



## AGENDA

CITY OF SEASIDE  
PLANNING COMMISSION

REGULAR MEETING  
COUNCIL CHAMBER  
440 Harcourt Avenue  
Wednesday, May 25, 2016  
7:00 PM

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*PLEASE TURN OFF YOUR CELL PHONES UPON ENTERING THE MEETING*

1. **CALL TO ORDER**

2. **ROLL CALL - ESTABLISHMENT OF QUORUM**

|                   |              |
|-------------------|--------------|
| John Owens        | Chair        |
| Michael Lechman   | Vice Chair   |
| Keith Dodson      | Commissioner |
| Margaret Leighton | Commissioner |
| Denise Ross       | Commissioner |
| Arlington La Mica | Commissioner |
| Michael Spalletta | Commissioner |

3. **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).*

4. **PUBLIC COMMENT**

5. **APPROVAL OF MINUTES**

6. **BUSINESS ITEMS**

- A. **Use Permit Application No. UP-14-05. Seasons Management, applicant, and the City of Seaside, property owner, are requesting Use Permit approval for the construction of a 144-bed senior assisted living residential care facility located at 550 Monterey Road in the Community Commercial (CC) Zoning District. Pursuant to the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been prepared for the project.**

**PURPOSE:** The purpose of this item is for the Planning Commission to review the following entitlements:

1. Review and provide recommendation to the City Council on a use permit application for the construction of a 144-bed Residential Care Facility; and
2. Review and provide recommendation to the City Council on the adoption of a Mitigated Negative Declaration (MND) for the construction of a 144-bed Residential Care Facility.

**RECOMMENDATION:** It is recommended that the Planning Commission receive the presentation from City staff and the applicant, accept public comments, and provide its recommendations/direction to the City Council on the adoption of a Mitigated Negative Declaration and Use Permit application.

7. **REPORTS FROM COMMISSIONERS**

8. **REPORTS FROM STAFF**

A. **General Plan Update Workshop - June 6, 2016 - Oldemeyer Center**

B. **General Plan Update Open House - August 2, 2016 - City Hall**

9. **ADJOURNMENT**

Next Regularly Scheduled Meeting:  
Wednesday, June 8, 2016  
Seaside City Hall  
7:00 PM

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The City of Seaside is an ADA accessible facility and is committed to include the disabled in all of its services, programs and activities. Any person who requires accommodation to be able to participate in this meeting is asked to contact the office of the City Clerk at 899-6707, no fewer than two business days prior to the meeting to allow for reasonable arrangements.

The City Council Chambers is equipped with a portable microphone for anyone unable to come to the podium. Assisted listening devices are also available.

Meetings that are held in the City Council Chambers are broadcast live to all Seaside residents on Comcast Channel 25 and U-verse Channel 99. Meetings are also available through live streaming at:

<http://cvp.telvue.com/player?id=T01629&video=52314&noplaylistskin=1&width=400&height=300> Videos of past meetings are available on demand through the City's website: <http://www.ci.seaside.ca.us>

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.: 6.A.

**TO:** Planning Commission

**BY:** Diana Ingersoll, Deputy City Manager Resource Management Services  
Rick Medina, Senior Planner

**DATE:** May 25, 2016

**SUBJECT:** **Use Permit Application No. UP-14-05. Seasons Management, applicant, and the City of Seaside, property owner, are requesting Use Permit approval for the construction of a 144-bed senior assisted living residential care facility located at 550 Monterey Road in the Community Commercial (CC) Zoning District. Pursuant to the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been prepared for the project.**

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**RECOMMENDATION**

It is recommended that the Planning Commission receive the presentation from City staff and the applicant, accept public comments, and provide its recommendations/direction to the City Council on the adoption of a Mitigated Negative Declaration and Use Permit application.

**BACKGROUND**

**Exclusive Negotiating Agreement**

On May 16, 2013, the City of Seaside, the Successor Agency to the former Redevelopment Agency and Seasons Management (Applicant) entered into an Exclusive Negotiating Agreement (ENA) for the proposed development of approximately 5.47 acres of land on the former Fort Ord for a 131-bed residential care facility and a 13-unit co-housing facility. The City Council has

extended the ENA twice: the first amendment was approved on February 19, 2015 and the second amendment was approved on February 4, 2016. The current ENA will expire on August 4, 2016.

### Applications and Process

Under the ENA, the City has received the following development applications from Seasons Management for the proposed development: Use Permit Application No. UP-14-05 and Board of Architectural Review Application No. BAR-14-20.

In accordance with the California Environmental Quality Act, City staff in coordination with its environmental consultant, LSA Associates, has completed an Initial Study (IS)/Mitigated Negative Declaration (MND) to address the potential environmental impacts associated with the proposed development. The Draft IS/MND was circulated for a 30-day public review beginning on March 18, 2016 and ending on April 18, 2016. The Final IS/MND is available for review at the following web link:

<http://www.ci.seaside.ca.us/Modules/ShowDocument.aspx?documentid=11483>

A total of three public comments were received during the 30-day public review with a fourth public comment received after the close of the public review period on May 10, 2016. The response to the public comments is provided as Attachment 11.

On May 4, 2016, the project was reviewed by the Board of Architectural Review to provide the Planning Commission and City Council with the Board's preliminary assessment of the architectural design and site plan for the project. The following issues were discussed:

1. Location of Co-Housing Building: The following comments were received from the public:  
· The close proximity of the co-housing building to Monterey Road and removal of mature Monterey cypress trees on the south and east side of the co-housing building.
2. Potential loss of views from the Seaside Highlands residential community looking onto the Monterey Bay.
3. Light pollution from parking lot and wall lights on the buildings.
4. Height of Monterey Pines.

A discussion of the Board's response to these comments and the overall assessment of the architectural design elements on the project are provided in the staff analysis.

### **SITE LOCATION AND DESCRIPTION**

#### *Environmental Setting*

The project site is located at 550 Monterey Road, on the north side of Monterey Road at the intersection of Monterey Road and Coe Avenue. The project site is approximately 5.47 acres (Assessor's Parcel Number 031-141-004). The project site was previously owned by the United

States (U.S.) Army. There is currently one 5,000 square foot (sf) structure located on the project site that would be removed as part of the proposed project. The structure was formerly used by the U.S. Army as a convenience store and gas station but is currently vacant.

The project site is bounded by California State Route 1 (SR-1) to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. The majority of the project site is currently undeveloped with the exception of the 5,000 sf structure, an asphalt parking area, and the parking lot lights. The project site is generally flat, sloping from Monterey Road downward towards SR-1. There are three bluegum eucalyptus (*Eucalyptus globulus*) and 94 Monterey cypress (*Cupressus macrocarpa*) on the project site, with ice plant (*Carpobrotus edulis*) being the predominant groundcover. The remainder of the project site is primarily characterized by non-native ruderal plant species.

Adjacent land uses are presented in Figure 1, Project Site Adjacent Land Uses. Location Map is provided as Attachment 3. Site Photographs are provided as Attachment 4.

Figure 1: Project Site Adjacent Land Uses

|    |             |               |                   |    |
|----|-------------|---------------|-------------------|----|
| NW | N           |               |                   | NE |
|    | Highway One | Army Housing  | Seaside Highlands |    |
| W  | Highway One | Project Site  | Seaside Highlands | E  |
|    | Highway One | Monterey Road | Seaside Highlands |    |
| SW | S           |               |                   | SE |

## **ENVIRONMENTAL REVIEW**

An initial study and Mitigated Negative Declaration (MND) were prepared for the project, and are included as Attachment 5. The initial study identifies potential impacts in the areas of: aesthetics,

air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning noise, population and housing, public services, recreation, transportation/traffic. Mitigation measures are presented to reduce all impacts to a less than significant level.

