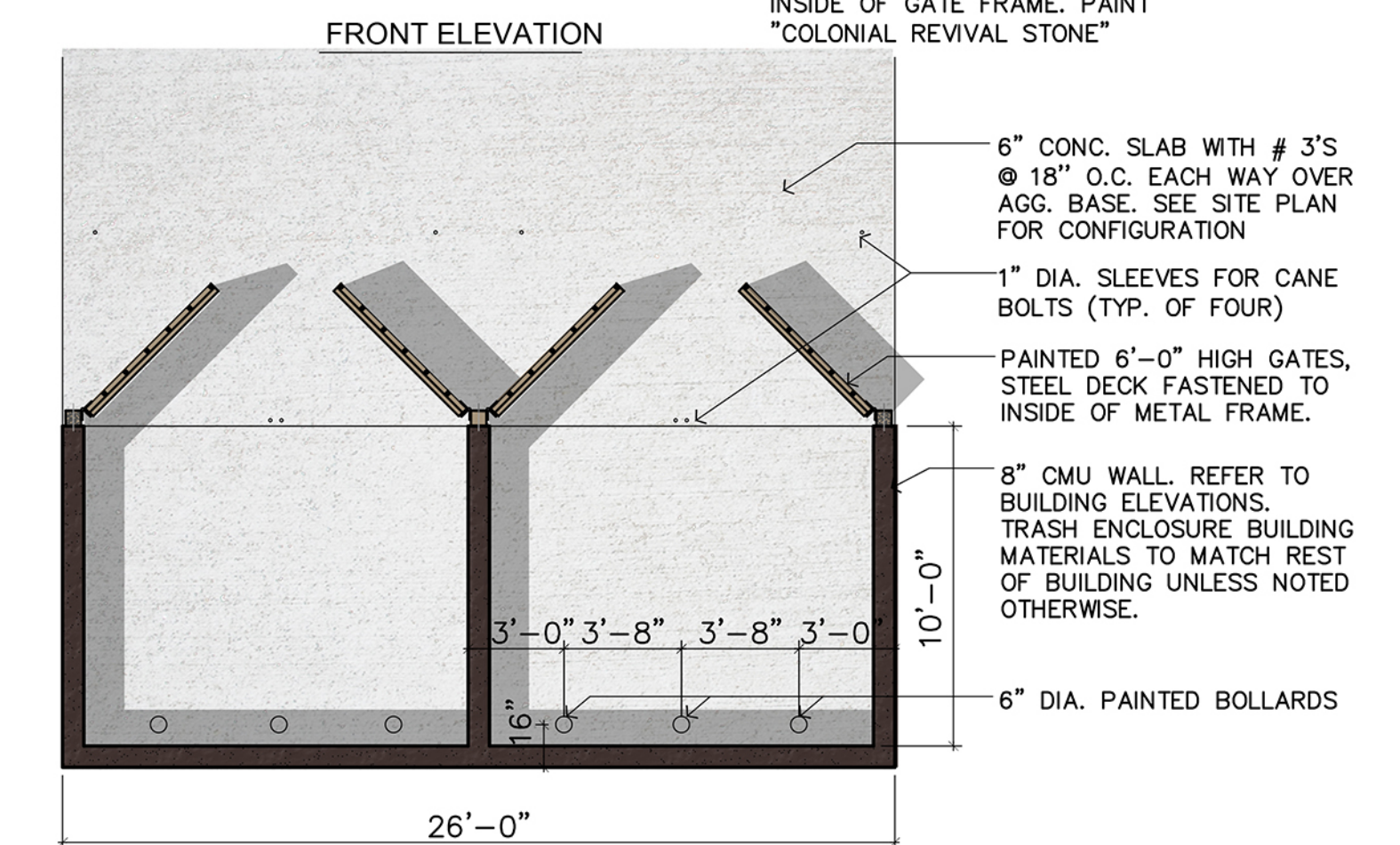


SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION



TRASH ENCLOSURE PLAN / ELEVATIONS

3/16" = 1'-0"

REV:
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CONCEPTUAL COLORED ELEVATIONS

1000 PLAYA AVENUE
SEASIDE, CA 93955



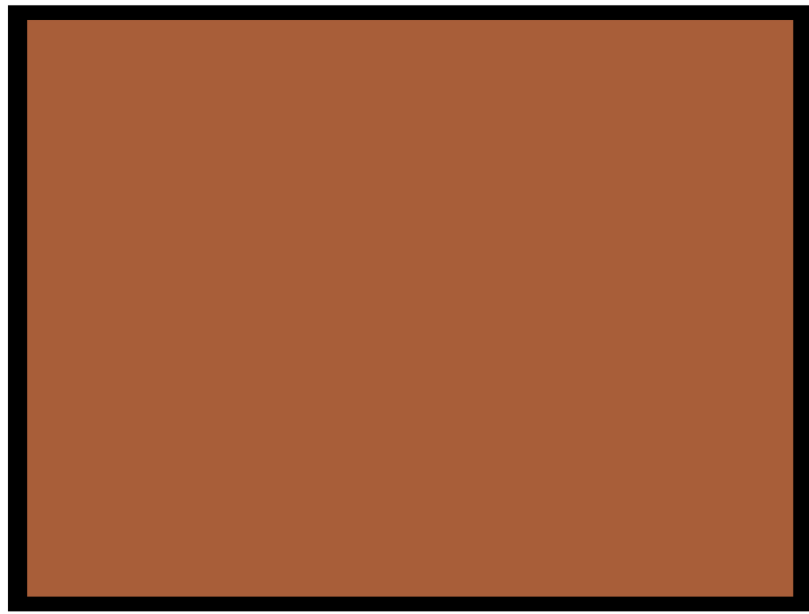
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Sheet No.

A.3



**METAL COPING:
ANODIZED FINISH DARK BRONZE**



**EFIS PAINTED TO MATCH
SHERWIN WILLIAMS
SW #7703 EARTHEN JUG**



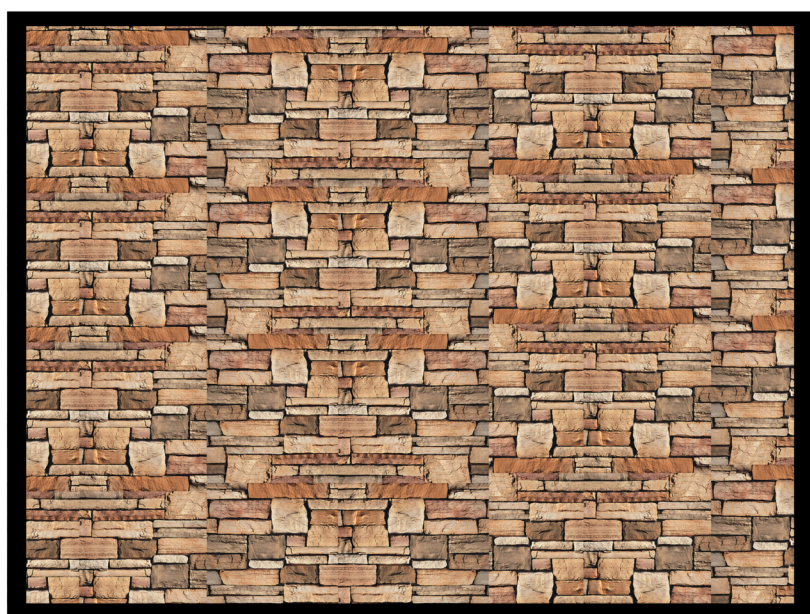
**INTERNALLY ILUMINATED SIGN
MANUFACTURER'S STANDARD
COLOR TO MATCH "BANNER RED"**



**METAL CANOPY & STEEL BEAMS:
SHERWIN WILLIAMS
SW #6246 NORTH STAR**



NORTH ELEVATION (PLAYA AVE)



**STONE VENEER COLUMNS
CULTURED STONE:
COUNTRY LEDGE STONE~CARAMEL**



**EFIS PAINTED TO MATCH:
SHERWIN WILLIAMS
SW #2827 "COLONIAL REVIVAL STONE"**



**EFIS PAINTED TO MATCH:
SHERWIN WILLIAMS
SW #2827 "COLONIAL REVIVAL STONE"**



**STOREFRONT:
CLEAR ANODIZED FINISH**

**REV:
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Sheet No.

A.4

Attachment 3 Location Map

Project Site: 1000 Playa Avenue



Attachment 4 – Site Photos



View from Del Monte Boulevard and Playa Avenue looking south



View from Del Monte Boulevard looking North

Attachment 4 – Site Photos



View from Playa Avenue looking south



View from alley looking north

Keith Higgins

Traffic Engineer

**PLAYA AVENUE TIRE STORE
AND AMERICAN LEGION RECONSTRUCTION
TRANSPORTATION IMPACT ANALYSIS**

ADMINISTRATIVE DRAFT REPORT

SEASIDE, CALIFORNIA

Prepared for
Denise Duffy & Associates, Inc.
Monterey, CA 93940

Prepared by
Keith Higgins, Traffic Engineer
Gilroy, CA 95020

May 14, 2020



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Playa Avenue Tire Store Transportation Impact Analysis

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4. Existing Conditions – June 2017 – AM & PM Peak Hour Volumes
5. Existing Conditions – December 2011 – AM & PM Peak Hour Volumes
6. Intersection Levels of Service
7. Project Trip Generation
8. Project Trip Distribution and Assignment – AM, MD & PM Peak Hour Peak Hour Volumes
9. Approved Projects Trip Generation
10. West End Sand City Trip Generation
11. Cumulative Projects Trip Generation
12. Cumulative Conditions – “West End” – MD & PM Peak Hour Volumes
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- A. Intersection Traffic Volume Counts

1 INTRODUCTION

The 1000 Playa Avenue Tire Store is proposed to be located on a 1.01-acre site at the southeast corner of the Del Monte Boulevard / Playa Avenue intersection in Seaside, California. The project includes demolishing the existing 5,540 square-foot American Legion building and constructing a tire store with a total of 8,192 square feet of floor area with a 2,655 square-foot mezzanine. The American Legion will be relocated on the site in a new 2,999 square-foot building. The American Legion will be developed separately from the tire store. The Project is analyzed with the full buildout of both uses. The Project location is indicated on **Exhibit 1**. The project site plan is included on **Exhibit 2**.

This report summarizes the analysis of Existing and Cumulative conditions with and without the Project. Vehicular, pedestrian, bicycle and transit circulation are evaluated at the Project site and the immediate surrounding street network.

1.1 Scope of Work

This report addresses the following topics:

1. Existing vehicular, pedestrian and bicycle circulation on the surrounding street network.
2. Assessment of potential impacts to vehicular, pedestrian, bicycle, and transit circulation due to the Project, and recommendations to minimize or alleviate those impacts.
3. Assessment of potential background and cumulative traffic impacts.
4. Site access and on-site circulation assessment.
5. Discussion of the project's relationship to the new California Environmental Quality Act (CEQA) Vehicle Miles Traveled (VMT) policies.

1.2 Study Network

Due to the shelter-in-place policies currently in effect from the coronavirus pandemic, traffic volumes currently are not representative of normal conditions. However, traffic counts were conducted in August 2017 at the following locations during the weekday 11am to 1pm and 4 to 6pm peak hours. Traffic counts at the two public street intersections have been collected in recent traffic studies. These counts are included and compared to the August 2017 counts to verify that the driveway volumes accurately represent existing conditions. The most conservative existing volumes and future forecasts are referenced.

1. Intersections
 - a. Del Monte Boulevard / Playa Avenue
 - b. Fremont Boulevard / Playa Avenue
2. Driveways
 - a. Del Monte Boulevard / South Project Driveway
 - b. Del Monte Boulevard / North Project Driveway
 - c. Playa Avenue / The Mall Extension – Cost Plus Driveway
 - d. Playa Avenue / Project Parking Spaces
 - e. The Mall Extension / Project Parking Lot
 - f. Auto Center Parkway / The Mall Extension

1.3 Analysis Scenarios

Traffic operations for the following analysis scenarios were analyzed:

1. Existing Conditions
2. Existing Plus Project Conditions
3. Cumulative Without Project Conditions

Playa Avenue Tire Store Transportation Impact Analysis

4. Cumulative Plus Project Conditions

Improvements to accommodate traffic demand for each development scenario are recommended where warranted.

1.4 Reference Reports

Existing conditions including average delay and levels of service at the study public street intersections are referenced from the following.

1. "The Collection at Monterey Bay Transportation Impact Analysis," Fehr & Peers, April 2012 (Collection Report)
2. "West End Sand City Traffic Impact Analysis," Keith Higgins Traffic Engineer, January 19, 2017 (West End Report)

1.5 Traffic Operations Evaluation Methodologies

Intersection traffic operations were evaluated based upon the level of service (LOS) concept. LOS is a qualitative description of an intersection's operations, ranging from LOS A to LOS F. Level of Service "A" represents free flow uncongested traffic conditions. Level of Service "F" represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes.

Intersection traffic operations in both reference reports were evaluated in the reference reports using the Synchro© traffic analysis software (Version 10) using both the 2010 and 2000 Highway Capacity Manual (HCM) methodologies. The average delay is then correlated to a level of service. When using the HCM 2010 and 2000 methods for the analysis of signalized and all-way stop-controlled intersections, the overall intersection delay is used to determine LOS.

1.6 Level of Service Standards - Study Network

This study describes traffic operations at intersections under the jurisdiction of the City of Seaside. The City's Level of Service (LOS) standard is LOS C, according to the 2004 General Plan.

1.7 CEQA Significance Criteria (Effective through June 30, 2020) – Level of Service

According to the current California Environmental Quality Act (CEQA) guidelines, a Project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. The following significance criteria have been used within this study.

For the purposes of this analysis, a significant impact would occur at any study intersection under the jurisdiction of the City of Seaside in the following circumstances.

Signalized Intersection

- A significant impact would occur if an intersection operating at LOS A, B, C, or pre-Project degrades to D, E or F with the addition of Project traffic.
- For intersections already operating at a pre-Project unacceptable LOS D, E or F, any increase (one vehicle) in traffic is considered significant.

1.8 CEQA Significance Criteria (Effective July 1, 2020) – Vehicle Miles Traveled (VMT)

SB 743, which was signed into law by Governor Brown in 2013 and codified in Public Resources Code 21099, tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see Pub. Resource Code, § 21099, subdivision (b)(2)).

In addition to new exemptions for projects that are consistent with specific plans, SB 743 led to changes in that state CEQA guidelines, released in December 2018 and described in new Section 15064.3 of the CEQA Guidelines that will apply statewide beginning on July 1, 2020. The changes to CEQA guidelines will replace congestion-based metrics, such as auto delay and level of service, with Vehicle Miles Traveled (VMT) as the basis for determining significant impacts, unless the guidelines provide specific exceptions.

SB 743 provides opportunities to streamline CEQA for qualifying urban infill development near major transit stops in metropolitan regions statewide. A transit-oriented infill project can be exempt from CEQA if consistent with a specific plan for which an EIR was prepared and also consistent with the use, intensity, and policies of an SCS or Alternative Planning Strategy that is certified by the CARB as meeting its greenhouse gas reduction targets. A city or county may designate an “infill opportunity zone” by resolution if it is consistent with the general plan and any applicable specific plan and is a transit priority area within the adopted Sustainable Communities Strategy (SCS) or Alternative Planning Strategy. This infill opportunity zone is then exempt from level of service standards in the congestion management plan.

In December 2018, OPR circulated its most recent Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018) that provides recommendations and describes various options for assessing VMT for transportation analysis purposes. The VMT analysis options described by OPR are primarily tailored towards single-use development projects, not citywide plans that allow a mix of land uses. The new CEQA guidelines do not require use of the specific methods described in the OPR technical advisory. The Project size and characteristics relative to OPR guidelines on exemptions from VMT analysis is discussed in this report.

The Project application may not be deemed complete until July 1, 2020, or thereafter. In that case, it would be required to perform a VMT evaluation, but no longer required to perform a LOS analysis under CEQA. However, many agencies will continue to require LOS analyses to determine consistency with General Plan policies for infrastructure planning purposes. The LOS analysis will just no longer be performed under the guidelines and policies of CEQA.

1.9 Impact Fees

1.9.1 Transportation Agency for Monterey County

The Transportation Agency for Monterey County (TAMC) and its member jurisdictions have adopted a county-wide, regional development impact fee to cover the costs for studies and construction of many roadway improvements throughout Monterey County. This impact fee, which went into effect on August 27, 2008, is applied to new development within Monterey County. The governing document for the fee is the *Regional Impact Fee Nexus Study Update* (March 26, 2008) prepared by Kimley-Horn Associates, Inc. *The Regional Impact Fee Nexus Study Update* was updated in October 2018 by Wood Rodgers.

Playa Avenue Tire Store Transportation Impact Analysis

TAMC, Monterey County and Caltrans have agreed that the payment of the TAMC fee satisfies the Project's fair share contribution to cumulative impact mitigation throughout the regional highway system. This includes highways that will operate deficiently but no capital improvement Project is programmed to correct the deficiency. Projects partially funded by the TAMC fee in North Monterey County and the vicinity of Seaside include the following. Additional funding will be provided by Measure X, the Transportation Sales Tax measure. These local funding sources are anticipated to leverage State and federal funding sources to fully fund the improvements. Toll roads are also being considered as a funding source.