The initial study was circulated for public review from March 18 to April 18, 2016. Comments were received from the following agencies/individual:

**Public Agency Comments**

1. Cal Trans (Public Agency)

**Public Comments**

- 1 Yu-Chu Shen (Seaside Resident)
- 2 Seaside Senior Living (Applicant)
- 3 Dave Evans, (Seaside Resident) (1st Comment)
- 4 Dave Evans (Seaside Resident) (2nd Comment submitted)

The response to the comments on the IS/MND is provided in Attachment 11.

The Draft Resolution for the approval of the Mitigated Negative Declaration is provided as Attachment 1.

**PROJECT DESCRIPTION**

The proposed project would include the demolition of the existing 5,000 sf structure and the development of a State of California licensed Residential Care Facility for the Elderly (RCFE). A Residential Care Facility for the Elderly means a housing arrangement chosen voluntarily by the resident, the resident's guardian, conservator, or other responsible person; where 75 percent of the residents are 60 years of age or older and where varying levels of care and supervision are provided, as agreed to at time of admission or as determined necessary at subsequent times of reappraisal. Any younger residents must have needs compatible with other residents. The RCFE will be comprised of three buildings that will house three separate facilities on the project site (refer to Attachment 6, Conceptual Site Plan). The three facilities would include an Assisted Living Facility (81,679 sf) (refer to Building A-1 on Attachment 6), a Memory Care Facility (29,707 sf) (refer to Building A-2 on Attachment 6), and a Co-Housing Facility (10,894 sf) (refer to Building B on Attachment 6), for a total of 122,280 square feet of new construction. The proposed project would be constructed in compliance with current California Building Code and Americans with Disability Act Standards. The proposed project would be constructed in one phase. Project construction is anticipated to last approximately 18 months. The Draft Resolution for the approval of the Use Permit is provided as Attachment 2. The project plans are provided as Exhibit A to Attachment 2.

Project Objectives. The City and the project Applicant have established the following project objectives:

- Create a State Licensed Residential Care Facility for the Elderly (RCFE) providing Assisted Living and Memory Care, with associated amenities, including on-site memory support, healthcare by licensed professionals, and recreational activities along with cultural and therapeutic programs to seniors;
- Offer an assisted living facility for seniors, a type of residential housing not currently provided in the City;
- Create new employment opportunities in the City; particularly for healthcare professionals specializing in care and recreational services for seniors, and supporting fields;
- Contribute to improved residential options for senior citizens within the City by creating a development that incorporates the following design and planning principles as part of the project: safety and security, recreation and therapeutic activities, on-site management and healthcare, and transportation, including shuttle service to local restaurants, shopping, and health services; and
- Design a project that incorporates sustainable features including low-flow water fixtures, energy-efficient mechanical systems, and the use of recycled materials.

Project Technical, Economic, and Environmental Characteristics. The 2004 Seaside General Plan designates the project site as Community Commercial (CC). The City Zoning Ordinance (Title 17 of the Municipal Code) designates the project site as Community Commercial (CC).

Demolition and Utility Relocation. The proposed project would include demolition of the existing 5,000 sf structure, on-site pavement, parking lights, and gas pump islands and covers (the gas pumps were previously removed by the U.S. Army in 1996).

The proposed project would also include replacement of the following existing utilities in the same general location, within the western part of the project site bordering SR-1, as they are currently provided: (1) AT&T underground phone lines, (2) Marina Coast Water District's 10-inch pressurized sewage pipe line, and (3) an 8-inch gravity-fed sewage pipe line, which would be replaced with a 12-inch sewage pipe line.

Additionally, the proposed project would require reconstructing the following utilities that run along the westerly side of the project site: (1) a storm drain trunk line and (2) fiber optic cables.

Project Components. The proposed project would develop two buildings that would house three related senior living uses on the project site including an Assisted Living Facility (81,679 sf) (refer to Building A-1 on Attachment 6), a Memory Care Facility (29,707 sf) (refer to Building A-2 on Attachment 6), and an Assisted Living Co-Housing Facility (10,894 sf) (refer to Building B on Attachment 6) for a total of 122,280 sf of new development. The specific components and amenities of each facility are provided below.

1. Assisted Living Facility.

The proposed 81,679 sf Assisted Living Facility would be part of a two-story structure containing 88 residential units (Refer to Figure II-3a, Assisted Living Elevations). A portion of the second story would be located above the adjoining Memory Care Facility. Of the 88 total residential units, there would be 39 studios (averaging 440 sf per unit), 42 one-bedroom units (averaging 550 sf per unit), and seven (7) two-bedroom units (averaging 700 sf per unit). The facility would be designed to serve approximately 100 seniors with daily living services. The studio units would include a kitchenette while the one- and two-bedroom units would include a full kitchen. All units would include Americans with Disabilities Act (ADA)-compliant bathrooms. The one and two bedroom residential units would be designed to accommodate two individuals; the studio units would be designed to accommodate one individual. The Assisted Living Facility would also provide a Fire Code-approved elevator.

The Assisted Living Facility would offer residents daily meals served in a large dining area, housekeeping services including laundry, transportation, social and therapeutic services, entertainment, and options for personal care. The 81,679 sf facility would include the following amenities for residents: lobby/living room, dining room, wellness clinic, theater, activity/social room, beauty/barber salon, central kitchen, laundry facility, and outdoor recreational spaces.

## 2. Memory Care Facility.

The proposed 29,707 sf Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level (Refer to Figure II-3b, Memory Care Elevations). Of the 43 total residential units, there would be 31 private studios (averaging 330 sf per unit) designed for one resident and 12 companion studios (averaging 400 sf per unit) designed for two residents. The facility would be designed to serve approximately 55 mentally impaired seniors with assisted living care and therapeutic programs. The facility would consist of four distinct neighborhoods of approximately 11 units each. Each neighborhood would have access to two secure inner courtyards (2,992 sf outdoors). Each neighborhood would include a therapy kitchen, living room, dining room, and activity areas. All units would include ADA-compliant bathrooms; however, no kitchens or kitchenettes would be available within the units. Additionally, the facility would include staff offices, a staff conference room, a staff lounge, secured medication storage, therapy spa, kitchen prep-room, and a laundry facility.

## 3. Co-Housing Facility.

The proposed 10,894 sf Co-Housing Assisted Living Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for seniors requiring assisted living facilities (Refer to Figure II-3c, Senior Co-Housing Elevations). Each unit would be approximately 490 sf and would be designed to serve 1 to 2 people. All units would include ADA-compliant bathrooms and a small kitchenette. All residential units would open to common living areas that would include (1) community kitchen, dining areas, living rooms, a laundry facility and outdoor patios. The building would also provide one Fire Code-approved elevator.

## Architectural Style.

The buildings would be designed in the traditional California Craftsman architectural style with the use of Cementitious horizontal lap siding (Hardieplank) and shingle siding (Hardieshingles) as the dominant exterior siding material. Other building materials would consist of some plaster elements and stone masonry/flagstone pier cap details, decorative wood lattice, wood corbels at the roof gables, flower boxes, pyramidal columns at front gable entry feature, and wood fascia to further accentuate and highlight the California Craftsman architectural style. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, wood castings and head and sill trim around all windows and doors. The roof material would consist of charcoal asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The exterior color palette will consist of the following colors: (Color sample identified on Sheet A3.3.1a, A3.3.2a and A3.4.1a of the project plans):

1. Frazee "Deck Chair" CL 2684D
2. Frazee "The Loft" CLC 1210D
3. Frazee "Mosquito" CL 2875A
4. Frazee "Burlap" CL 2794D
5. Frazee "Excalibur" CL 3173M

A concept color and material board will be available at the meeting.

All services including trash and recycling, emergency power, and delivery areas would be located along the northern extent of the facilities (rear of the building) and would be screened from public view.

One single sided freestanding monument sign, approximately 6-feet (ft) high by 10 ft wide, would be constructed near the project driveway entrance opposite Coe Avenue. The monument sign would be composed of a stone masonry base with an approximately 3 ft. by 6.5 ft. metal sign hung from a wooden lattice-style pergola frame. The sign letters will consist of individual metal letters. Cross section of the monument sign is shown at the bottom of Sheet A3.3 The sign would be externally illuminated with an up lit fixture as depicted on the side elevation detail. Internal directional signage would also be provided on the site.

Lighting. On-site lighting for the proposed project would consist of traditional California craftsman style single head carriage lights located in the parking and driveway areas (approximately 12 ft. high), walkway bollard lighting (approximately 3 ft high), landscape lighting, and wall-mounted single-head lights at the building entrances, the sides of the building, and within in the courtyard areas of the assisted living facility, on the Co-Housing area, and the trash and recycling enclosure area (refer to Table II.1, below).

Table II.1: Outdoor Lighting Plan

| Lights                      | Front | Rear | Sides | Total |
|-----------------------------|-------|------|-------|-------|
| Single-Head Lights: Parking | 3     | 9    | 3     | 15    |
| Building Entrances          | 2     | 2    | 0     | 4     |
| Building Sides              | 3     | 8    | 7     | 18    |

|                             |           |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|
| Trash & Recycling Enclosure | 0         | 0         | 1         | 1         |
| Co-housing Lights           | 2         | 1         | 3         | 6         |
| <b>Total Count</b>          | <b>10</b> | <b>20</b> | <b>14</b> | <b>44</b> |

All exterior lighting would be in conformance with the City's Outdoor Illumination Standards (City Municipal Code 17.30.070) and would not result in spill-over to any adjacent properties. The applicant would utilize a dark sky fixture to orient all lighting in a downward direction to the greatest extent possible. Building exterior lights would be surface-mounted and directed away or screened from adjacent residential uses. A photometric lighting plan is included as Sheet SL-1 on the project plans.

Landscaping. The proposed project would include approximately 61,856 square feet of landscaping, including around the exterior perimeter of the primary Assisted Living and Memory Care facility, around the perimeter of the parking areas, and within the courtyards and gardens. California native plants and drought-tolerant species consisting of trees, shrubs, ground covers and grasses would be used on the site. The planting areas would be separated into eight Plant Zones as listed on Sheet L.1.3 of the project plans. The plant materials that would be used within each zone and the water use rating for each plant species are identified under the Plant Legend on Sheet L1.3.

Construction of the proposed project would require the removal of 84 trees – three bluegum and 81 Monterey cypress trees. Thirteen of the existing Monterey cypress located adjacent to SR-1 would remain and would be integrated into the proposed project. 81 of the Monterey cypress trees to be removed by the proposed project would be replanted on the site, 63 of which would be replaced in-kind with minimum 5-gallon containers of Monterey cypress and 18 replaced with different tree species. The different tree species would consist of the following species:

1. Arbutus marina - 24"-Box
2. Fernleaf Catalina Ironwood - 15-gallon
3. Cajeput Tree - 15-gallon
4. Fruitless Olive - 24'-Box
5. Beach pine - 24"-Box

The irrigation system for the proposed project would be designed in compliance with the State of California Green Building Code, Title 24 energy efficiency requirements, and Assembly Bill 1881, which promotes water efficient landscaping. The irrigation system would be designed to reflect the existing site soil conditions and would be installed by hydrozones as established by the planting plan. The irrigation system would also be designed to the recorded static pressure available on site in order to prevent runoff and overspray. The irrigation system would include the following features:

- Automatic irrigation controller with evapotranspiration data and rain sensors.
- All sprinkler heads matched to precipitation.
- No overhead spray used in areas less than 8 ft in width.
- Overhead irrigation set back 24 inches from non-permeable surfaces.



- Irrigation distribution through a mix of: low-flow, high-efficiency spray nozzles; point source drip; subsurface drip; and bubblers.

Parking.

The proposed project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The Assisted Living Facility and Memory Care Facility combined would provide 78 parking spaces for residents, visitors and employees. The Co-Housing Facility would provide 14 parking spaces for residents and visitors. Of the 92 total parking spaces, 8 parking spaces would be ADA-compliant and designated as handicap parking, 6 parking spaces would be designated for low-emitting and fuel-efficient vehicles and provide electric vehicle charging stations, 23 parking spaces would be designated for compact vehicles, and 55 parking spaces would be designated for standard vehicles. An additional 9 spaces would be provided for bicycle parking, and 2 spaces would be provided for motorcycle parking.

Access and Circulation. Local access to the project site is provided by Monterey Road. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. Both driveways are proposed to have a single ingress and egress lane.

The intersection at Coe Avenue/Monterey Road would be converted to a four-way stop as part of the proposed project. In order to provide full access to the main entrance, the following lane configurations/reconfigurations would be included as part of the proposed project:

- Northbound Coe Avenue: One left-turn lane, one through lane, and one right-turn lane
- Southbound main project entrance: One left-turn lane, one through lane, and one right-turn lane
- Eastbound Monterey Road: One left-turn lane, one through lane, and one right-turn lane
- Westbound Monterey Road: One left-turn lane, one through lane, and one right-turn lane

The second driveway is located approximately 400 ft east of the intersection of Monterey Road and Coe Avenue, and is near the eastern end of the project site. The proposed project would provide a stop sign within the development approximately 5 ft before the terminus of the driveway and its intersection with Monterey Road.

Circulation within the project site would include an internal road forming a “loop” that would provide access to the three facilities, parking, and fire hydrants for emergency fire response. The internal road would provide one lane of travel in each direction and would be accessible from each driveway.

Utilities and Services. The Marina Coast Water District (MCWD) provides water, wastewater, and recycled water services to the project site. MCWD must issue a water permit for any development or redevelopment activity that would involve the connection or modification of a

connection to an existing water or wastewater distribution system, such as the proposed project.

Wastewater from the proposed project would be sent, via lines owned and managed by MCWD, to the Monterey Regional Water Pollution Control Agency's (MRWPCA) Regional Wastewater Treatment Plant where it would be treated. The existing sewer lines within the vicinity of the project site include one 8-inch gravity-fed sewage line and one 10-inch pressurized line. The Assisted Living Facility and Memory Care Facility would connect directly to the 8-inch gravity-fed sewage line, which would be relocated and upgraded to a 12-inch gravity-fed sewage line as part of the proposed project.

Stormwater runoff from the new impervious surfaces would be treated by means of rain gardens (planted depressions allowing stormwater runoff from impervious surfaces the opportunity to be absorbed) permeable pavement, and infiltration on site. The proposed project includes the installation of seven rain gardens (varying in size) located along the exterior perimeter of the three buildings. Throughout the project site, drain inlets and a pipe system would be provided to collect the storm water from the driveways and other impervious surfaces, and direct it to the rain gardens, with the exception of the southerly, undeveloped end of the project site. In this location, the existing vegetation would be protected in place and runoff would infiltrate directly into the ground. Pervious pavers would be installed at interior courtyards and in all parking stalls. The new stormwater drainage system would accommodate storm water up to the 100-year storm.