2 EXISTING TRAFFIC CONDITIONS

This chapter includes a description of the Project setting and evaluates Existing traffic conditions. As stated in the Introduction, an American Legion Hall is currently in operation at the project site. This is described in more detail, including an estimate of its existing traffic generation, in the Existing Plus Project section of this report.

2.1 Existing Traffic Network

The Project site is located at the at the southeast corner of the Del Monte Boulevard / Playa Avenue intersection in Seaside, California. The key streets in the vicinity of the proposed project include Del Monte Boulevard, Fremont Boulevard, La Salle Avenue, Playa Avenue and The Mall Extension. These facilities are described below, in alphabetical order:

Del Monte Boulevard is a four-lane, north-south arterial street in Seaside. It extends through various commercial districts. At its southern end, it continues into Monterey as Del Monte Avenue. The speed limit on Del Monte Boulevard is 35 miles per hour (mph).

Fremont Boulevard is a four-lane, north-south arterial street in Seaside. Fremont Boulevard extends through various commercial districts to Highway 68. At its southern end, it has a discontinuous segment that continues into downtown Monterey as Fremont Street. The speed limit on Fremont Boulevard in the study area is 35 mph.

La Salle Avenue is a two-lane, east-west street in Seaside, providing access to residential neighborhoods east of Fremont Boulevard. It is a collector street east of Fremont Boulevard and a local street west of Fremont Boulevard. The speed limit on La Salle Avenue is 30 mph.

Playa Avenue is a two-lane, east-west street in both Sand City and Seaside. It is designated as a collector street in Seaside and a collector street in Sand City. Playa Avenue connects the residential and commercial areas of Seaside with the commercial areas of Sand City. The speed limit on Playa Avenue is 25 mph in both cities.

The Mall Extension is a two-lane alley that extends from Auto Center Parkway on the south to Playa Avenue on the north. It serves as an access for deliveries and as an aisle to the parking lots of motels, retail and restaurant facilities and the American Legion. It is called The Mall Extension because it is a continuation of The Mall, which is the major north-south circulation aisle in the Seaside Auto Center, which is located south of La Salle Avenue.

2.2 Existing Pedestrian Network

Sidewalks are continuous along both sides of the streets throughout the entire study area. The only gap in sidewalks in the study area is along the south side of Playa Avenue between Del Monte Boulevard and Fremont Boulevard. This includes the Project's Playa Avenue frontage.

Crosswalks are striped across all approaches of the Playa Avenue intersections with Del Monte Boulevard and Fremont Boulevard. A crosswalk is striped across the La Salle Avenue leg of its intersection with Del Monte Boulevard.

2.3 Existing Bicycle Network

There are four types of bicycle facilities defined by Caltrans. Each type is described below:

1. Bike path (Class I) – A separate right-of-way designed for the exclusive use of bicycle and pedestrian traffic with crossflow minimized.

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2. Bike lane (Class II) – A striped lane for one-way bike travel on a street or highway, typically including signs placed along the street segment.
3. Bike route (Class III) – Provides a shared use with pedestrian or motor vehicle traffic. Typically, these facilities are city streets with signage designating the segment for Bike Route without additional striping or facilities.
4. Separated Bikeways (Class IV) – A bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

A bike lane is provided along Playa Avenue west of Del Monte Boulevard that connects to the regional bike path along the west side of Highway 1. No other bicycle facilities are provided along any streets in the immediate study area. Regional bike paths exist through Fort Ord, along Sand Dunes Drive as well as along the west side of Highway 1. Additional connections are provided by bike routes along California Avenue and Metz Road in Sand City.

2.4 Existing Transit Service

Monterey-Salinas Transit (MST) provides fixed-route bus service in Monterey County and Peninsula cities. MST bus lines 8, 11, 18, 19, 20, 55, 74, 75, 76 and 78, all of which stop at the Sand City Bus Station on westbound Playa Avenue just west of California Avenue. This is located about one-eighth mile (northwest of the Project). From this location MST provides bus service throughout the entire Monterey Peninsula as well as Salinas, and even express services to Santa Cruz and San Jose.

2.5 Existing Conditions Traffic Circulation

2.5.1 Intersection Operations

Traffic counts were conducted in August 2017 at the following locations during the weekday 11am to 1pm and 4 to 6pm peak hours. **Appendix A** contains the traffic count data collected at these intersections.

1. Intersections
 - a. Del Monte Boulevard / Playa Avenue
 - b. Fremont Boulevard / Playa Avenue
2. Driveways
 - a. Del Monte Boulevard / South Project Driveway
 - b. Del Monte Boulevard / North Project Driveway
 - c. Playa Avenue / The Mall Extension – Cost Plus Driveway
 - d. Playa Avenue / Project Parking Spaces
 - e. The Mall Extension / Project Parking Lot
 - f. Auto Center Parkway / The Mall Extension

Traffic counts at the two public street intersections have also been collected in the following traffic studies.

1. “The Collection at Monterey Bay Transportation Impact Analysis,” Fehr & Peers, April 2012 (Collection Report)
2. “West End Sand City Traffic Impact Analysis,” Keith Higgins Traffic Engineer, January 19, 2017 (West End Report)

These counts are reported and compared to the August 2017 counts to verify that the driveway volumes accurately represent existing conditions. **Exhibit 3** depicts the August 2017 peak turning movement volumes for the study intersections and driveways. **Exhibit 4** includes the AM and PM peak hour turning volumes at the Del Monte Boulevard / Playa Avenue intersection provided in the West End Report, which were counted on Tuesday, June 13, 2017. **Exhibit 5** includes the AM and PM peak hour turning volumes

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at the Del Monte Boulevard / Playa Avenue and Fremont Boulevard / Playa Avenue intersections provided in the Collection Report, which were counted in December 2011.

The December 2011 counts were higher than June or August counts in 2017. This is because of the high amount of shopping trips from the major Sand City retail center on Playa Avenue west of Del Monte Boulevard that occur during the Christmas holiday season. The "Trip Generation Manual," 9th Edition, Institute of Transportation Engineers (ITE), 2012, indicates that regional shopping center trip generation in December is about 40% higher than the annual average. June and August have trip generation very close to the annual average. The December traffic data from the Collection Report, which would typically be considered abnormally high in 2011, is almost identical to the August 2017 count. It therefore appears to be a reasonable representation of existing conditions.

Also, the August 2017 counts were conducted during the midday (MD) peak period as well as the PM peak period. It is evident that the PM peak hour is higher and represents a worst cast.

Finally, the AM peak hour is much less than the MD or PM peak hours. This is due to the low trip generation from the Sand City retail center. The PM peak hour is the worst-case time period.

The total entering volumes from the three sources of traffic count data are summarized on **Table 1** below.

Source	Del Monte/Playa			Fremont/Playa		
	AM	Midday (MD)	PM	AM	Midday (MD)	PM
August 2017 Counts	NA	1,680	1,780	NA	1,659	1,983
West End Report	869	NA	1,601	NA	NA	NA
Collection Report	849	NA	1,789	1,208	N/A	1,997

Table 1 - Existing Traffic Count Data

The levels of service at the Playa Avenue intersections from the West End and Collection Reports are tabulated on **Exhibit 6**. The Del Monte Boulevard / Playa Avenue intersection currently operates at LOS B in the AM peak hour and LOS C near B in the PM peak hour. The Fremont Boulevard / Playa Avenue intersection currently operates at LOS A-B in the AM peak hour and LOS B in the PM peak hour. No improvements are required at either nearby signalized intersection.

Although the nearby signalized intersections operate well within acceptable levels of service, queuing on westbound Playa Avenue at the 4-way stop controlled California Avenue occasionally spills back to Del Monte Boulevard. This results in unserved demand on the southbound Del Monte Boulevard right turns, northbound Del Monte Boulevard left turns and westbound Playa Avenue through movements attempting to enter and cross the Del Monte Boulevard / Playa Avenue intersection. The resulting queues on these approaches at the Del Monte Boulevard / Playa Avenue intersection generally dissipate during the following signal cycle. The effect on levels of service is minor.

Playa Avenue Tire Store Transportation Impact Analysis

The eastbound Playa Avenue left turn movement currently occasionally has four vehicles in the queue. However, the left turn lane is only 75 feet long, which can accommodate three vehicles. The striped median island should be modified to include a two-way left turn lane between The Mall Extension and the end of the eastbound left turn lane. This would then provide for the occasional 4-vehicle eastbound left turn queue as well as provide a left turn refuge for westbound left turns proceeding south on The Mall Extension.

2.5.2 Pedestrian Circulation

There is little pedestrian traffic at the study intersections. All of the study intersections have less than 40 pedestrians crossing each approach leg during the AM and PM peak hours.

2.5.3 Bicycle Circulation

There is little to no bicycle traffic at the study intersections. The highest amount of bicycle traffic was on Playa Avenue west of Del Monte Boulevard, which had no (AM) and two (PM) bicyclists during the study peak periods.

3 EXISTING PLUS PROJECT CONDITIONS

3.1 Project Description

The project includes demolishing the existing 5,540 square-foot American Legion building at the southeast corner of the Del Monte Boulevard / Playa Avenue intersection and constructing a tire store with a total of 8,192 square feet of floor area with a 2,655 square-foot mezzanine. To be conservative, the mezzanine is included in the building floor area, resulting in a total of 10,847 square feet of floor area. The American Legion will be relocated on the site in a new 2,999 square-foot building. Again, to be conservative, the new American Legion building is assumed to generate the same amount of traffic as the existing building, even though it will be 54% as large.

3.2 Project Trip Generation

Exhibit 7 summarizes the Project trip generation. The trip generation estimate is based on rates for Tire Store (ITE Land Use Category 848) from *Trip Generation Manual*, 10th Edition, ITE, 2017 (Trip Generation Manual). ITE also has trip generation rates for Tire Superstores (ITE Land Use Category 849), which are lower than the trip generation rates for Tire Stores. In order to be conservative, the higher trip rates are used in this analysis. The Project is estimated to generate 381 weekday daily trips, with 37 trips (24 in, 13 out) during the AM peak hour and 49 trips (23 in, 26 out) during the PM peak hour. This includes the 7AM and 6PM peak hour trips counted at the existing Project driveways.

3.3 Project Trip Distribution and Assignment

Exhibit 8 depicts the trip distribution and assignment for the Project. This is based on the existing distribution and assignment of retail trips to and from Playa Avenue west of Del Monte Boulevard.

3.4 Existing Plus Project Conditions

3.4.1 Intersection Operations

The Project will only add 4 peak hour trips to any individual movement at the Playa Avenue intersections with Del Monte Boulevard and Fremont Boulevard. These are imperceptible increases and do not reach thresholds requiring analysis, even with conservative trip generation assumptions. In addition, conservative assumptions regarding development on the Project site are already included in the Cumulative analysis.

3.4.2 Pedestrian Circulation

The Project is anticipated to generate minimal pedestrian traffic, which will represent an insignificant impact on pedestrian circulation.

3.4.3 Bicycle Circulation

The Project is anticipated to generate minimal bicycle traffic, which will represent an insignificant impact on bicycle circulation.

3.4.4 Transit Circulation

The Project is anticipated to generate minimal transit demand. Therefore, which will represent an insignificant impact on transit service.

4 CUMULATIVE WITH PROJECT CONDITIONS

This section describes the analysis results under Cumulative with Project traffic conditions. This includes buildout of projects that have been approved and not built as well as proposed but not yet approved that will impact the street system in the immediate Project vicinity. This condition represents conditions in approximately the Year 2035 or later.

4.1 Derivation of Cumulative With Project Condition Volumes

Traffic volumes under Cumulative with Project conditions are referenced from the West End and Collection Reports. The West End Report includes traffic volumes from Approved projects which are listed with their corresponding trip generation on **Exhibit 9**. They also include the recently approved West End Sand City project. Its trip generation estimate is included on **Exhibit 10**. Finally, they also include the Cumulative projects listed in the West End Report with their corresponding trip generation on **Exhibit 11**.

It will be noted that Project 18 on **Exhibit 11** is a previously assumed development of 1000 Playa Avenue, which is the Project site. It was assumed in the West End Report to include 13,343 square foot Drug Store with Drive-Through. It was anticipated to generate 1,293 daily trips with 46 in the AM peak hour and 132 in the PM peak hour. This is substantially higher than the current project, which is expected to generate about 381 daily trips with 37 in the AM peak hour and 49 in the PM peak hour, as tabulated on **Exhibit 7**.

The Cumulative with Project traffic volumes forecasted in the West End Report are depicted on **Exhibit 12** for the Del Monte Boulevard / Playa Avenue intersection. Cumulative with Project volumes forecasted in the Collection Report are depicted on **Exhibit 13**. **Exhibit 14** illustrates Cumulative with currently proposed Project volumes at the Project driveways and the Playa Avenue / The Mall Extension intersection.

The Cumulative with Project Total Entering Volumes for the Del Monte Boulevard / Playa Avenue intersection for the two sources are tabulated in **Table 2** below.

Source	AM	Midday (MD)	PM
West End Report	1,281	N/A	2,126
Collection Report	1,191	N/A	2,319

Table 2 – Del Monte Boulevard / Playa Avenue Total Entering Volumes

The two sources of Cumulative forecasts are very similar, even though one was forecasted in 2012 and the other was forecasted in 2017. This is because the major projects included on both lists that will directly impact Playa Avenue are very similar and have still not yet been built. Also, the base volumes for the Collection Report, to which the future volumes are added, are December volumes. These are substantially higher than average conditions, as discussed in the Existing Conditions

section of this report. Both The Collection and West End cumulative volume forecasts are therefore reasonable.

4.2 Cumulative With Project Traffic Conditions

4.2.1 Intersection Operations

Cumulative with Project intersection levels of service and corresponding recommended intersection improvements are summarized from both the West End and Collection Reports on **Exhibit 6**.

Both reference reports indicate that the Playa Avenue intersections with Del Monte Boulevard and Fremont Boulevard will both operate at or better than their LOS C standard. No capacity improvements will be required to accommodate Cumulative with Project conditions.

As discussed under Existing Conditions, queues on westbound Playa Avenue at the 4-way stop controlled California Avenue would be longer, resulting in more substantial spilling back onto Del Monte Boulevard. This would result in longer queues on the southbound Del Monte Boulevard right turns, northbound Del Monte Boulevard left turns and westbound Playa Avenue through movements enter and cross the Del Monte Boulevard / Playa Avenue intersection. A traffic signal is planned to be installed at the Playa Avenue / California Avenue intersection that will eliminate the queuing issue.

The eastbound Playa Avenue left turn movement currently occasionally has four vehicles in the queue. This could increase to five vehicles under the Cumulative with Project condition. However, the left turn lane is only 75 feet long, which can accommodate three vehicles. In addition, about 12 PM peak hour westbound Playa Avenue left turns will occur at the Playa Avenue / The Mall Extension intersection. The striped median island should be modified to include a two-way left turn lane between The Mall Extension and the existing eastbound left turn lane at Fremont Boulevard. This would then provide for the occasional 5-vehicle eastbound left turn queue as well as a left turn refuge for westbound left turns at The Mall Extension. The Project should be responsible for this improvement.

4.2.2 Pedestrian Circulation

There are no planned pedestrian improvements in the study area under Cumulative Without Project conditions. The Project should construct standard curb, gutter and sidewalk along its Playa Avenue frontage.

4.2.3 Bicycle Circulation

The "2018 Monterey County Active Transportation Plan," Transportation Agency for Monterey County indicates that bike lanes are being considered to be added to Del Monte Boulevard and Fremont Boulevard in the future. The lack of shoulders along Fremont Boulevard make the inclusion of bike lanes difficult. Del Monte Boulevard has adequate width for bike lanes, but it would require the elimination of on-street parking.

4.2.4 Transit Circulation

There are no anticipated transit improvements in the study area.

5 SITE ACCESS AND INTERNAL CIRCULATION

This section summarizes the site access and internal circulation analysis, including Project driveway operations. Reference **Exhibit 2** for the project site plan.

5.1 Vehicle Circulation

Project access will be primarily via two entrance-exit driveways on The Mall Extension. The Mall Extension is a low speed, low volume two-way alley with a curb-to-curb width of 30 feet and is designed to serve as a parking lot access. It has curb returns and stop control at its intersections with Playa Avenue and La Salle Avenue.

The Project is proposed to have a right turn entrance only on Del Monte Boulevard. Left turns in and out as well as exiting right turns will be prohibited. This will minimize traffic conflicts on the high volume, moderate speed major arterial.

The existing mountable curb along Playa Avenue will be eliminated, which will improve traffic operations along the Project's Playa Avenue frontage.

Truck deliveries should be made by trucks entering from Del Monte Boulevard and exiting onto The Mall Extension. Trucks will primarily exit toward Playa Avenue. Truck templates should be provided to indicate that adequate turning radii are provided for truck movements through the Project.