**Sustainable Development.** The proposed project would incorporate the following sustainable design features to the greatest extent feasible:

- Use of "Green Building Materials," such as those materials that are resource-efficient, recycled, and manufactured in an environmentally friendly way, including low-volatile organic compound materials and materials free from formaldehyde;
- Installation of energy-efficient mechanical systems and solar systems;
- Supplying of electric auto chargers on site;
- Installation of water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals. Plum for recycled water (purple water) and on site gray-water systems;
- Designing buildings to promote the use of natural daylight and increase natural ventilation;
- Installation of occupancy sensor controlling lights in facility hallways, stairwells, offices, restrooms, and amenity areas;
- Installation of shading devices on south and west facing windows to reduce heat transfer from the sun;
- Installation of air conditioning systems free from chlorofluorocarbons (CFCs) and hydrofluorocarbons (HFCs) as part of the refrigerant system;
- Provision of a landscape and development plan for the proposed project that includes:
  - Native and/or drought-tolerant plants;
  - Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
  - Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and
- Provision of interior and exterior storage areas for recyclables and green waste from

kitchen uses.

## DEVELOPMENT REVIEW AND APPROVAL PROCESS

In accordance with Sections 15050 and 15367 of the California Environmental Quality Act (CEQA) Guidelines, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The ministerial and discretionary actions to be considered by the City as a part of the proposed project include:

- **Use Permit:** Review and approval by the City Planning Commission and City Council of a Use Permit for the development of a 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, including landscaping and parking areas.
- **Sign Permit:** Review and approval by the City's Board of Architectural Review of a Sign Permit for the proposed project.
- **Plan Review:** Review and approval of the proposed project's Site and Elevation Plan, Lighting Plan, and Landscape Plan by the City's Board of Architectural Review.

## STAFF ANALYSIS

### General Plan/Zoning Ordinance/Fort Ord Reuse Plan

The project site is designated as Community Commercial on the General Plan Land Use Map and is zoned as Community Commercial (CC).

#### 1. General Plan

The following goals and policies from the 2004 City of Seaside General Plan are applicable to the proposed project:

Goals:            Land Use: Goals LU-2, LU-4, LU-5, LU-6, and LU-8  
                     Circulation: Goal C-4  
                     Safety: Goals S-1 and S-2  
                     Noise: Goals N-1 and N-3  
                     Housing: Goals H-1, H-2, and H-3

Policies:        Land Use: Policies LU-2.4, 4.1, 5.1, 5.3, 6.1, 6.2, and 8.2  
                     Circulation: Policies C-4.1, C-4.2, and C-4.3  
                     Safety: Policies S-1.1, S-1.2, S-1.3, and S-2.2  
                     Noise: Policies N-1.1 and N-3.1  
                     Housing: Policies H-1.6, H-1.7, H-2.5, H-2.6, H-2.7, and H-3.1

The proposed project was found to be consistent with all applicable goals and policies found in the 2004 City of Seaside General Plan. General Plan Consistency Table is listed as Attachment 7.

## 2. Zoning Ordinance

The proposed buildings are being designed as a two-story development consistent with the following Community Commercial Development Standards: Residential Care Facility (Building A and Building B)

| Development Standard                   | Required                                                                                                              | Proposed                                                                                      |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Setbacks                               |                                                                                                                       |                                                                                               |
| Front                                  | 0                                                                                                                     | 45'                                                                                           |
| Sides                                  | 0                                                                                                                     | 40'.52" on south side                                                                         |
| Rear                                   | 100' (Highway 1 Scenic Corridor Setback)                                                                              | 114'-24"                                                                                      |
| Setback from Highway 1 Design Corridor | 100 feet                                                                                                              | 114'-24"                                                                                      |
| Height Limit                           | 4 stories or 48 feet                                                                                                  | 34 feet                                                                                       |
| Landscaping                            | 10% of the parking lot (6,488 sq. ft.)                                                                                | 61,856 sq. ft.                                                                                |
| Parking                                | 1 space per two units, plus 1 space per 4 units for guest and employees (88 units/2) + 88 units/4)= 66 parking spaces | 78 parking spaces                                                                             |
| Signs                                  | One monument sign not to exceed 100 square feet and 14 feet in height                                                 | One monument sign at 6 feet in height with a single face sign totaling 19 square feet in area |

### Co-Housing Facility (Building C)

| Development Standard                   | Required                                                                                                               | Proposed          |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------|-------------------|
| Setbacks                               |                                                                                                                        |                   |
| Front                                  | 0                                                                                                                      | 16'-10"           |
| Sides                                  | 0                                                                                                                      | 140'              |
| Rear                                   | 100' (Highway 1 Scenic Corridor Setback)                                                                               | 100'              |
| Setback from Highway 1 Design Corridor | 100 feet                                                                                                               | 100'              |
| Height Limit                           | 4 stories or 48 feet                                                                                                   | 30'               |
| Landscaping                            | 10% of Parking lot (6,488 sq. ft.)                                                                                     | 61,856 sq. ft.    |
| Parking                                | 1 space per two units, plus 1 space per 4 units for guest and employees (13 units/2) + (13 units/4)= 10 parking spaces | 14 parking spaces |
| Signs                                  | One monument sign not to                                                                                               | None proposed     |

|  |                                              |  |
|--|----------------------------------------------|--|
|  | exceed 100 square feet and 14 feet in height |  |
|--|----------------------------------------------|--|

The proposed buildings will be two stories in height with varying setbacks between 16-feet and 40 feet on the front (East), 40-feet and 140 feet on the sides (North and South) and 100 feet and 114-feet at the rear (West). The parking areas will be located on the south side and west areas of the site. The proposed project will provide landscaping buffers, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas to the east, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with a multi-family residential use. The monument sign will be at a scale and design that would blend the Craftsman Style architecture and would be compatible with the surrounding residential character to the north and east of the site.

### 3. Fort Ord Reuse Plan

The project site is located within the jurisdiction of the Fort Ord Base Reuse Plan (BRP). The BRP was created by the Fort Ord Reuse Authority who is responsible for overseeing the redevelopment of the former Fort Ord Army Base. The base was closed in 1994 and the BRP was adopted in 1997 to oversee the redevelopment of the site from military uses to primarily civilian uses and was then reassessed in 2012. The BRP lays out objectives and policies that are intended to guide developers who wish to build within the boundaries of the former base. These objectives and policies are also intended to guide the decision making of the local municipal governments as they create policies and other land use plans. In order for a project to be considered consistent with the BRP it must be consistent with all applicable objectives and policies that are found in the BRP. The following objectives and policies from the Fort Ord Base Reuse Plan are applicable to the proposed project:

**Objectives:** Land Use Element: Residential Land Use Objectives B and C  
Land Use Element: Institutional Land Use Objective D  
Conservation Element: Soils and Geology Objective A  
Conservation Element: Hydrology and Water Quality Objective C  
Noise Element: Objective A  
Safety Element: Seismic and Geologic Hazards Objective A  
Safety Element: Fire, Flood and Emergency Management Objective A  
Safety Element: Hazardous and Toxic Materials Safety Objective A

**Policies:** Land Use Element: Residential Land Use Policies B-1 and C-1  
Land Use Element: Institutional Land Use Policy D-2  
Conservation Element: Soils and Geology Policy A-2  
Conservation Element: Hydrology and Water Quality Policy C-2  
Noise Element: Policies B-8 and B-9  
Safety Element: Seismic and Geologic Hazards Policy A-2  
Safety Element: Fire, Flood and Emergency Management Policy A-2  
Safety Element: Hazardous and Toxic Materials Safety Policy A-1

The proposed project was found to be consistent with the above applicable objectives and policies in the BRP, and therefore, is considered consistent with the BRP. Fort Ord Base Reuse Plan Consistency Table is listed as Attachment 8.