5.2 Pedestrian Circulation

A sidewalk will be added along the Project's Playa Avenue frontage. The design will need to meet Americans with Disabilities Act (ACT) standards.

5.3 Bicycle Circulation

The project site plan does not indicate locations of bicycle racks or other bicycle storage facilities on the project site, either inside or outside of any of the project buildings. It is recommended the locations of such bicycle storage facilities be indicated either adjacent to or within each project building, per City of Seaside standards.

6 VEHICLE MILES TRAVELED

As described in Section 1.7 of this report, SB 743 is changing the CEQA Guidelines statewide beginning on July 1, 2020. The changes to CEQA guidelines will replace congestion-based metrics, such as auto delay and level of service, with Vehicle Miles Traveled (VMT) as the basis for determining significant impacts, unless the guidelines provide specific exceptions.

Page 12 of the new guidelines provide screening thresholds in the project description that indicate whether a project may have a significant impact. "Screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. If it is determined that the Project characteristics

Pages 16-17 states, "Because new retail development typically redistributes shopping trips rather than creating new trips,30 estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts.

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.

Many cities and counties define local-serving and regional-serving retail in their zoning codes. Lead agencies may refer to those local definitions when available, but should also consider any project-specific information, such as market studies or economic impacts analyses that might bear on customers' travel behavior. Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT."

Table 3 on the following page include a comparison of Project characteristics with criteria that are relevant to the Playa Avenue Tire Store.

Playa Avenue Tire Store Transportation Impact Analysis

Screening Threshold	Project Description	Project Significance
1. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.	Within one-eighth mile of Sand City MST Transit Center	Exempt from VMT analysis.
2. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.	Located within one-eighth mile of regional retail center. Captures trips from nearby retail. Local-serving retail.	Exempt from VMT analysis.
3. Retail development including stores smaller than 50,000 square feet.	Total Project Retail Building Area of 10,847. American Legion is existing that will be reduced in size	Exempt from VMT analysis.

Table 3 – Comparison of Project Characteristics to Thresholds to Determine VMT Analysis Exemption

Table 3 indicates that the Project has three characteristics that indicate that the Project is exempt from a detailed VMT analysis. The first is the close distance from the Sand City MST, which is an incentive to use transit rather than automobiles for employees and for customers that have dropped off their cars for service. The second is the close proximity to the Sand Dollar and Edgewater on Monterey Shopping Centers, which is an opportunity to capture trips already in the immediate project vicinity. The third is the small size of the Project relative to the threshold considered by OPR that would be likely to generate a VMT impact. No further VMT analysis is required.

7 SUMMARY OF PROJECT RESPONSIBILITIES

The following is a summary of the Project responsibilities regarding traffic issues and impacts, based upon the recommendations discussed earlier in this report.

1. Restripe Playa Avenue between The Mall Extension and Fremont Boulevard as indicated on **Exhibit 15** to provide a two-way left turn lane.
2. Verify the adequacy of the proposed site plan to accommodate truck access, parking, internal circulation, and egress.
3. Provide curb, gutter, and sidewalk along the Project Playa Avenue frontage in compliance with City and ADA standards.
4. Provide on-site bike parking/storage in compliance with City standards.
5. Pay the TAMC Regional Development Impact Fee. City of Seaside staff will quantify the applicable fees to the Project at the time of development.

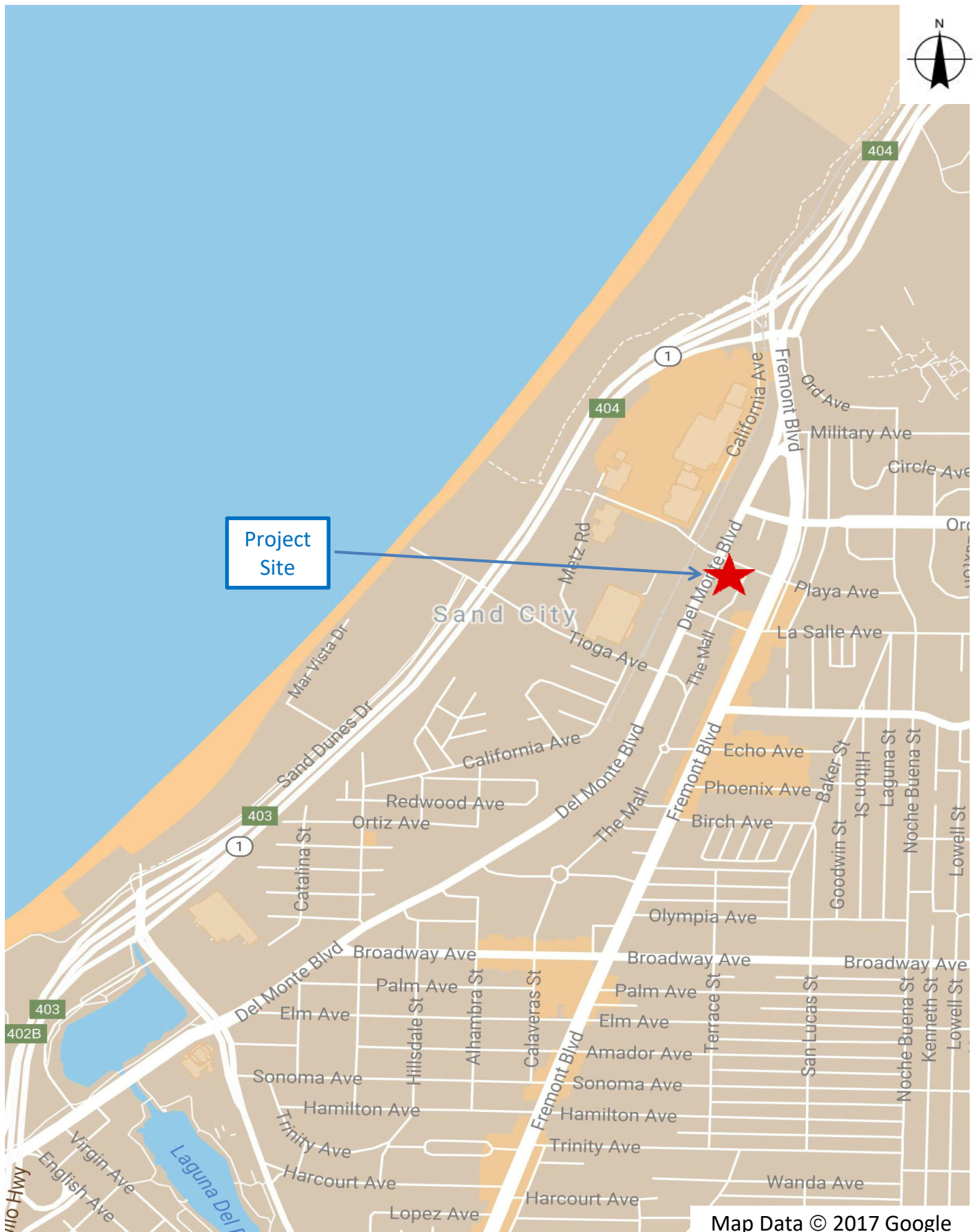
8 REFERENCES

8.1 List of References

1. *City of Seaside General Plan*, Cotton/Bridges/Associates, Adopted August 5, 2004.
2. *Technical Advisory on Evaluating Transportation Impacts in CEQA*, State of California Governor's Office of Planning and Research, December 2018.
3. *The Regional Impact Fee Program Nexus Study Update 2018*, Wood Rodgers, October 2018.
4. *Highway Design Manual*, 6th Edition, California Department of Transportation (Caltrans), November 20, 2017.
5. *Transportation Agency for Monterey County Bicycle and Pedestrian Master Plan*, Alta Planning + Design, December 2011.
6. Monterey-Salinas Transit web site, <http://www.mst.org>.
7. *The Collection at Monterey Bay Transportation Impact Analysis*, Fehr & Peers, April 2012.
8. *West End Sand City Traffic Impact Analysis*, Keith Higgins Traffic Engineer, January 19, 2017.
9. *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012
10. *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers, 2017.
11. *Active Transportation Plan for Monterey County*, Transportation Agency for Monterey County, Adopted June 2018.

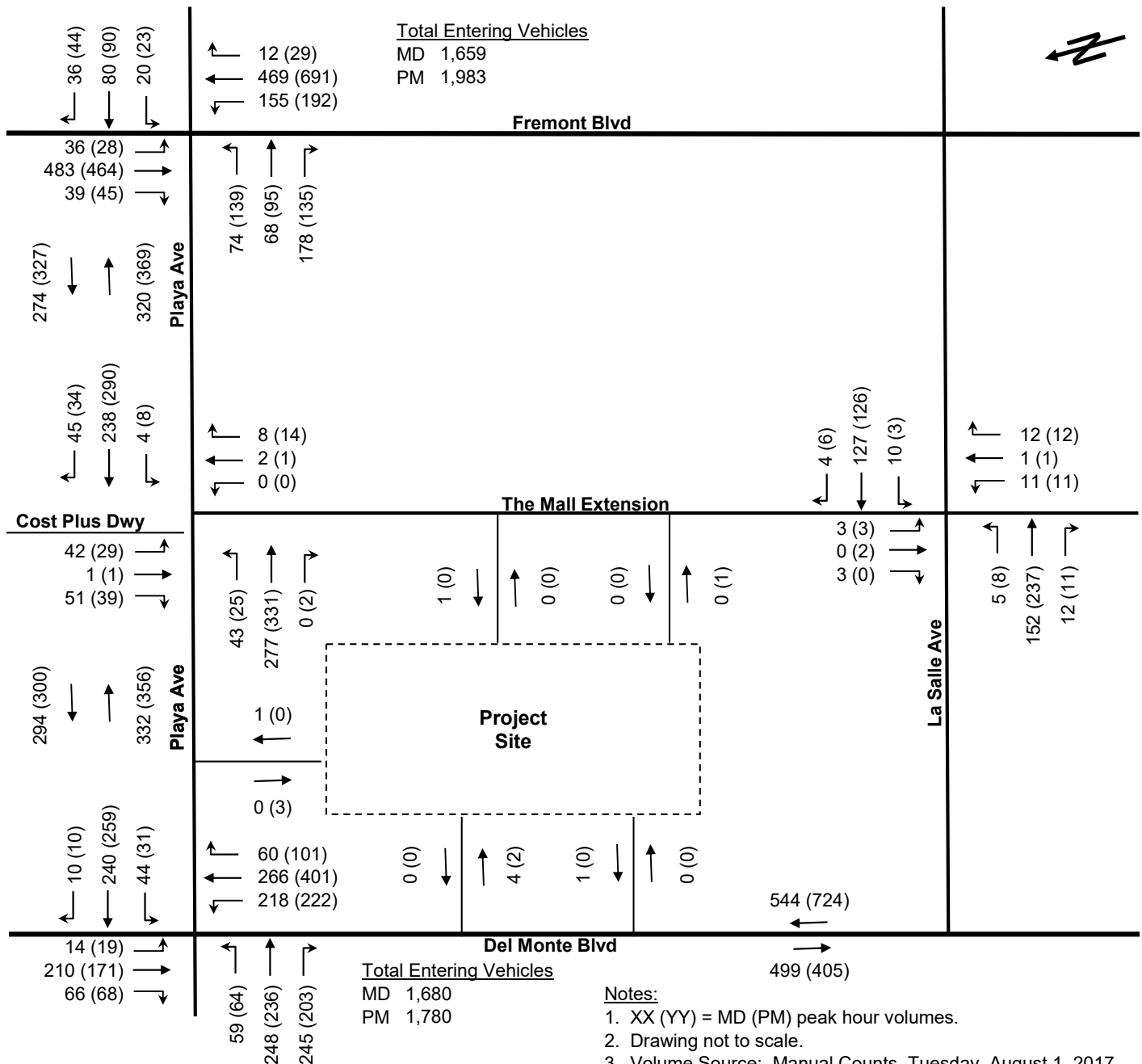
8.2 List of Contacts

1. Erin Harwayne, Denise Duffy & Associates, Monterey, California.
2. Rick Medina, Seaside Community Development Department



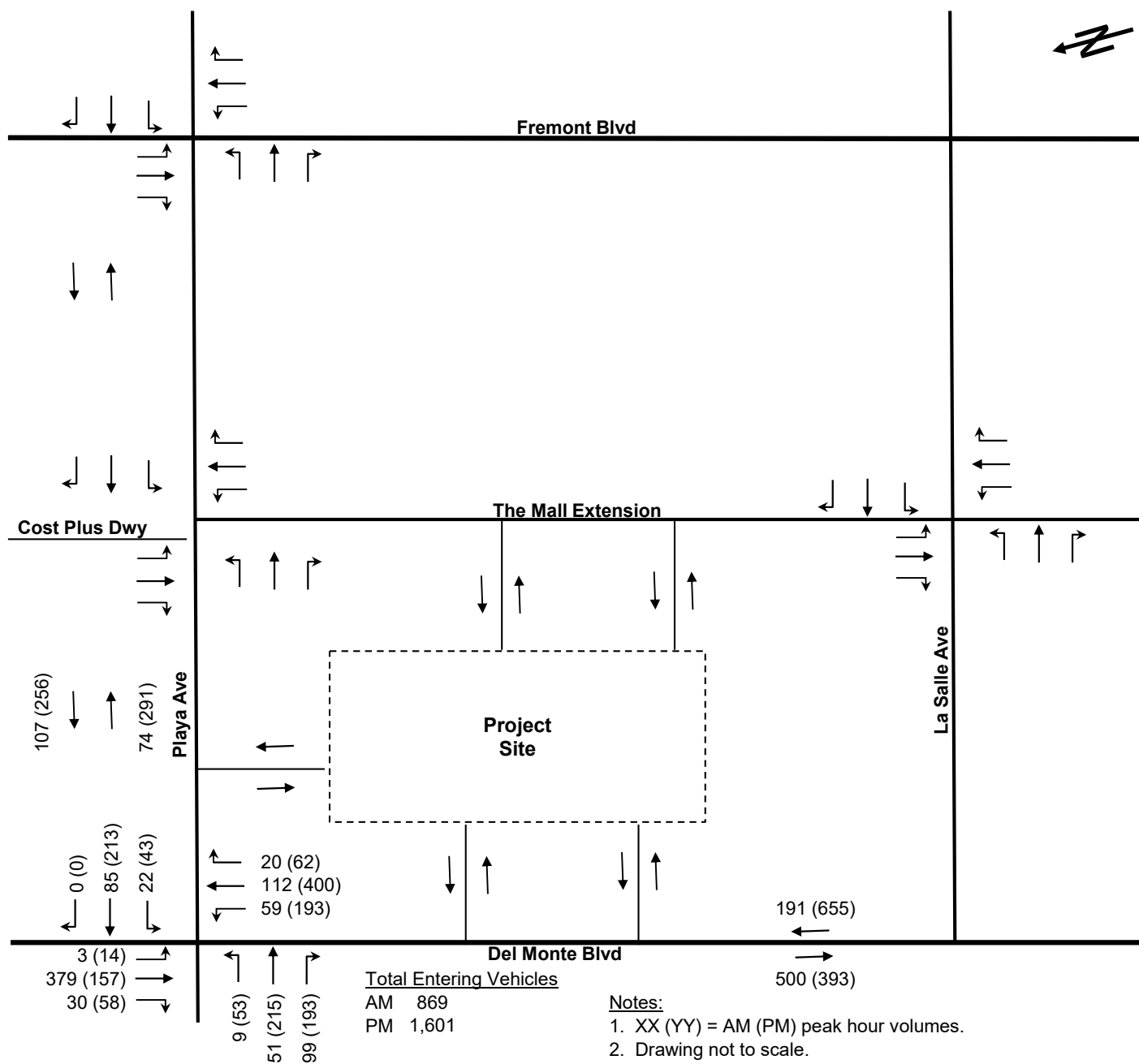
Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map
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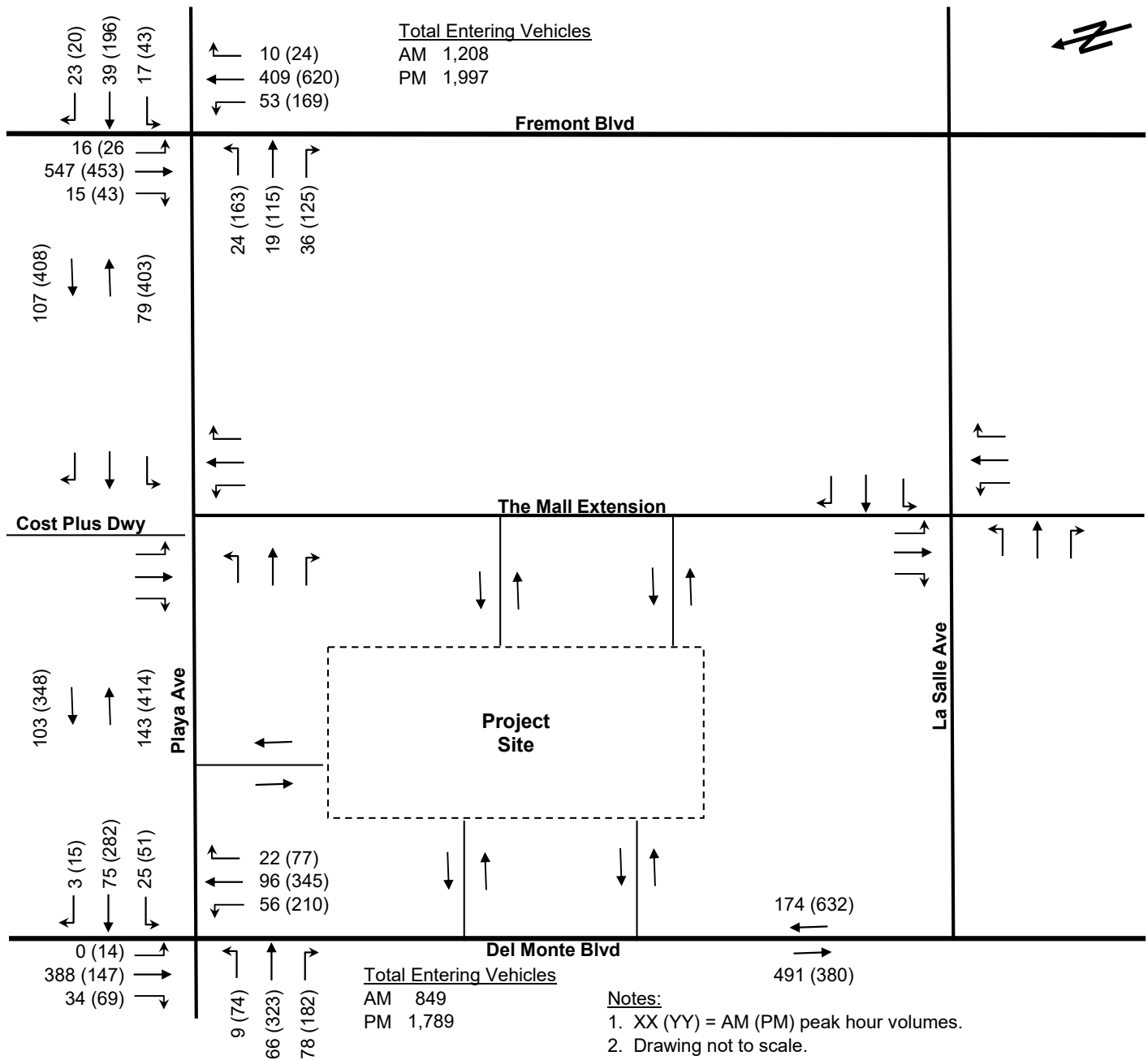
Keith Higgins
Traffic Engineer