The subject property is also located within the 1,000-foot Highway 1 Design Corridor which has been established by the Fort Ord Reuse Authority for projects on the former Fort Ord east of Highway 1. The boundary map is provided as Attachment 9. Developments shall comply with the following standards:

1. Provide access to bicycle links.
2. Use of Sustainable Building Design approaches.
3. To the maximum extent possible fill gaps between trees that exist between the development and Highway 1.
4. Adhere to 100 foot setback for buildings and 25-foot setback from Highway 1 for the preservation of existing mature trees.
5. Jurisdictions shall encourage compatible signage and common themes so that the look and feel of the corridor retains a connected quality to the environment.
6. Buildings and structures within the 1000-foot design corridor should not exceed the height of a mature Monterey Cypress tree established at 40-feet or 2 ½ stories (40-Feet).

The proposed project will be consistent with the Highway 1 Design Corridor standards as follows:

1. **Bicycle Links:** The project site will not disrupt or cause any changes to the existing bicycle path links that extend along Monterey Road between Seaside High School to the south and the military housing community to the north. The project would not require the development of a new bike path or expansion of an existing bike path.

2. **Sustainable Development:** The proposed project would incorporate the following sustainable design features to the greatest extent feasible:

- Use of “Green Building Materials,” such as those materials that are resource-efficient, recycled, and manufactured in an environmentally friendly way, including low-volatile organic compound materials and materials free from formaldehyde;
- Installation of energy-efficient mechanical systems and solar systems;
- Supplying of electric auto chargers on site;
- Installation of water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals. Plum for recycled water (purple water) and on site gray-water systems;
- Designing buildings to promote the use of natural daylight and increase natural ventilation;
- Installation of occupancy sensor controlling lights in facility hallways, stairwells, offices, restrooms, and amenity areas;
- Installation of shading devices on south and west facing windows to reduce heat transfer from the sun;
- Installation of air conditioning systems free from chlorofluorocarbons (CFCs) and hydrofluorocarbons (HFCs) as part of the refrigerant system;
- Provision of a landscape and development plan for the proposed project that includes:

- Native and/or drought-tolerant plants;
- Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
- Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and
- Provision of interior and exterior storage areas for recyclables and green waste from kitchen uses.

3. **Tree Planting:** A total of 13 mature Monterey Cypress trees located within 30-feet of the project site will be retained. A total of 63 new Monterey Cypress trees will be planted within 25-30 feet of the design corridor to provide infill tree growth between the project site and the Caltrans right-of-way.

4. **Highway 1 Design Corridor:** The closest building to the Highway 1 Design Corridor boundary will be setback 114-feet from the nearest edge of the 1000-foot design corridor.

5. **Architecture:** The building design will consist of California Craftsman architectural design to blend with the natural environment of the surrounding open space. Additionally, the building heights will be maintained at 34 feet so as to not exceed the height of the existing Monterey Cypress trees which border the Caltrans right-of-way.

6. **Building Heights:** The buildings will be constructed at height of 34 feet for the Residential Care Facility and 30 feet for the Co-Housing Facility. The building heights would be consistent with the maximum heights allowed under the Highway 1 Design Corridor Guidelines.

### Aesthetics

The building design will consist of California Craftsman architectural design to blend with the natural environment of the surrounding open space. Additionally, the building heights will be maintained at 34 feet so as to not exceed the height of the existing Monterey Cypress trees which border the Caltrans right-of-way. At the May 4, 2016 BAR Meeting, the California Craftsman architectural design was generally accepted as a compatible design for the site and the use of varying the building materials and colors were deemed as appropriate to break up the mass of the buildings. The following key issues were discussed by the BAR:

1. **Loss of Views from the Monterey Bay:** In accordance with Section 17.62 of the Seaside Municipal Code, the location of the proposed structures have been staked and flagged to provide the public and decision makers with a visual assessment of the potential impacts on the viewshed of Monterey Bay and Highway 1. The Board determined that the overall height of the flagging in relation to the existing height of the 13 Monterey cypress trees that would remain on-site and the height of the Monterey cypress trees that would remain within the Caltrans Highway 1 right-of-way on the western boundary of the site would not significantly alter or impede the views of Monterey Bay from existing properties.

2. **Light Pollution:** On-site lighting for the proposed project would consist of traditional California craftsman style single-head lights located in the parking and driveway areas

(approximately 7 ft high), walkway bollard lighting (approximately 3 ft high), landscape lighting, and wall-mounted single-head lights at the building entrances, along the building sides, and in the courtyard areas, the Co-Housing area, and the trash and recycling enclosure area (refer to Table II.1, below).

Table II.1: Outdoor Lighting Plan

| Lights                      | Front     | Rear      | Sides     | Total     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Single-Head Lights: Parking | 3         | 9         | 3         | 15        |
| Building Entrances          | 2         | 2         | 0         | 4         |
| Building Sides              | 3         | 8         | 7         | 18        |
| Trash & Recycling Enclosure | 0         | 0         | 1         | 1         |
| Co-housing Lights           | 2         | 1         | 3         | 6         |
| <b>Total Count</b>          | <b>10</b> | <b>20</b> | <b>14</b> | <b>44</b> |

All exterior lighting would be in conformance with the City's Outdoor Illumination Standards (City Municipal Code 17.30.070) and would not result in spill-over to any adjacent properties. Building exterior lights would be surface-mounted and directed away or screened from adjacent residential uses. The lighting cut-sheets are provided as Attachment 10.

3. **Height of Monterey pines:** The residents from Seaside Highlands cited concerns regarding the mass and height of Monterey pines as a replacement tree. The compatibility and long-term health of Monterey pines were also discussed. The BAR recommended that when the final architectural and landscape plans return to the BAR after the approval of the use permit that alternative variety should be proposed in place of a Monterey pine.

4. **Location of the Co-Housing Building:** Concerns were cited that the close proximity of the location of the co-housing building at Monterey Road at the southern of the site would be highly visible to travelers going northbound. Additionally the loss of four Monterey cypress on the south and east side of the structure would add to the visibility of the building. The co-housing building would be approximately 17 feet at its closes point to the Monterey Road frontage.

Based on the required setback of 100 feet from the Highway Design corridor to the east, the co-housing building could only move an additional four feet to the east to accommodate a greater setback from the Monterey Road frontage. With consideration of the surrounding residential housing 320 feet to the east and the proposed landscaping on the east and south sides of the co-housing building, the BAR considered the implementation of the proposed project as proposed would have a less than significant impact on the existing visual character and quality of the site and its surroundings.

5. **Tree Removal:** The Conservation and Open Space Element of the City's General Plan establishes policies for the City's Tree Ordinance (Municipal Code Chapter 8.54) and landscaping performance standards (Zoning Ordinance Section 17.30.40). The City's Tree Ordinance prohibits removal of any tree on private property in the City without a permit. The ordinance also contains a list of trees, which may not be planted without a permit (including Monterey pine, Monterey cypress, coast redwood, bluegum eucalyptus, willow, cottonwood, and poplar). Any protected tree



that is removed must be replaced with a species and at a location approved by the City's BAR.

There are a total of 97 mature (6-inch or larger DBH) trees on the project site including 94 Monterey cypress and 3 bluegum eucalyptus that were planted on the property by Caltrans and the U.S. Army Corps of Engineers (Corps) for landscape improvement and vegetation screening. In addition, there are cypress seedlings and saplings (4-inch DBH or less) on the project site that developed from natural recruitment.

Construction of the proposed project would require the removal of 84 trees – three bluegum and 81 Monterey cypress trees. Thirteen of the existing Monterey cypress located adjacent to SR-1 would remain and would be integrated into the proposed project. Sixty-three (63) of the Monterey cypress trees to be removed by the proposed project but would be replaced, in-kind, on the site, with a minimum 5-gallon container. Eighteen of the Monterey cypress trees would be replaced, on the project site, with a different tree species, with a minimum 5-gallon container. The 3 bluegum trees would be replaced, on the project site, with a different tree species also with a minimum 5-gallon container.