Exhibit 3
Existing Conditions
August 2017
MD & PM Peak Hour Volumes
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Keith Higgins
Traffic Engineer

Exhibit 4
Existing Conditions
June 2017
AM & PM Peak Hour Volumes



Notes:

1. XX (YY) = AM (PM) peak hour volumes.
2. Drawing not to scale.
3. Volume Source: *The Collection at Monterey Bay Transportation Impact Analysis*, Fehr & Peers, April 2012.
Date of Counts, December 2011.

Keith Higgins
Traffic Engineer

Exhibit 5
Existing Conditions
December 2011
AM & PM Peak Hour Volumes

N-S Street	E-W Street	Existing Intersection Control	LOS/ Delay Std.	Peak Hour	Existing Conditions		Background Conditions		Cumulative Conditions		
					Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
A. West End Sand City											
1 Del Monte Boulevard	Playa Avenue	Signal	C 35.0	AM	13.9	B	14.2	B	15.0	B	
				PM	19.4	B	21.8	C	28.0	C	
2 Fremont Boulevard	Playa Avenue	Signal	C 35.0	AM	N.A		N.A		N.A		
				PM							
B. The Collection at Monterey Bay											
1 Del Monte Boulevard	Playa Avenue	Signal	C 35.0	AM	13.7	B	13.0	B	15.9	B	
				PM	21.0	C	23.2	C	20.6	C	
2 Fremont Boulevard	Playa Avenue	Signal	C 35.0	AM	9.0	A	9.2	A	9.6	A	
				PM	17.1	B	18.3	B	23.1	C	
Recommended Improvements											
1 Del Monte Boulevard	Playa Avenue	Signal			None Required		None Required		None Required		
2 Fremont Boulevard	Playa Avenue	Signal			None Required		None Required		None Required		

Notes:

1. LOS/Delay Std. = Level of Service Standard with corresponding average maximum delay.
2. Overall level of service standard for the City of Seaside is LOS C (35.0 seconds of average delay).
3. Source: West End Sand City - "West End Sand City Traffic Impact Analysis," Keith Higgins Traffic Engineer, January 19, 2017.
4. Source: The Collection at Monterey Bay - "The Collection at Monterey Bay Transportation Impact Analysis," Fehr & Peers, April, 2012.

PROPOSED PROJECT														
TRIP GENERATION RATES	LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				MD PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
American Legion	N.A.	-	-	-	-	-	-	-	-	-	-	-	-	-
Tire Store - Worst Case, Used for Analysis	848	28.52	2.72	10%	64%	36%	3.73	13%	52%	48%	3.98	14%	43%	57%
Tire Superstore - for Comparative Purposes Only	849	20.37	1.34	7%	65%	35%	2.42	12%	56%	44%	2.11	10%	47%	53%
EXISTING USE	PROJECT SIZE	DAILY TRIPS	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
American Legion	5,540 Sq. Ft.	72 (Estimate)	7	10% (Estimate)	5	2	7	10% (Actual Count)	5	2	6	8% (Actual Count)	5	1
PROPOSED USE	PROJECT SIZE	DAILY TRIPS	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
American Legion	2,999 Sq. Ft.	72	7	10%	5	2	7	10%	5	2	6	8%	5	1
Tire Store	10,847 Sq. Ft.	309	30	10%	19	11	40	13%	21	19	43	14%	18	25
Total	13,846 Sq. Ft.	381	37	10%	24	13	47	12%	26	21	49	13%	23	26
Net Increase Above Existing	8,306 Sq. Ft.	309	30	10%	19	11	40	13%	21	19	43	14%	18	25

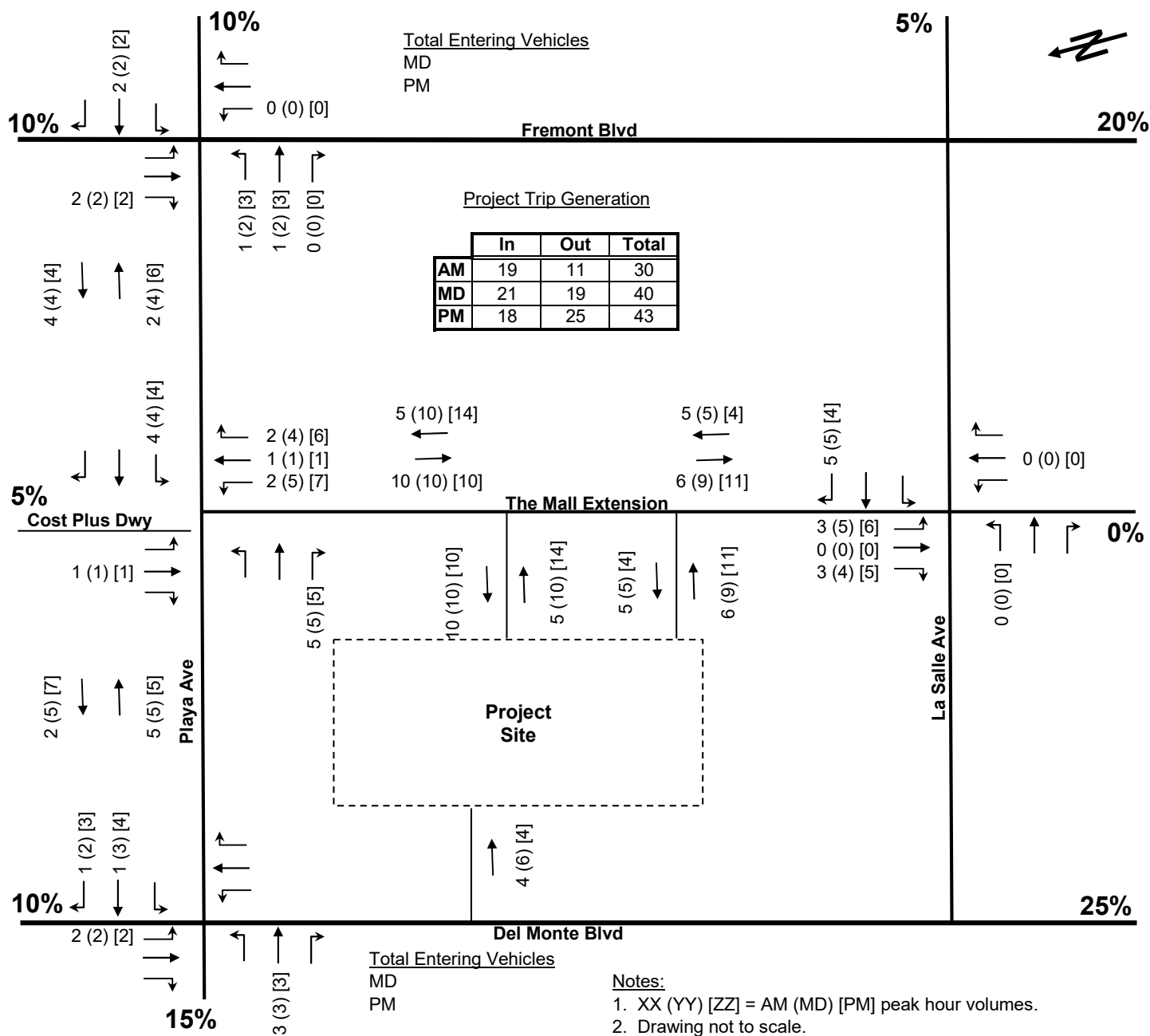
ASSUMED BACKGROUND PROJECT IN REFERENCE STUDIES														
EXISTING USE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				MD PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR	% OF ADT	TRIPS IN	TRIPS OUT
			TRIPS				TRIPS				TRIPS			
Drug Store With Drive-Through	13,343 Sq. Ft.	1,293	46	4%	24	22	106	8%	53	53	132	10%	66	66

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation Manual," 10th Edition, 2017.
2. American Legion Trip Generation is referenced from manual driveway counts on Tuesday, August 1, 2017.
3. Assumed Background Project was a background project in the "West End Sand City Traffic Impact Analysis," Keith Higgins Traffic Engineer, January 19, 2018. (See **Exhibit 9**).
4. AM - Morning, MD - Midday, PM Evening

Keith Higgins
Traffic Engineer

Exhibit 7
Project Trip Generation
Packet Page 69



PROJECT	SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
			TOTAL	IN	OUT	TOTAL	IN	OUT
City of Marina:								
1. The Dunes on Monterey Bay ² Phase 1 (Remainder)	-	11,434	542	284	258	1,021	537	484
2. CSUMB North Campus Housing ³	492 Units	2,188	172	34	138	211	139	72
3. CSUMB Students (2015-2025) ⁴	3,054 Students	2,959	262	210	53	262	79	183
4. Marina Heights	1,050 Units	10,049	788	197	591	1,061	711	350
City of Seaside:								
5. Seaside Resort ⁵	-	5,672	267	145	122	362	180	182
6. Seaside Senior Assisted Living ⁶	144 Units	447	2	1	1	2	1	1
7. Veterans Cemetery	164 Acres	776	28	20	8	138	46	92
City of Sand City								
8. The Collection at Monterey Bay ⁷	-	3,669	194	112	82	279	141	138
9. Monterey Bay Shores ⁸	-	2,032	117	51	66	155	76	79
10. Park Avenue / Ocean View Avenue Residential Single-Family (Part 1)	10 units	95	8	2	6	10	6	4
Single-Family (Part 2)	2 units	19	2	1	1	2	1	1
11. Catalina Lofts ^{9, 11} Residential (Apartments)	8 units	53	4	1	3	5	3	2
Commercial (Retail)	7,500 sq. ft.	332	10	6	4	20	9	11
12. Stepanek Mixed-Use ^{10, 11} Residential (Apartments)	1 unit	7	1	0	1	1	1	0
Commercial (Retail)	2,810 sq. ft.	125	4	2	2	8	4	4
Total Approved Projects:		39,857	2,401	1,066	1,335	3,537	1,934	1,603

Notes:

- Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers, *Trip Generation Manual*, 9th Edition, 2012, unless otherwise noted.
- Trip generation from *Marina University Villages Mixed Use Development Traffic Impact Study Report*, Higgins Associates, December 17, 2004.
- Trip generation from *CSUMB 2007 Master Plan Traffic Impact Analysis*, Higgins Associates, November 5, 2007.
- Trip generation from *CSUMB 2007 Master Plan Traffic Impact Analysis*, Higgins Associates, November 5, 2007.
- Trip generation from *Transportation Impact Analysis for Seaside Resort*, Fehr & Peers, May 2004.
- Trip generation from *Seaside Senior Assisted Living* letter report, Hatch Mott MacDonald, October, 2015, and adjusted per letter from Seasons Management, LLC to Mr. John Dunn, December 2, 2015.
- Trip generation from *The Collection at Monterey Bay Transportation Impact Analysis*, Fehr & Peers, April 2012. The project consists of 234 Condo Hotel units, 108 Resort Hotel Units and three restaurants.
- Trip generation from *Focused Transportation Impact Analysis for the Proposed Monterey Bay Shores Resort Project in Sand City, California*, Fehr & Peers, August 2008. The project consists of 56 Condo Hotel units, 162 Hotel units, 42 visitor serving condo hotel units and 96 residential condominiums.
- Project building size not available. Trip generation assumes total floor-area ratio is 1.5, commercial space comprises all of first floor and residential is all of second and third floors.
- Project building size not available. Trip generation assumes total floor-area ratio is 1.0, commercial space comprises all of first floor and residential is all of second floor.
- ITE does not provide trip rates for "Specialty Retail Center" for the AM peak hour. Trip rate used is from *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, San Diego Association of Governments, April 2002.

TRIP GENERATION RATES		ITE LAND USE CODE	DAILY		PEAK		AM PEAK HOUR			PM PEAK HOUR			
			TRIP	RATE	HOUR	RATE	%	ADT	IN	OUT	%	ADT	IN
Extended Stay Hotel (H1)		310	8.92		0.67		7.5%	58%	42%	0.70	8%	49%	51%
Hotel (H2)		310	8.92		0.67		7.5%	58%	42%	0.70	8%	49%	51%
Apartment		220	6.65		0.51		7.7%	20%	80%	0.62	9%	65%	35%

GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS		% OF ADT		PEAK HOUR TRIPS		% OF ADT	
			IN	OUT	IN	OUT	IN	OUT	IN	OUT
Hotel (H1)	135 rooms	1,204	90	7.5%	52	38	95	8%	47	48
Hotel (H2)	81 rooms	722.52	54	7.5%	31	23	57	8%	28	29
Hotel Subtotal	216 rooms	1,927	144	7.5%	83	61	152	8%	75	77
Residential - Parcel R-1 (Apartment)	100 units	665	51	7.7%	10	41	62	9%	40	22
Residential - Parcel R-2 (Apartment)	320 units	2,128	163	7.7%	33	130	198	9%	129	69
Apartment Subtotal	420 units	2,793	214	7.7%	43	171	260	9%	169	91
Total:		4,720	358	7.6%	126	232	412	9%	244	168

Note:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), "Trip Generation Manual," 9th Edition, 2012.

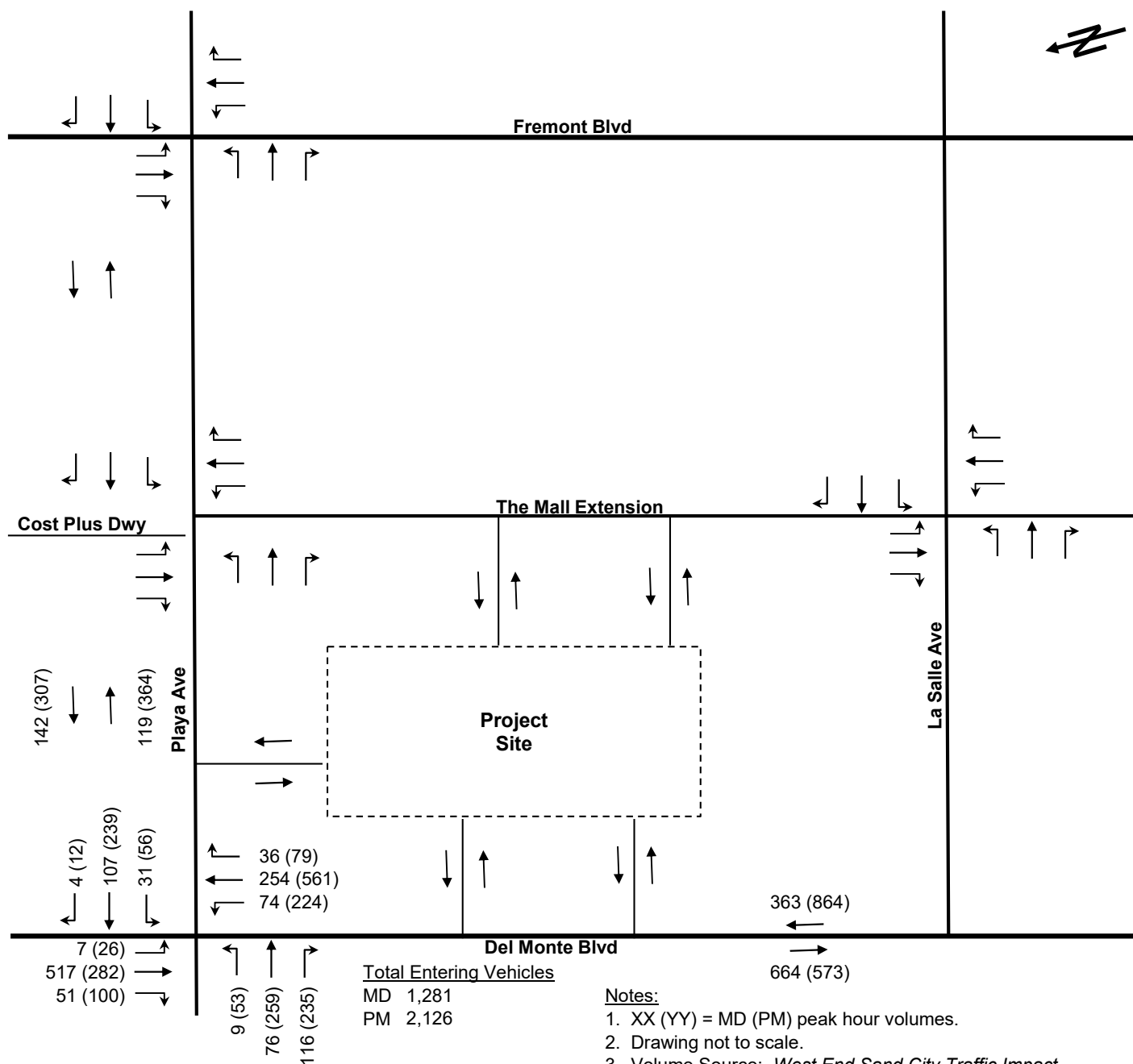
PROJECT	SIZE	DAILY TRIPS	AM PEAK HOUR		PM PEAK HOUR	
			TOTAL	IN OUT	TOTAL	IN OUT
City of Marina:						
13. The Dunes on Monterey Bay ² Phases 2 & 3	-	45,662	2,896	1,762 1,134	4,561 2,127 2,434	
14. CSUMB Students (2025-2035) ³	3,054 Students	2,959	262	210 53	262 79	183
City of Seaside:						
15. The Projects at Main Gate ⁴	-	26,067	716	437 279	1,931 934	997
16. West Broadway Corridor ⁵	-	3,783	350	191 159	362 134	228
17. Dadwal proposed hotel and restaurant						
Hotel	110 Rooms	611	58	34 24	66 32	34
Restaurant	8,000 SF	1,017	86	47 39	79 47	32
18. 1000 Playa Avenue						
Drug Store With Drive-Through	13,343 SF	1,293	46	24 22	132 66	66
19. Coffee Shop (Drive-Through) ⁶	880 SF	1,584	267	134 133	66 33	33
City of Sand City:						
20. San Juan Pools (Retail)	7,000 sq. ft.	310	9	5 4	19 8	11
Total Cumulative Projects:		83,286	4,690 2,844 1,846	7,478 3,460 4,018		

Notes:

1. Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers, *Trip Generation*, unless otherwise noted.
2. Trip generation from *Marina University Villages Mixed Use Development Traffic Impact Study Report*, Higgins Associates, December 17, 2004.
3. Trip generation from *CSUMB 2007 Master Plan Traffic Impact Analysis*, Higgins Associates, November 5, 2007.
4. Trip generation from *Seaside Main Gate Retail Development Traffic Impact Analysis*, Hexagon Transportation Consultants, March 26, 2008.
5. Trip generation from *West Broadway Urban Village Specific Plan Transportation Study*, Fehr & Peers, May 2004. Includes proposed library opportunity site.
6. Trip generation from *Coffee Shop Development, City of Seaside, CA - Traffic Impact Analysis*, Mott MacDonald, November 4, 2016.

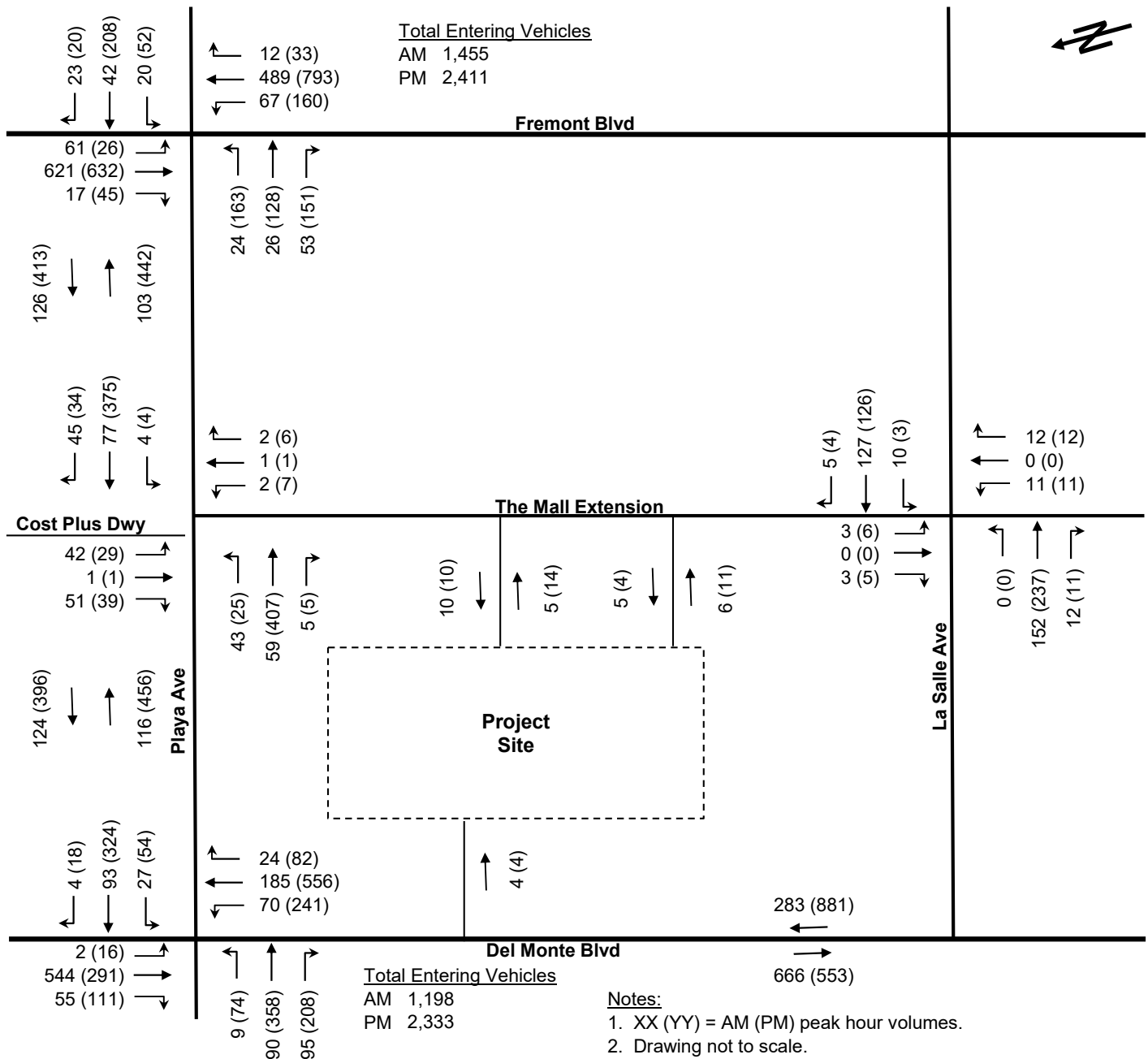
Keith Higgins
Traffic Engineer

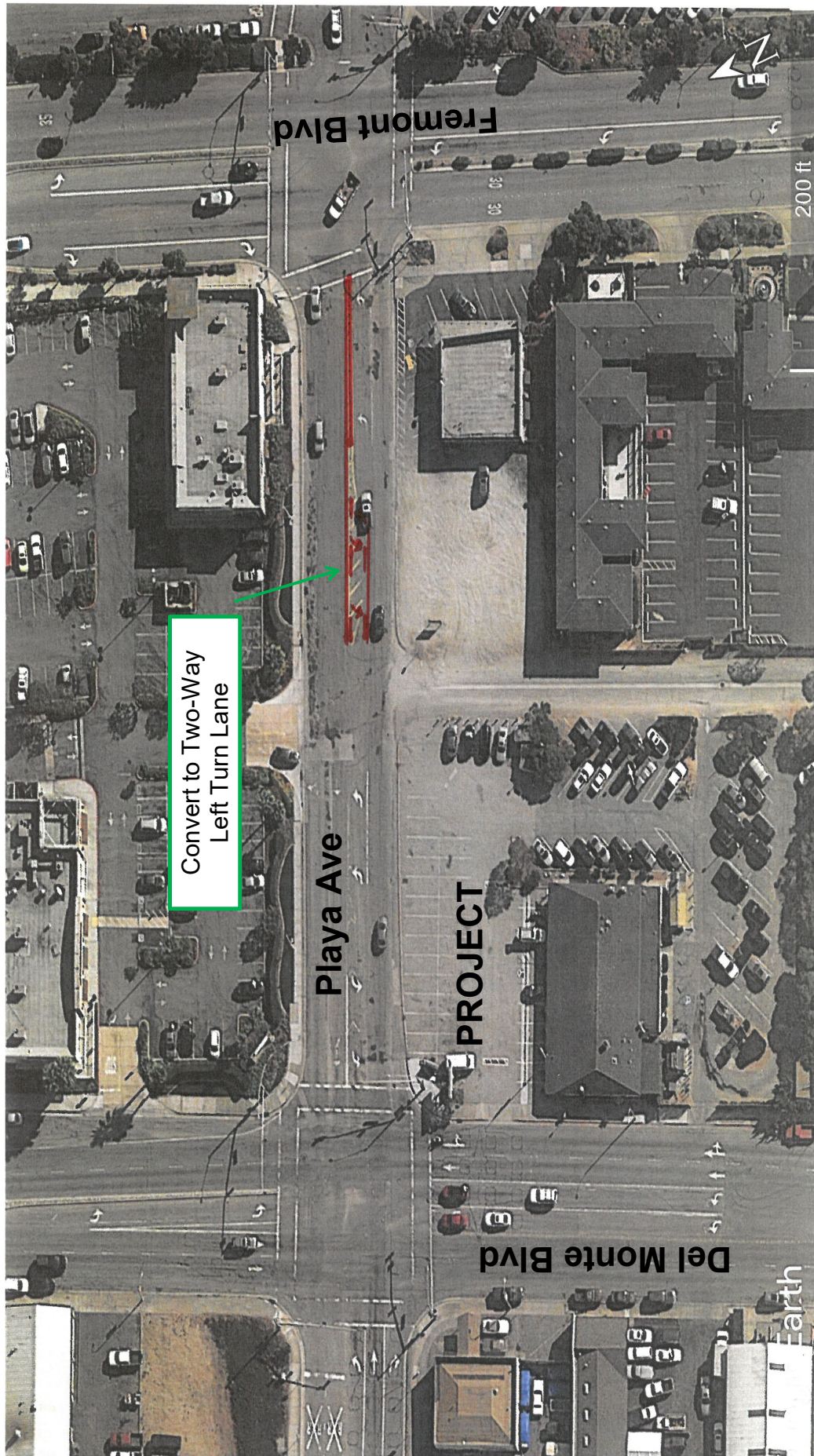
Exhibit 11
Cumulative Projects
Trip Generation



Keith Higgins
Traffic Engineer

Exhibit 12
Cumulative Conditions
"West End"
MD & PM Peak Hour Volumes





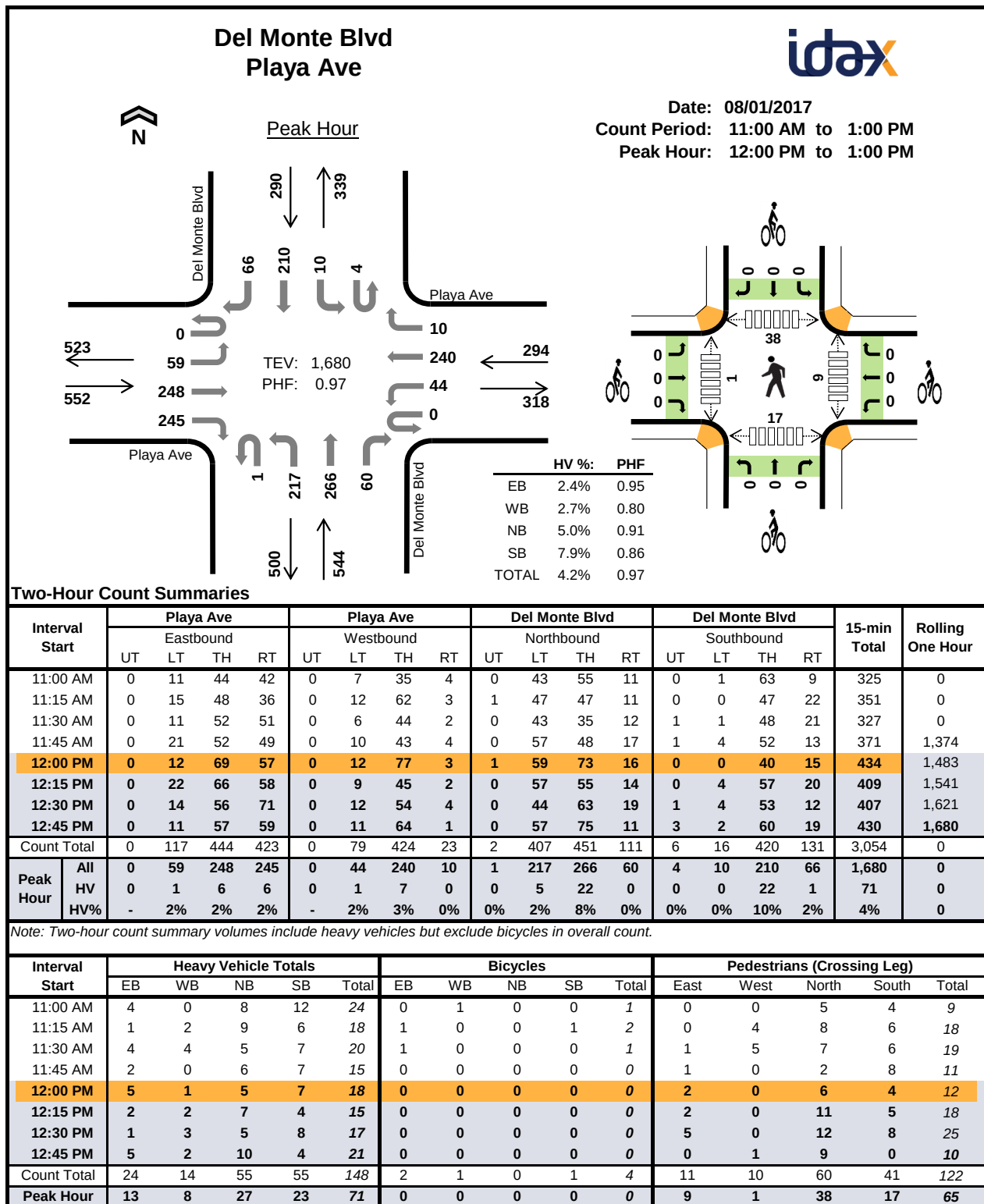
Basemap Source: Google Earth, 2020.