While the City's Tree Ordinance specifies that all trees that are removed shall be replaced on a 1:1 basis, Section 8.54.070 of the City's Tree Ordinance states that this requirement may be modified or waived if it is determined that replacement on a one for one basis constitutes an unreasonable hardship. In the case of the proposed project, the location of the proposed project site improvements (e.g., Buildings, parking lots, and underground utilities) preclude the feasible placement of all 81 Monterey cypress trees. The proposed tree replacement percentage, types of replacement trees to be planted, and locations for replacement trees will require approval from the City's BAR.

The BAR found the tree replacement plan to be acceptable at its meeting on May 4, 2016. The final tree replacement plan would be reviewed and approved by the BAR to ensure the proper species and sizes are properly grouped.

Construction on the west side of the project site adjacent to SR-1 would be in close proximity to the existing Monterey cypress trees being preserved. Therefore, construction activities would have the potential to impact these existing trees. Mitigation Measure BIO-3 is being prescribed to reduce impacts to existing Monterey cypress trees during construction of the proposed project. With implementation of Standard Condition BIO-2 and Mitigation Measure BIO-3, the proposed project would not conflict with local policies or ordinances protecting biological resources and impacts would be less than significant.

**Standard Conditions:**

**Standard Condition BIO-2: Board of Architectural Review.** Prior to project level review by the City Planning Commission, the Developer shall submit the project's Landscaping Plans to the City Board of Architectural Review (BAR) for review and approval. The Landscape Plans shall incorporate all Conditions of Approval as required for the proposed project by the BAR prior to the issuance of a building permit.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure BIO-3: Contracted Arborist.** Prior to the issuance of a tree removal permit, the Developer shall submit proof to the City of an executed agreement with a qualified Arborist. The agreement shall include a schedule of the proposed construction timeline for the Project Arborist to ensure compliance with the following measures as detailed in the Arborist Assessment;

- **Exclusionary Fencing:** Prior to commencing grading and construction activities, the construction contractor shall install high visibility exclusionary fencing in a manner that clearly defines the work area, limits unnecessary disturbance and protects the critical root zone (i.e., canopy dripline) of individual trees and tree groupings to be preserved by the proposed project. The Project Arborist shall identify and delineate sensitive root zone areas within and beyond the canopy dripline of retained trees to ensure these trees will be protected and preserved for the duration of the project. The construction contractor shall conduct necessary repairs, modifications, and maintenance to canopy driplines on an as needed basis for the duration of construction.

- **Sedimentation Control:** The construction contractor shall install appropriate sedimentation control measures (e.g., silt fence) along the downslope perimeter of the project site, and, if necessary, apply soil stabilization and erosion control measures (e.g., rice straw mulch, erosion control blankets, all-weather surfaces) to exposed soil surfaces to prevent erosion and sediment runoff around preserved trees during rain events. The construction contractor shall conduct routine monitoring and necessary maintenance to ensure the erosion control and sedimentation control measures are functioning effectively for the duration of construction.

- **Trunk and Stem Protection:** Where grading and construction activities are occurring within 3 feet of preserved trees, the construction contractor shall install trunk and stem protection measures (e.g., weed free rice straw bales or construction lumber). Tree protection measures shall be securely installed to trees with rope and surrounded by high visibility exclusionary fencing. If it is necessary to perform any pruning, the construction contractor shall use proper tree pruning practices in consultation with the Project Arborist.

- **Root Zone Protection:** To the greatest extent feasible, the construction contractor shall avoid damaging or severing roots located within the critical root zone (i.e., canopy dripline) of preserved trees, especially roots that are 2 inches in diameter or larger. Construction footings shall be designed and excavation cuts performed in a manner to minimize impacts to primary roots. If roots are encountered, efforts shall be made to carefully excavate (e.g., tunnel or dig) under or around primary lateral roots. Trenching operations that may occur in close proximity to preserved trees shall be performed under the guidance and monitoring of the Project Arborist. Tree roots severed or damaged during grading or excavating operations shall be cleanly cut and promptly covered with moist burlap fabric or equivalent until roots are permanently covered with backfill material or until the exposed grading cut and soil profile is permanently stabilized and protected. If burlap-covered cut roots are exposed to the outside environment for a prolonged period of time, the construction contractor shall assign a site attendant the task of regularly wetting burlap-

covered roots to prevent root desiccation.

- **Trees Damage:** In accordance with established tree care and preservation Best Management Practices, if protected trees are damaged during construction of the proposed project, the construction contractor shall promptly repair and/or treat the trees as prescribed by the Project Arborists. Remedial or corrective treatments shall depend largely on the condition of the specific tree and the damage or injury sustained.

- **Natural Grade Protection:** To the greatest extent feasible, the construction contractor shall avoid altering the natural grade and applying excessive fill material within the critical root zone of the protected trees to reduce the likelihood of crown rot and root decay disorders from developing. Specifically, applying fill material against the lower trunk and root crown of protected trees should be avoided.

- **Irrigation:** The construction contractor shall irrigate protected trees on a schedule as determined by the Project Arborist at the start of construction. Tree irrigation shall wet the soil within the tree protection zone to a depth of 30 inches. Irrigation shall continue for the duration of construction of the proposed project.

- **Pruning:** If tree pruning is necessary, the construction contractor shall conduct pruning at the direction of the Project Arborist. The Project Arborist shall oversee pruning activities to ensure that pruning is conducted in a manner that minimizes harmful impacts to trees and reduces potential tree hazards. If feasible, tree pruning shall be performed during the fall through early winter months. Pruning shall be conducted so that cuts are as small as possible and as few living branches as possible are removed.

- **Woodchip Mulch:** The construction contractor shall retain woodchip mulch produced during tree removal operations on the site. This sourced mulch shall be utilized for erosion control (i.e., mulch can be effective at stabilizing and protecting exposed soil surfaces) as well as preventing soil compaction within tree root zones and may be used for future landscaping activities on the project site.

- **Storage:** The construction contractor shall avoid storing construction tools, materials, and equipment within the dripline of protected trees. The construction contractor shall not wash out or dispose of excess materials (e.g., paint) or temporarily store or stockpile materials and/or equipment within the critical root zones of protected trees. If it is unavoidable and necessary to temporarily store or stockpile materials and/or equipment within the dripline of protected trees, the construction contractor shall apply 6–12 inches of clean and properly sourced woodchip mulch within the dripline to prevent substantial soil compaction and root zone disturbance. Once construction activities are complete, the temporary mulch layer shall be removed and reduced to a 3–4 inch layer of woodchip mulch to allow for increased water and oxygen penetration into the subgrade.

- **Site Inspections:** For the duration of construction, the construction contractor shall regularly perform construction site inspections to monitor the condition of protected trees and resource protection measures and to determine if any repairs, adjustments, or modifications are

necessary. Additionally, trees impacted by site development shall be periodically monitored and assessed during and following construction to determine if any tree care and management actions are necessary and to make certain trees do not present a hazard to property and/or nearby structures.

The Project Arborist shall submit monthly memorandums to the City during construction and within 2 weeks of the completion of construction, and shall submit a final report summarizing the project's compliance with the measures prescribed above.

#### Landscaping.

The proposed project would include approximately 17,958 sf of open space and 61,856 sf of landscaping, including around the exterior perimeter of the primary Assisted Living and Memory Care facility, around the perimeter of the parking areas, and within the courtyards and gardens. California native plants and drought-tolerant species would be used on the site.