Keith Higgins
Traffic Engineer

Exhibit 15
Recommended Playa Avenue
Striping Modifications

Appendix A

Intersection
Traffic Volume
Counts



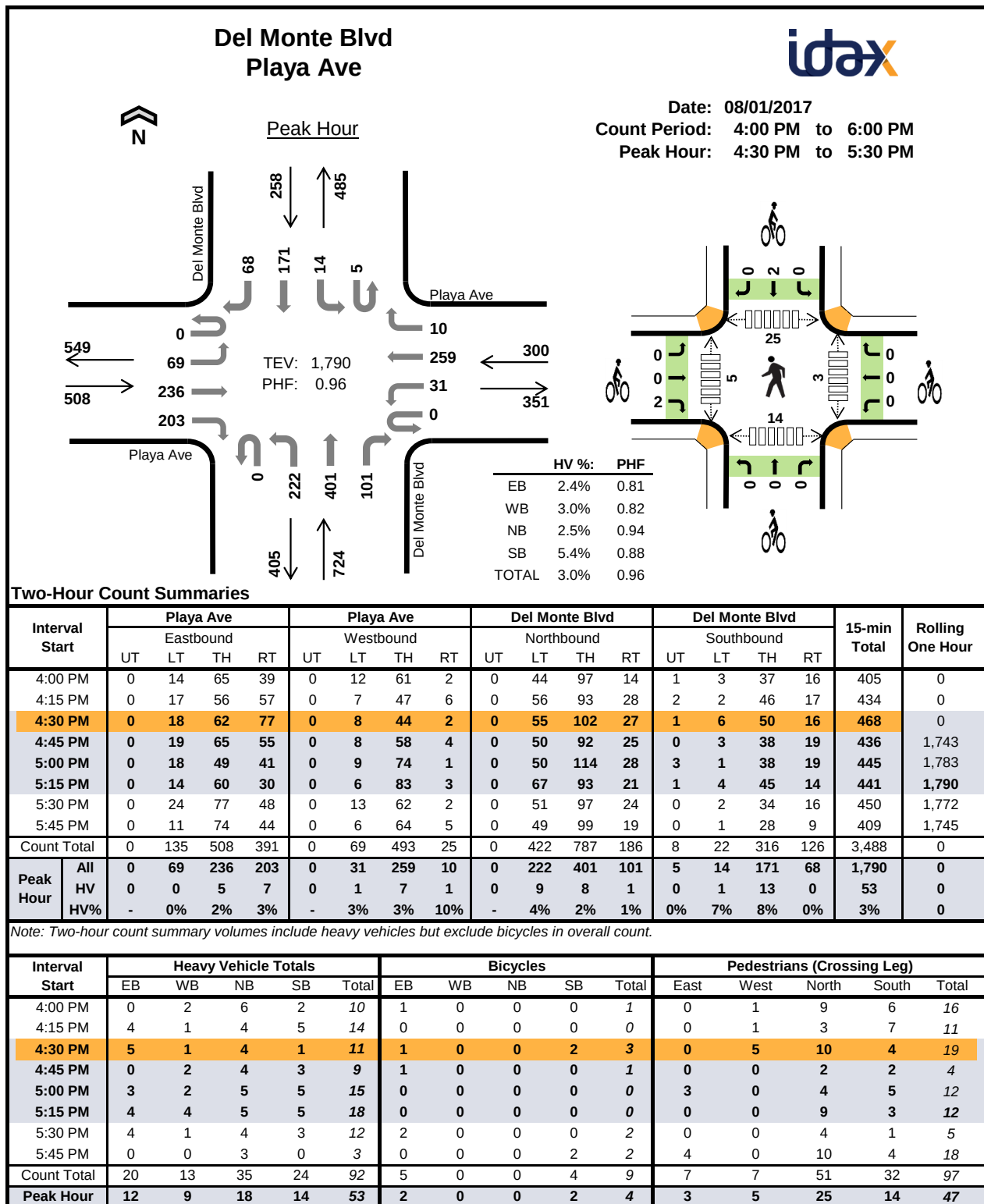
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Playa Ave				Playa Ave				Del Monte Blvd				Del Monte Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	1	1	2	0	0	0	0	0	0	7	1	0	0	12	0	24	0
11:15 AM	0	0	1	0	0	0	2	0	0	2	7	0	0	0	5	1	18	0
11:30 AM	0	1	0	3	0	1	3	0	0	1	4	0	0	0	6	1	20	0
11:45 AM	0	0	0	2	0	0	0	0	0	3	2	1	0	0	7	0	15	77
12:00 PM	0	1	3	1	0	0	1	0	0	0	5	0	0	0	6	1	18	71
12:15 PM	0	0	1	1	0	0	2	0	0	2	5	0	0	0	4	0	15	68
12:30 PM	0	0	0	1	0	0	3	0	0	0	5	0	0	0	8	0	17	65
12:45 PM	0	0	2	3	0	1	1	0	0	3	7	0	0	0	4	0	21	71
Count Total	0	3	8	13	0	2	12	0	0	11	42	2	0	0	52	3	148	0
Peak Hour	0	1	6	6	0	1	7	0	0	5	22	0	0	0	22	1	71	0

Two-Hour Count Summaries - Bikes

Interval Start	Playa Ave			Playa Ave			Del Monte Blvd			Del Monte Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	2	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	1	0	1	0	0	0	0	0	0	1	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



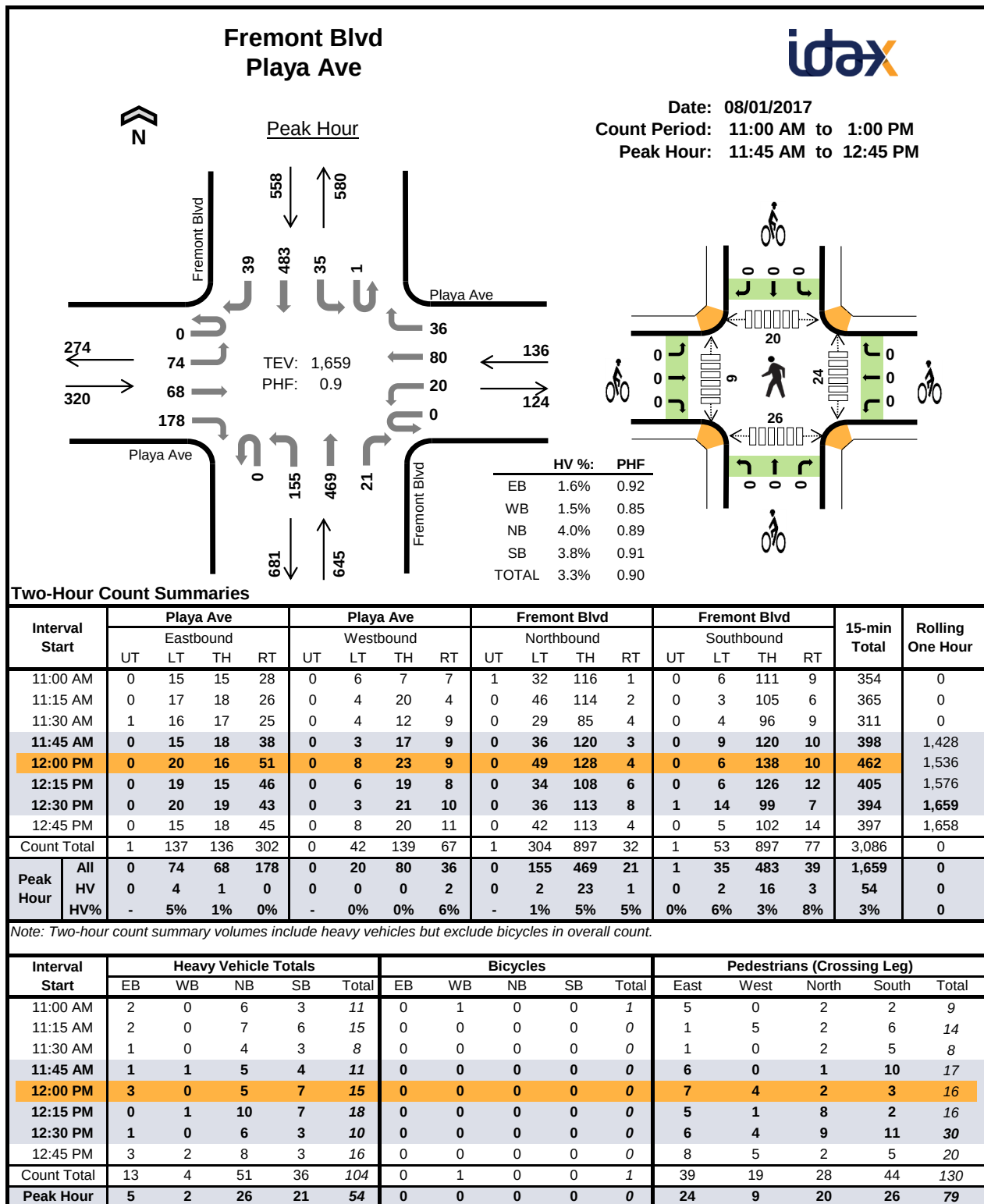
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Playa Ave				Playa Ave				Del Monte Blvd				Del Monte Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	2	4	0	0	0	2	0	10	0
4:15 PM	0	0	1	3	0	0	1	0	0	2	2	0	0	1	4	0	14	0
4:30 PM	0	0	1	4	0	0	1	0	0	1	3	0	0	0	1	0	11	0
4:45 PM	0	0	0	0	0	1	1	0	0	1	3	0	0	0	3	0	9	44
5:00 PM	0	0	2	1	0	0	2	0	0	2	2	1	0	0	5	0	15	49
5:15 PM	0	0	2	2	0	0	3	1	0	5	0	0	0	1	4	0	18	53
5:30 PM	0	0	1	3	0	0	1	0	0	1	3	0	0	0	3	0	12	54
5:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	48
Count Total	0	0	7	13	0	1	11	1	0	16	18	1	0	2	22	0	92	0
Peak Hour	0	0	5	7	0	1	7	1	0	9	8	1	0	1	13	0	53	0

Two-Hour Count Summaries - Bikes

Interval Start	Playa Ave			Playa Ave			Del Monte Blvd			Del Monte Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	2	0	3	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Count Total	0	2	3	0	0	0	0	0	0	0	4	0	9	0
Peak Hour	0	0	2	0	0	0	0	0	0	0	2	0	4	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



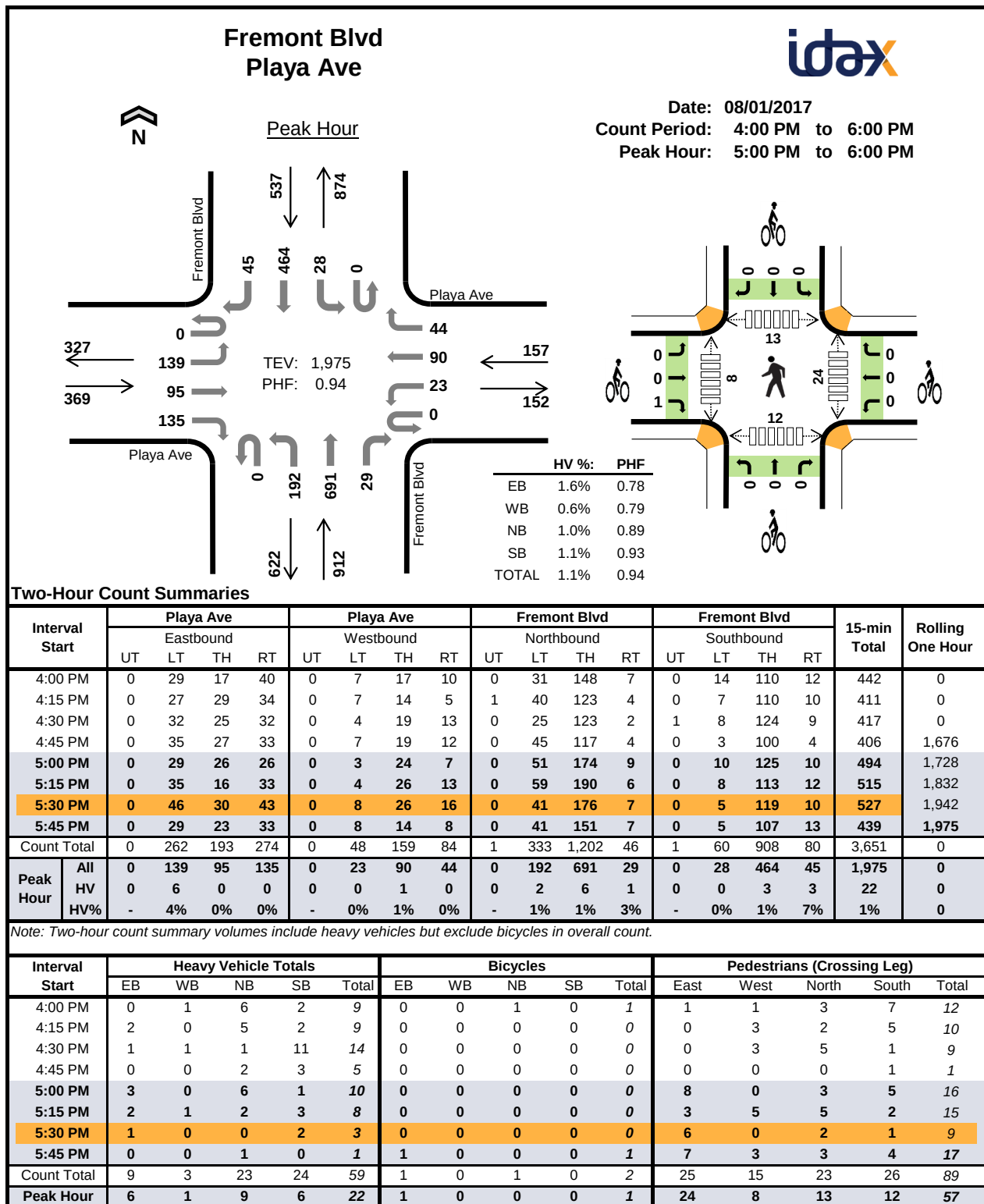
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Playa Ave				Playa Ave				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	2	0	0	0	0	0	0	0	0	6	0	0	0	3	0	11	0
11:15 AM	0	1	1	0	0	0	0	0	0	1	6	0	0	0	4	2	15	0
11:30 AM	0	0	0	1	0	0	0	0	0	2	2	0	0	0	2	1	8	0
11:45 AM	0	0	1	0	0	0	0	1	0	0	5	0	0	0	4	0	11	45
12:00 PM	0	3	0	0	0	0	0	0	0	0	5	0	0	1	5	1	15	49
12:15 PM	0	0	0	0	0	0	0	1	0	2	7	1	0	0	6	1	18	52
12:30 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	1	1	1	10	54
12:45 PM	0	2	0	1	0	0	0	2	0	2	6	0	0	1	2	0	16	59
Count Total	0	9	2	2	0	0	0	4	0	7	43	1	0	3	27	6	104	0
Peak Hour	0	4	1	0	0	0	0	2	0	2	23	1	0	2	16	3	54	0

Two-Hour Count Summaries - Bikes

Interval Start	Playa Ave			Playa Ave			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



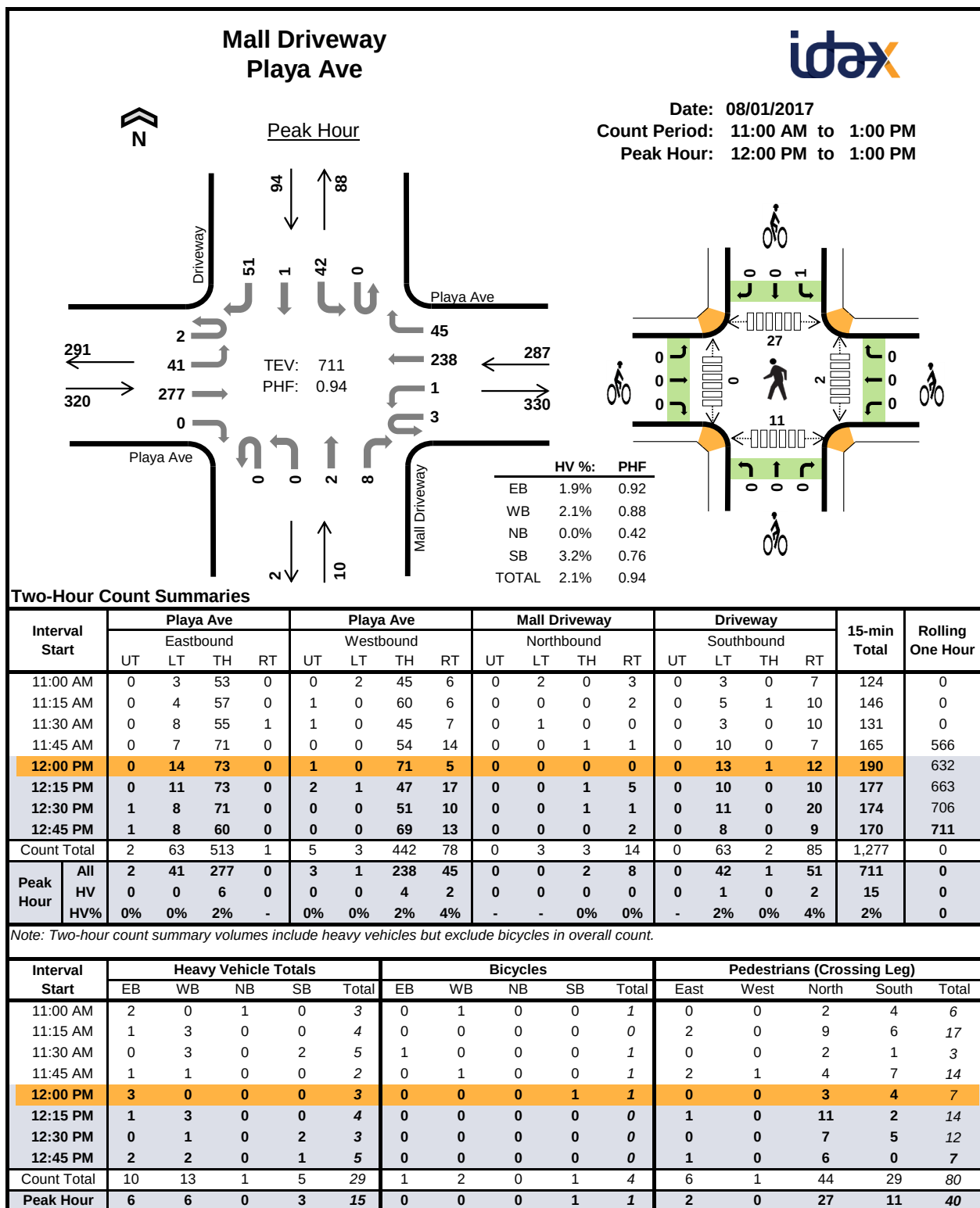
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Playa Ave				Playa Ave				Fremont Blvd				Fremont Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	1	5	0	0	0	1	1	9	0
4:15 PM	0	1	0	1	0	0	0	0	0	0	5	0	0	0	1	1	9	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	0	1	9	1	14	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	5	37
5:00 PM	0	3	0	0	0	0	0	0	0	2	3	1	0	0	1	0	10	38
5:15 PM	0	2	0	0	0	0	1	0	0	0	2	0	0	0	1	2	8	37
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	26
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	22
Count Total	0	8	0	1	0	1	1	1	0	5	17	1	0	1	17	6	59	0
Peak Hour	0	6	0	0	0	0	1	0	0	2	6	1	0	0	3	3	22	0

Two-Hour Count Summaries - Bikes

Interval Start	Playa Ave			Playa Ave			Fremont Blvd			Fremont Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	1	0	0	0	0	0	1	0	0	0	2	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



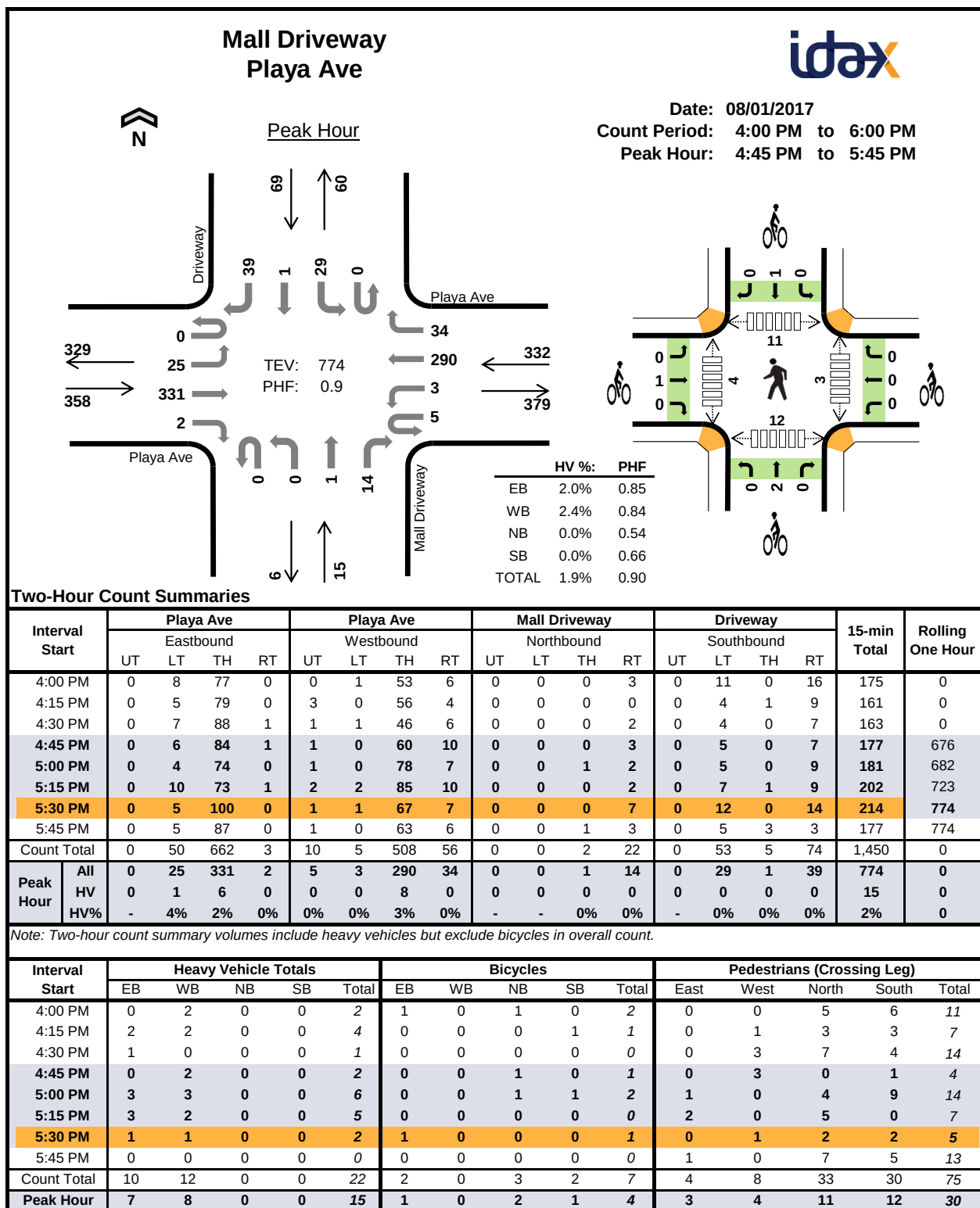
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Playa Ave				Playa Ave				Mall Driveway				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0
11:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
11:30 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	5	0
11:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	14
12:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14
12:15 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	4	14
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3	12
12:45 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	1	0	5	15
Count Total	0	0	10	0	0	0	10	3	0	0	0	1	0	2	0	3	29	0
Peak Hour	0	0	6	0	0	0	4	2	0	0	0	0	0	1	0	2	15	0

Two-Hour Count Summaries - Bikes

Interval Start	Playa Ave			Playa Ave			Mall Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	2	0	0	0	0	1	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



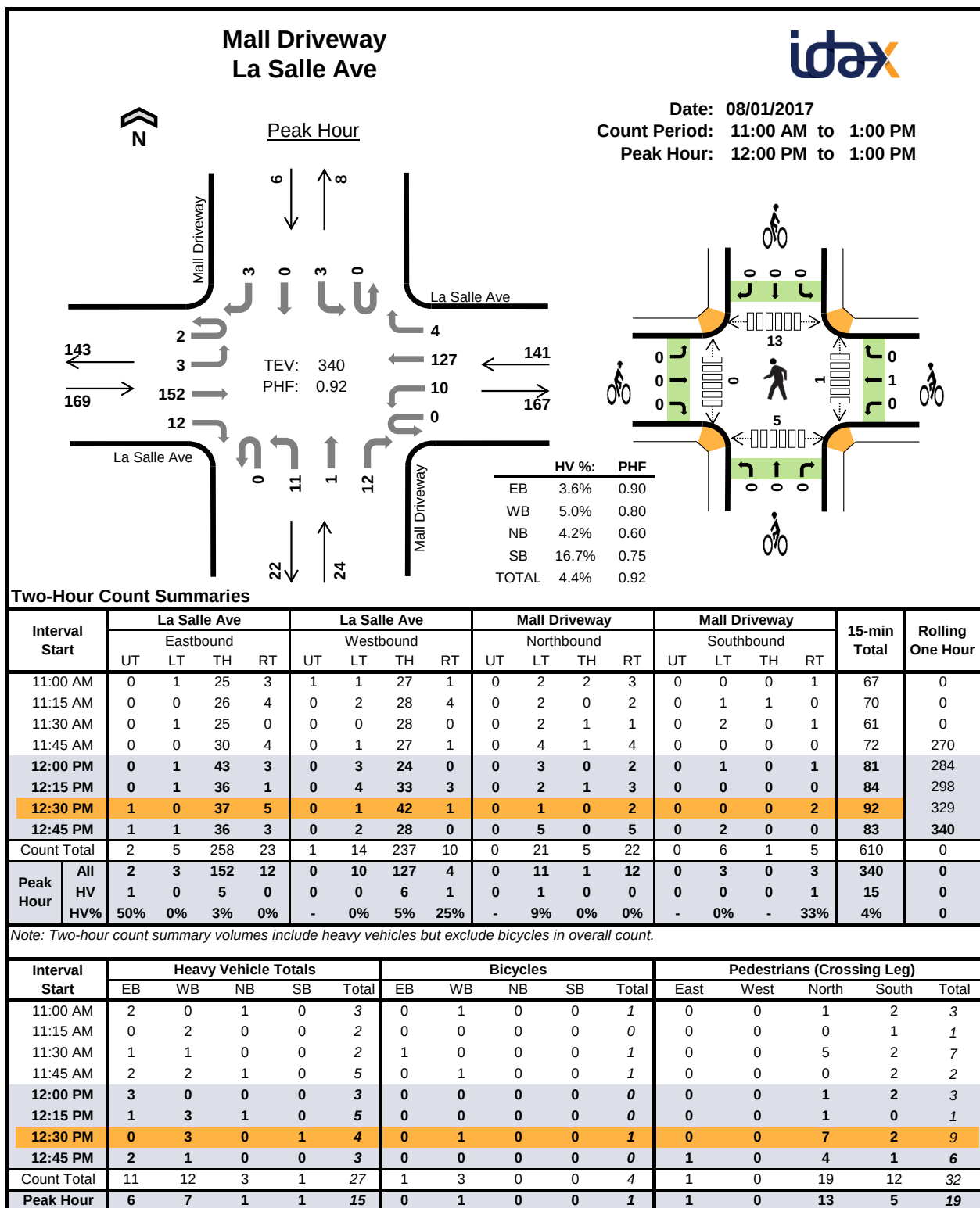
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Playa Ave				Playa Ave				Mall Driveway				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	9
5:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	13
5:15 PM	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	5	14
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Count Total	0	1	9	0	0	0	12	0	0	0	0	0	0	0	0	0	22	0
Peak Hour	0	1	6	0	0	0	8	0	0	0	0	0	0	0	0	0	15	0

Two-Hour Count Summaries - Bikes

Interval Start	Playa Ave			Playa Ave			Mall Driveway			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	2	0	0	0	0	0	3	0	0	2	0	7	0
Peak Hour	0	1	0	0	0	0	0	2	0	0	1	0	4	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



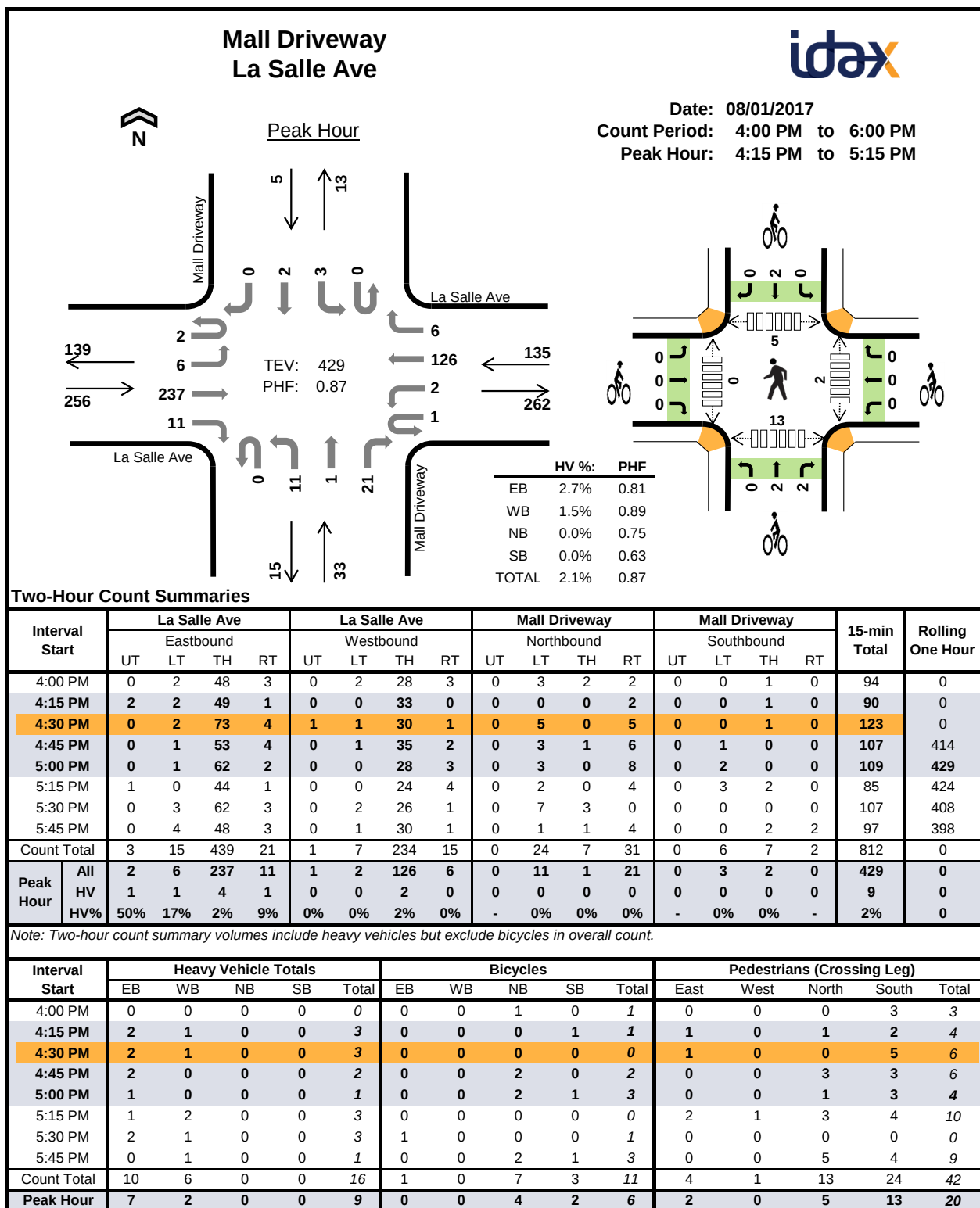
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	La Salle Ave				La Salle Ave				Mall Driveway				Mall Driveway				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
11:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
11:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
11:45 AM	0	0	1	1	0	0	2	0	0	1	0	0	0	0	0	0	0	5	12
12:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
12:15 PM	0	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	0	5	15
12:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	4	17	
12:45 PM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	15
Count Total	1	0	9	1	0	0	11	1	0	3	0	0	0	0	0	1	27	0	
Peak Hour	1	0	5	0	0	0	6	1	0	1	0	0	0	0	0	1	15	0	

Two-Hour Count Summaries - Bikes

Interval Start	La Salle Ave			La Salle Ave			Mall Driveway			Mall Driveway			15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	2	1	0	0	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries - Heavy Vehicles

Interval Start	La Salle Ave				La Salle Ave				Mall Driveway				Mall Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	9
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8
Count Total	1	1	7	1	0	0	6	0	0	0	0	0	0	0	0	0	16	0
Peak Hour	1	1	4	1	0	0	2	0	0	0	0	0	0	0	0	0	9	0

Two-Hour Count Summaries - Bikes

Interval Start	La Salle Ave			La Salle Ave			Mall Driveway			Mall Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	4
5:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	6
5:45 PM	0	0	0	0	0	0	0	0	2	0	1	0	3	7
Count Total	0	1	0	0	0	0	0	3	4	0	3	0	11	0
Peak Hour	0	0	0	0	0	0	0	2	2	0	2	0	6	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Driveway 1
8/1/2017
IDAX Data Solutions

Time	IN	OUT
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	1
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0

Total	0	1
-------	---	---

Driveway 2
8/1/2017
IDAX Data Solutions

Time	IN	OUT
11:00	0	1
11:15	0	1
11:30	1	0
11:45	1	0
12:00	0	0
12:15	0	0
12:30	1	0
12:45	3	0
4:00	0	0
4:15	1	0
4:30	0	0
4:45	0	0
5:00	1	0
5:15	0	0
5:30	0	0
5:45	0	0

Total	8	2
-------	---	---

Driveway 4
8/1/2017
IDAX Data Solutions

Time	IN	OUT
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
12:00	0	0
12:15	0	0
12:30	0	1
12:45	0	0
4:00	0	0
4:15	1	0
4:30	1	0
4:45	1	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0

Total	3	1
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Driveway 5
8/1/2017
IDAX Data Solutions

Time	IN	OUT
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
12:00	0	0
12:15	0	0
12:30	1	0
12:45	0	0
4:00	0	1
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	1
5:15	0	0
5:30	0	0
5:45	0	0

Total	1	2
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CITY OF SEASIDE STAFF REPORT

Item No.: 7.B.