As noted above, the construction of the proposed project would require the removal of 84 trees – three bluegum and 81 Monterey cypress trees. Thirteen of the existing Monterey cypress located adjacent to SR-1 would remain and would be integrated into the proposed project. Sixty-three of the Monterey cypress trees to be removed by the proposed project would be replaced, in-kind, on the site, with a minimum 5-gallon container. These Monterey cypress will be planted according to standard landscaping practices to allow enough space for the Monterey cypress trees to grow with a dense tree canopy to a height of 30-40 ft. 18 of the Monterey cypress trees would be replaced, on the site, with a different tree species, with a minimum 5-gallon container. The 3 bluegum trees would be replaced, on site, with a different tree species. Of the 84 trees removed by the proposed project, 18 Monterey cypress trees would not be replaced in-kind because the proposed project site improvements (e.g., Buildings, parking lots, and underground utilities) preclude the feasible placement of all 81 Monterey cypress trees.

The irrigation system for the proposed project would be designed in compliance with the State of California Green Building Code, Title 24 energy efficiency requirements, and Assembly Bill 1881, which promotes water efficient landscaping. The irrigation system would be designed to reflect the existing site soil conditions and would be installed by hydrozones as established by the planting plan. The irrigation system would also be designed to the recorded static pressure available on site in order to prevent runoff and overspray. The irrigation system would include the following features:

- Automatic irrigation controller with evapotranspiration data and rain sensors
- All sprinkler heads matched to precipitation
- No overhead spray used in areas less than 8 ft. in width
- Overhead irrigation set back 24 inches from non-permeable surfaces
- Irrigation distribution through a mix of: low-flow, high-efficiency spray nozzles; point source drip; subsurface drip; and bubblers.

#### Traffic

As noted in the public comments received during and after the public review period on the City's intent to adopt a Mitigated Negative Declaration for the proposed project, traffic was cited as key land use impact. Table XVI.4, below, summarizes the results of the existing and existing plus project LOS analysis for study area intersections. Table XVI.5 presents the results of the existing and existing plus project LOS analysis for the study area roadway segment.

Table XVI.4: Existing and Existing Plus Project Intersection Level of Service Summary

| Study Area Intersection                                                             | Time Period | Existing |          | Existing Plus Project |          | Delay Increase | Significant Impact? |
|-------------------------------------------------------------------------------------|-------------|----------|----------|-----------------------|----------|----------------|---------------------|
|                                                                                     |             | Delay    | LOS      | Delay                 | LOS      |                |                     |
| 1. Coe Avenue/Monterey Road                                                         | AM          | 10.1     | B        | 10.5                  | B        | 0.4            | No                  |
|                                                                                     | PM          | 11.3     | B        | 12.3                  | B        | 1.0            | No                  |
| 2. Fremont Boulevard–SR-1 ramps/Monterey Road                                       | AM          | 30.9     | C        | 31.5                  | C        | 0.6            | No                  |
|                                                                                     | PM          | 43.9     | D        | 47.5                  | D        | 3.6            | Yes                 |
| <i>With Mitigation</i>                                                              | <i>PM</i>   | <i>-</i> | <i>-</i> | <i>45.5</i>           | <i>D</i> | <i>1.6</i>     | <i>No</i>           |
| 3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp | AM          | 5.7      | A        | 5.7                   | A        | 0.0            | No                  |
|                                                                                     | PM          | 7.0      | A        | 7.1                   | A        | 0.1            | No                  |
| 4. Secondary Project Driveway/Monterey Road (proposed)                              | AM          | N/A      | N/A      | 8.8                   | A        | 8.8            | No                  |
|                                                                                     | PM          | N/A      | N/A      | 9.4                   | A        | 9.4            | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

N/A = not applicable

SR-1 = State Route 1

Table XVI.5: Existing and Existing Plus Project Roadway Segment Level of Service Summary

| Study Area Roadway Segment                             | Time Period | Existing |     | Existing Plus Project |     | Volume Increase | Significant Impact? |
|--------------------------------------------------------|-------------|----------|-----|-----------------------|-----|-----------------|---------------------|
|                                                        |             | Volume   | LOS | Volume                | LOS |                 |                     |
| Monterey Road between Fremont Boulevard and Coe Avenue | AM          | 433      | A   | 455                   | A   | 22              | No                  |
|                                                        | PM          | 852      | C   | 888                   | C   | 36              | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

As shown in Table XVI.4, all three existing study area intersections operate at satisfactory LOS

(defined as LOS C or better) during both peak hours, with the exception of the Fremont Boulevard–SR-1 ramps/Monterey Road intersection (LOS D in the p.m. peak hour). With implementation of the proposed project, the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would continue to operate at unsatisfactory LOS D in the p.m. peak hour. Because the proposed project would increase the deficient delay from 43.9 to 47.5 seconds (more than 2.0 seconds), this would result in a significant impact. Implementation of Mitigation Measure TRA-1, requiring a specific employee shift schedule, would reduce significant impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.

The proposed project is anticipated to generate 47 trips in the p.m. peak hour (24 inbound and 23 outbound). The Traffic Report prepared for the proposed project concluded that the p.m. peak-hour trip generation must be reduced by a minimum of 22 trips (11 inbound and 11 outbound) to reduce the intersection impact, to less than significant. In other words, the proposed project can generate up to 25 p.m. peak-hour trips (13 inbound and 12 outbound) before a significant impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection.

Because employees would generate the majority of the a.m. and p.m. peak-hour project trips, if employee shift start/end times are scheduled outside of the typical peak-hour periods, the number of employee peak-hour vehicular trips would be reduced.

Therefore, in order to mitigate the significant impact at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection, project operations must implement the following shift times and employee numbers:

- Day Shift 1: 6:00 a.m. to 2:00 p.m., with 37 employees
- Day Shift 2 : 9:00 a.m. to 6:00 p.m., with 5 employees
- Evening Shift: 2:00 p.m. to 10:00 p.m., with 33 employees
- Night Shift: 10:00 p.m. to 6:00 a.m., with 12 employees

Based on the above schedule, and if each person represents 2 trips (1 inbound trip within 15 minutes before shift start time and 1 outbound trip within 15 minutes after shift end time), then a total employee trip generation of 174 daily trips (87 inbound and 87 outbound) can be represented as follows:

- 5:45 a.m. to 6:00 a.m.: 37 inbound trips
- 6:00 a.m. to 6:15 a.m.: 12 outbound trips
- 8:45 a.m. to 9:00 a.m.: 5 inbound trips
- 1:45 p.m. to 2:00 p.m.: 32 inbound trips
- 2:00 p.m. to 2:15 p.m.: 37 outbound trips
- 6:00 p.m. to 6:15 p.m.: 5 outbound trips
- 9:45 p.m. to 10:00 p.m.: 12 inbound trips
- 10:00 p.m. to 10:15 p.m.: 32 outbound trips

Employees of Day Shift 1, Evening Shift, and Night Shift would generate trips outside of both the a.m. and p.m. peak hours. The 5 employees of Day Shift 2 are anticipated to generate 5 inbound

a.m. peak-hour trips and 5 outbound p.m. peak-hour trips.

As previously discussed, the proposed project is anticipated to generate 47 p.m. peak-hour trips (24 inbound and 23 outbound) using ITE trip rates. A maximum of 25 p.m. peak-hour trips (13 inbound and 12 outbound) could be generated by the project before a significant intersection impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Because the proposed employee shift schedule would limit the p.m. peak-hour trip generation to 5 employee outbound trips, a total of 20 non-employee p.m. peak-hour trips (13 inbound and 7 outbound) could be generated prior to a significant intersection impact occurring at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Therefore, it is anticipated that the proposed operational schedule of Mitigation Measure TRA-1 would reduce the total project p.m. peak-hour trip generation to 25 or fewer p.m. peak-hour trips.

With implementation of Mitigation Measure TRA-1, the delay at the Fremont Boulevard–SR-1 ramps/Monterey Road would only increase by 1.6 seconds from existing conditions (from 43.9 to 45.5 seconds), which is below the 2.0 second threshold. Therefore, with implementation of Mitigation Measure TRA-1, traffic impacts associated with the proposed project would be less than significant.