TO: Planning Commission

BY: Rick Medina, Senior Planner

DATE: May 27, 2020

SUBJECT: USE PERMIT APPLICATION NO. UP-20-04: CITY OF SEASIDE, PROPERTY OWNER, AND MARINA COAST WATER DISTRICT, APPLICANT, ARE REQUESTING A USE PERMIT TO CONSTRUCT A NEW SEWER LIFT STATION. THE PROJECT SITE IS LOCATED AT 630 MONTEREY ROAD (APN# 031-051-023) IN THE RS-8 (SINGLE FAMILY RESIDENTIAL) ZONING DISTRICT. IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), MARINA COAST WATER DISTRICT HAS ADOPTED A MITIGATED NEGATIVE DECLARATION FOR THE PROJECT.

PURPOSE & RECOMMENDATION

In accordance with Section 17.12.030. C, use permit is required for a utility facility. Adopt Resolution granting use permit for new sewer lift station to be operated by Marina Coast Water District.

BACKGROUND

The project site is located near the storm water detention basin for the Seaside Highlands storm water detention basin generally located at 630 Monterey Road. Location Map provided as Attachment 2. The Project proposes to construct a replacement lift station on the east side of Monterey Road (East of Highway 1), and a replacement force main pipeline within existing roadways, eliminating the need for 1,600 linear feet (LF) of existing gravity and force main pipelines and two highway crossings. The existing Fort Ord Village Lift Station west of Highway 1 would be demolished and removed. Pipelines and manholes outside the site would be abandoned in place.

The project site plan is provided as Exhibit A to Attachment 1. The lift station will be screened from public view with a 40 x 40 easement. The acquisition easements were

approved by the Seaside City Council on December 19, 2020.

The proposed project is necessary to maintain proper sewer flows and replaced an outdated system near the beach. A Mitigated Negative Declaration has been adopted by the Board of Directors for Marina Coast Water District for the Ord Village Lift Station and Force Main Replacement Project.

ATTACHMENTS

1. Attachment 1 - Draft Resolution
 2. Attachment 1 - Exhibit A
 3. Attachment 2 - Location Map
-

RESOLUTION NO. 20-

**A RESOLUTION OF THE SEASIDE PLANNING COMMISSION EXECUTE
APPROVING SEWER LIFT STATION FOR MARINA COAST WATER
DISTRICTON PUBLIC PROPERTY AT APN 031-051-023**

WHEREAS, the City of Seaside is the owner of that certain real property commonly known the storm drain basins at Seaside Highlands in the City of Seaside, situated in the County of Monterey, State of California, currently identified as County of Monterey Assessor's Parcel Number (APN) 031-051-023 (the "Property"); and

WHEREAS, the Marina Coast Water District (MCWD) proposes to relocate an existing sewer lift station to the east side of Highway 1 adjacent to Monterey Road within the Property (the "Project"); and

WHEREAS, the City wishes to convey easements to the MCWD for the purpose of sewer operations and maintenance.

WHEREAS, on November 18, 2019, the Marina Coast Water District (MCWD) adopted the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) for the OVLS Project; and

WHEREAS, on November 20, 2019, the MCWD submitted the Notice of Determination (State Clearing House Number 2019099050); and

WHEREAS, the Seaside Planning Commission held a duly noticed public hearing on May 27, 2020, to grant a use permit for the utility facility, and

NOW, THEREFORE BE IT RESOLVED that the City of Seaside Planning Commission approves the sewer lift station attached hereto as Exhibit A with Marina Coast Water District dedicating easements at APN 031-051-023.

PASSED AND ADOPTED at a regular meeting of the City of Seaside Planning Commission duly held on the 27th day of May, 2020 by the following vote:

AYES:

NOES:

ABSENT:

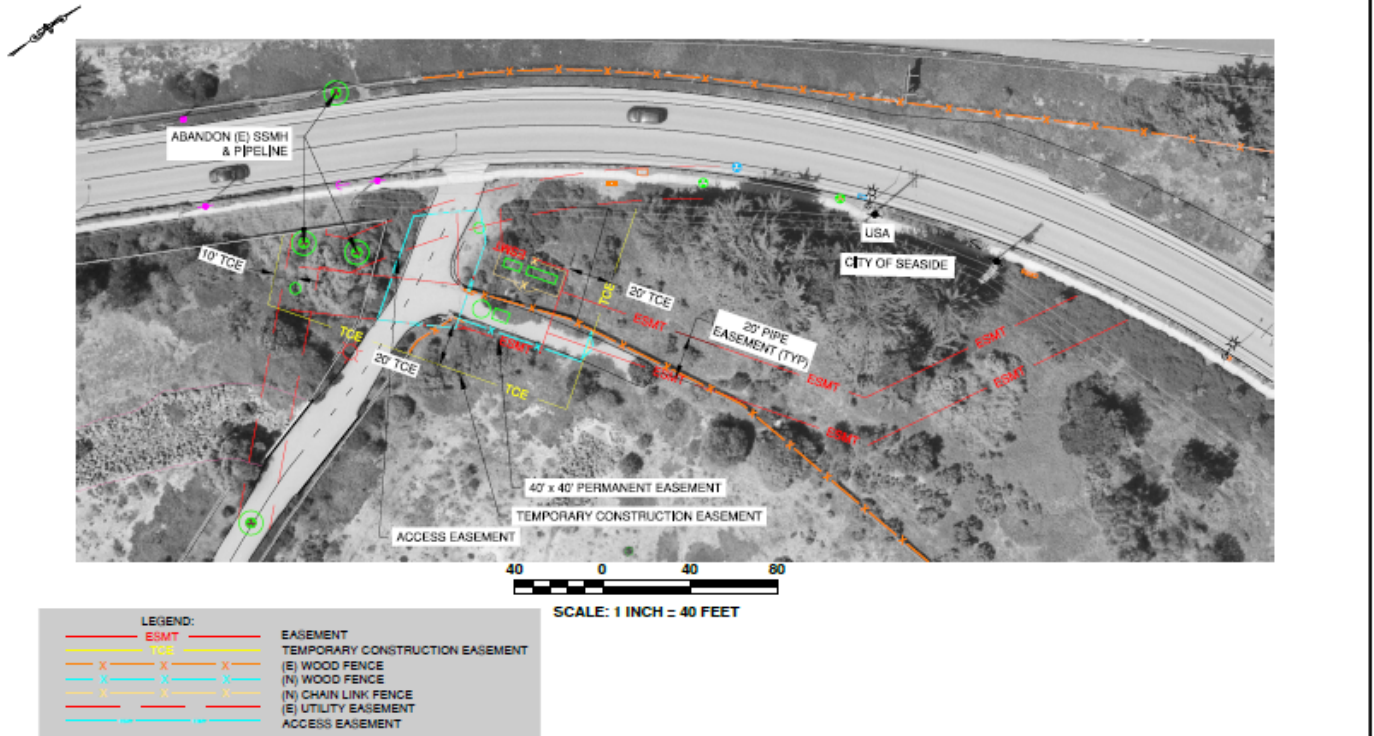
ABSTAIN:

John Owens, Chairperson

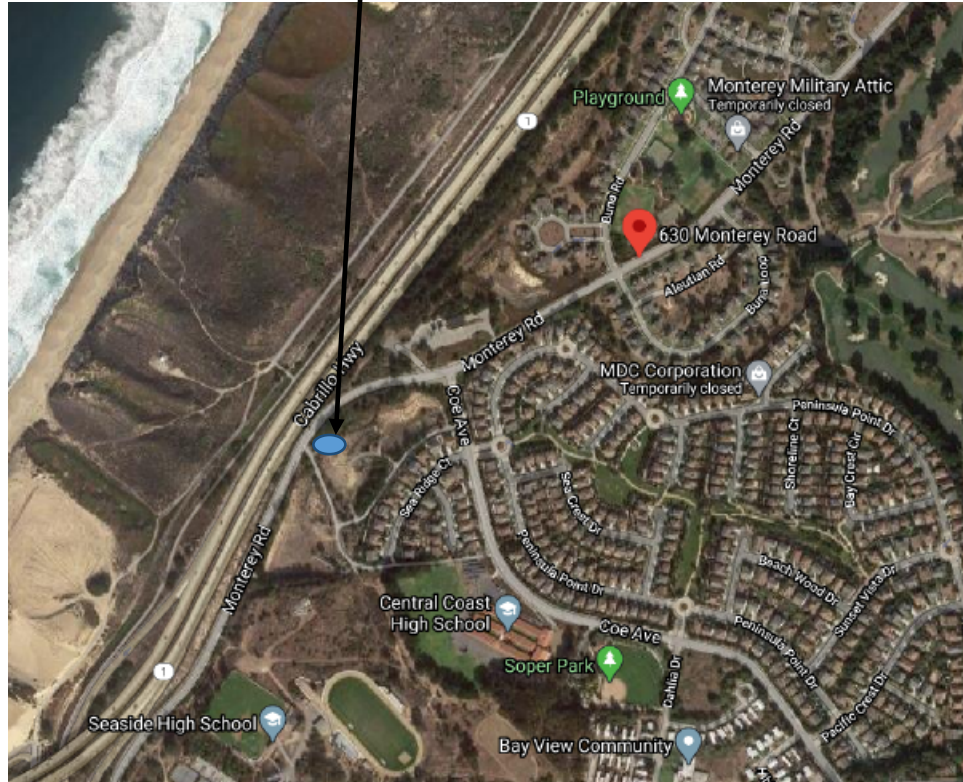
ATTEST:

Lesley Milton-Rerig, City Clerk

Attachment 1 – Exhibit A Project Plans



Attachment 2 – Location Map





CITY OF SEASIDE STAFF REPORT

Item No.: 7.C.

TO: Planning Commission

BY: Gloria Stearns, Community Development Manager

DATE: May 27, 2020

SUBJECT: MINOR USE PERMIT APPLICATION NO. MUP-20-01: William Kheiu, property owner, and David Vargas, Applicant, are requesting a Minor Use Permit to operate an indoor cannabis manufacturing business within Suite 21 of the professional office building generally located at 911-915 Hilby Avenue (APN# 012-5362-051) in the Community Commercial (CC) Zoning District. In accordance with the California Environmental Quality Act (CEQA), the project is Categorically Exempt Class 1, Section 15301(a).

PURPOSE & RECOMMENDATION

Adopt a resolution recommending denial per direction given at the May 12, 2020 Meeting.

BACKGROUND

William Kheiu, property owner, and David Vargas, Applicant, are requesting a Minor Use Permit to operate an indoor cannabis manufacturing business within Suite 21 of the professional office building generally located at 911-915 Hilby Avenue (APN# 012-5362-051) in the Community Commercial (CC) Zoning District. In accordance with the California Environmental Quality Act (CEQA), the project is Categorically Exempt Class 1, Section 15301(a).

The Planning Commission initially discussed this item at the May 13, 2020 meeting, and after conducting the public hearing, continued the meeting so that conditions for denial could be added to the resolution.

The resolution recommending denial is available as Attachment 1.

A letter from the applicant is available as Attachment 2.

ATTACHMENTS

1. Attachment 1 - Resolution (1) HILBY
 2. Attachment 2 - Letter Request Continuance
-

DRAFT RESOLUTION NO. 20-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SEASIDE, STATE OF CALIFORNIA, DENYING A MINOR USE PERMIT TO ALLOW A CANNABIS MANUFACTURING FACILITY WITH TRANSPORTATION/ DISTRIBUTION/ ASSEMBLY LOCATED SPECIFICALLY AT 911 HILBY AVENUE, SUITE 21 IN A COMMERCIAL BUILDING ADDRESSED AS 911-915 HILBY AVENUE IN THE COMMUNITY COMMERCIAL (CC) ZONING DISTRICT.

WHEREAS, William Khieu, property owner, and David Vargas, applicant, have applied for a Minor Use Permit for:

- A. The establishment of a Cannabis Manufacturing facility with Transportation/ Distribution/ Assembly.

WHEREAS, the proposed project requires discretionary approval, and it is the responsibility of the Planning Commission to consider and weigh the merits of the application and public input in relation to the policies, standards and intent of the Seaside General Plan and Seaside Municipal Code; and

WHEREAS, the Planning Commission considered oral comments and written information concerning the proposed use at a duly noticed public hearing at a regular public meeting held on May 13, 2020; and

WHEREAS, the project is a Categorically Exempt, Class 1, Section 15301 meeting the following conditions:

- a) The proposed development will consist of converting an existing commercial suite into a cannabis manufacture facility and will not require any exterior alterations to the site or change in intensity of the site, therefore the project involves negligible or no expansion of an existing use.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission hereby finds and determines:

1. The proposed use is not consistent with the General Plan and any applicable specific plan.

Evidence: *The site is designated as Community Commercial by the 2004 Seaside General Plan. The following Goals and Policies would apply:*

Land Use Element Goal LU-2: Revitalize existing commercial areas.

Land Use Element Policy LU-2.1.1: Zoning Ordinance – Standards for Commercial Areas. Update the Zoning Ordinance to include flexible parking standards for shared uses, the appropriate mix of permitted and conditional uses within identified commercial centers, master design standards, and sign programs.

The Planning Commission finds that the proposed use is not an appropriate mix of permitted and conditional uses in a professional office building in the Community Commercial zone.

Professional office tenants and associated clientele would be exposed to the distribution of cannabis and monetary payments in hallways and parking areas open to the general public. Combustible materials would be stored in close proximity to neighboring suites.

2. The design, location, size, and operating characteristics of the proposed activity are not compatible with the existing and planned future land uses in the vicinity.

Evidence: *The proposed cannabis manufacturing facility requires cannabis and cannabis products, as well as monetary payments, to move from the professional office building parking lot to the suite through hallways accessed by the general public and other tenants. The general public safety cannot be adequately ensured in the public hallways and parking lots.*

3. Granting the permit would be detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity.

Evidence: *The proposed conversion of a commercial suite to a cannabis manufacturing facility would be detrimental to the public health, safety and general welfare of the people of the City and surrounding neighborhood. The proximity to neighboring tenants and residential areas is of concern when using and storing combustible materials. There is an insufficient indication of floor drains or suitable escape handling for the combustible materials. The structure needs to be adequately inspected by a licensed structural engineer to determine if the weight of the equipment may be adequately handled by the building. There is insufficient information regarding the equipment and potential noise, vibration, fumes, odors at the proposed business to assess the potential impacts on the adjoining businesses.*

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Planning Commission denies Minor Use Permit Application No. UP-20-01.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Seaside, State of California, on the 27th day of May 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

John Owens, Chairperson

ATTEST:

Lesley Milton, City Clerk



318 Cayuga Street
Salinas, CA 93901
831.754.2444
JRGattorneys.com

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Ronald A. Parravano
Matthew R. Rankin
Nelson T. Rivera
Logan R. Walter

OF COUNSEL

Doug K. Dusenbury

May 22, 2020

Via Regular US Mail and Email

City of Seaside Planning Commission
c/o Chair John Owens and Commissioners
440 Harcourt Avenue
Seaside, CA 93955

**RE: Minor Use Permit Application NO. MUP-20-01- David Vargas,
Applicant.
911-915, Suite 21, Hilby Avenue - APN# 012-5362-051
Client File No. 7151.004**

Dear Chair Owens and Commissioners:

On Wednesday, May 13, 2020, the Planning Commission (the "Commission") voted to deny the above referenced project (the "Project") based on your safety concerns, the Project floor plan design, your unanswered technical questions and related issues. On May 27, you are scheduled to adopt a resolution denying the Project.

On behalf of our client, David Vargas (the "Applicant"), we respectfully request that the Commission continue consideration of the resolution denying the above referenced Project so that the applicant can formally request that the Commission reconsider its denial of the Project. Continuing the matter would allow the Applicant to amend the Project, finalize a redesigned of the floorplan, secure experts to answer the technical questions posed by the Commission, finalize operational changes to address other issues voiced by the Commission, allow the Commission and staff to review the same and adequately develop the public record.

Ultimately, this would provide the best opportunity for the Applicant to address the questions and concerns of the Commission and the public, eliminate and/or mitigate those concerns and allow the Commission and staff to analyze the revised Project.

Due to the short period of time between the May 13, 2020 Commission meeting and the upcoming May 27, 2020, the Applicant was unable to make the changes to the Project and assemble the other information and data that the Applicant feels will address the Commission's concerns, which would provide the basis to the Applicant's reconsideration request

Johnson, Rovella, Retterer, Rosenthal & Gilles, LLP

SALINAS MONTEREY HOLLISTER PASO ROBLES KING CITY WATSONVILLE

Chair John Owens and Commissioners
May 22, 2020
Page 2

The Applicant conducted extensive research before selecting the City of Seaside (the "City") for this Project, and expended substantial time, effort and monies developing the same. All the Applicant is asking for is an opportunity to prove to the Commission that the Project can operate safely at this location and is right for the City.

Accordingly, the Applicant respectfully requests the Commission continue the formal denial of the Project from May 27 to either the first or second meeting in June to allow the Applicant to work with City staff on a revised design for the Commission to reconsider and to assemble information and data that the Applicant believes will respond to the Commission's concerns.

Respectfully submitted,

JRG Attorneys at Law



Peter D. Brazil

PDB: am

cc: Vargas, David