As shown in Table XVI.5, Monterey Road between Fremont Boulevard and Coe Avenue currently operates at satisfactory LOS (defined as LOS C or better) during both peak hours. With implementation of the proposed project, this roadway segment would continue to operate at satisfactory LOS.

Cumulative (year 2035) plus project conditions were also analyzed. Cumulative conditions were developed based on traffic from area-wide approved and proposed long-term projects (i.e., City projects approved by City Planning Department staff). Table XVI.6 summarizes the results of the cumulative plus project LOS analysis for study area intersections. Table XVI.7 presents the results of the cumulative plus project LOS analysis for the study area roadway segment.

Table XVI.6: Cumulative Plus Project Intersection Level of Service Summary

| Study Area Intersection                                                             | Time Period | Cumulative Plus Project |          | Significant Impact? |
|-------------------------------------------------------------------------------------|-------------|-------------------------|----------|---------------------|
|                                                                                     |             | Delay                   | LOS      |                     |
| 1. Coe Avenue/Monterey Road                                                         | AM          | 11.1                    | B        | No                  |
|                                                                                     | PM          | 14.1                    | B        | No                  |
| 2. Fremont Boulevard–SR-1 ramps/Monterey Road                                       | AM          | 41.4                    | D        | No                  |
|                                                                                     | PM          | 74.8                    | E        | Yes                 |
| <i>With Mitigation</i>                                                              | <i>AM</i>   | <i>12.0</i>             | <i>B</i> | <i>No</i>           |
|                                                                                     | <i>PM</i>   | <i>14.1</i>             | <i>B</i> | <i>No</i>           |
| 3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp | AM          | 5.9                     | A        | No                  |
|                                                                                     | PM          | 7.4                     | A        | No                  |

|                                                              |    |     |   |    |
|--------------------------------------------------------------|----|-----|---|----|
| 4. Secondary Project<br>Driveway/Monterey Road<br>(proposed) | AM | 8.9 | A | No |
|                                                              | PM | 9.5 | A | No |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

SR-1 = State Route 1

Table XVI.7: Cumulative Plus Project Roadway Segment Level of Service Summary

| Study Area Roadway<br>Segment                                | Time<br>Period | Cumulative Plus Project |          |  | Significant<br>Impact? |
|--------------------------------------------------------------|----------------|-------------------------|----------|--|------------------------|
|                                                              |                | Volume                  | LOS      |  |                        |
| Monterey Road between<br>Fremont Boulevard and<br>Coe Avenue | AM             | 532                     | A        |  | No                     |
|                                                              | PM             | 992                     | D        |  | Yes                    |
| <i>With Mitigation</i>                                       | <i>AM</i>      | <i>241</i>              | <i>A</i> |  | <i>No</i>              |
|                                                              | <i>PM</i>      | <i>605</i>              | <i>B</i> |  | <i>No</i>              |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

As shown in Table XVI.6, three study area intersections are forecast to operate at satisfactory LOS (defined as LOS C or better) during both peak hours under cumulative plus project conditions. The Fremont Boulevard–SR-1 ramps/Monterey Road intersection would operate at an unsatisfactory LOS under the cumulative plus project condition (LOS D in the a.m. peak hour and LOS E in the p.m. peak hour). Because the LOS at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would degrade from LOS C to D in the a.m. peak hour and from LOS D to E in the p.m. peak hour from existing plus project to cumulative plus project conditions, a significant cumulative impact would result at this intersection. Implementation of Mitigation Measure TRA-2, requiring payment into the Fort Ord Reuse Authority (FORA) Fee, would reduce significant cumulative impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.

## **PUBLIC NOTICE**

A public notice has been published in the Monterey Weekly on Thursday, May 12, 2016 and a public notice was mailed to all property owners located within 500-feet of the project site on Friday, May 13, 2016.

## **NEXT STEPS**

After the Planning Commission receives public testimony and considers the proposed Mitigated Negative Declaration and use permit application, the project applications (i.e. Use Permit, Design Review) and the IS/MND will then be reviewed by the City Council. If the City Council approves the proposed project, the Fort Ord Reuse Authority (FORA) will review the project for consistency with the Fort Ord Base Reuse Plan.



A public notice has been published in the Monterey Weekly on Thursday, May 12, 2016 and a public notice was mailed to all property owners located within 500-feet of the project site on Friday, May 13, 2016.

### **FISCAL IMPACT**

There is no fiscal impact associated with this item.

### **ATTACHMENTS**

1. Attachment 1 - Mitigated Negative Declaration Resolution
  2. Attachment 1 - Exhibit A: Final Initial Study/Mitigated Negative Declaration
  3. Attachment 2 - Use Permit Resolution
  4. Attachment 2 - Exhibit A: Project Plans
  5. Attachment 2 - Exhibit B: Mitigation, Monitoring & Reporting Program for Mitigated Negative Declaration
  6. Attachment 3 - Location Map
  7. Attachment 4 - Site Photographs
  8. Attachment 5 - Final Initial Study/Mitigated Negative Declaration
  9. Attachment 6 - Site Layout
  10. Attachment 7 - General Plan Consistency Table
  11. Attachment 8 - Fort Ord Base Reuse Plan Consistency
  12. Attachment 9 - Highway 1 Design Corridor Boundaries
  13. Attachment 10 - Lighting Cut Sheets
  14. Attachment 11 - Response to Comments on Initial Study/Mitigated Negative Declaration
-

## **RESOLUTION NO. 16-XX**

### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SEASIDE, STATE OF CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF SEASIDE, STATE OF CALIFORNIA, ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE APPROVAL OF A RESIDENTIAL CARE FACILITY LOCATED AT 550 MONTREY ROAD.**

**WHEREAS**, the Seasons Management has applied for the construction of a 131-unit Residential Care Facility and 13-unit Co-Housing Facility at 550 Monterey Road (project site).

**WHEREAS**, the proposed development of the residential care facility is subject to the preparation of an Initial Study in accordance with the California Environmental Quality Act (CEQA) guidelines; and

**WHEREAS**, the City of Seaside has prepared an Initial Study to evaluate the potential environmental impacts associated with the project; and

**WHEREAS**, the Initial Study and the Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed amendments were circulated for a period of 30 days beginning on March 18, 2016 and ending on April 18, 2016; and

**WHEREAS**, the proposed project is designed to conform with the Seaside General Plan, Title 17 (Zoning Code) of the Seaside Municipal Code, and Fort Ord Base Reuse Plan; and

**WHEREAS**, it is the responsibility of the Planning Commission to consider and weigh the merits of the Mitigated Negative Declaration and proposed in relation to the policies, standards and intent of the Seaside General Plan and Seaside Municipal Code in making its recommendation to the City Council; and

**WHEREAS**, the Seaside Planning Commission, at a duly noticed public hearing on August 28, 2013 considered oral comments and written information concerning the Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed project.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission has considered Initial Study and recommends that the City Council adopts a Mitigated Negative Declaration for Use Permit Application No. 14-05 provided as Exhibit “A” based on the following findings:

1. A Mitigated Negative Declaration has been prepared and circulated in accordance with the California Environmental Quality Act (CEQA) Guidelines.

Evidence: The Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for the proposed project were prepared, posted and circulated for a period of thirty days with the Monterey County Records Office and State Clearinghouse and is on file with the City of Seaside Community Development Department located at 440 Harcourt Avenue, Seaside, California.

Evidence: All mitigation measures identified in the Initial Study and Mitigated Negative Declaration and all project changes required to avoid significant effects on the environment have been incorporated into the approved project or are made conditions of approval. A Program for Mitigation Monitoring and/or Reporting on Conditions of Approval (hereafter “the MMRP”) has been prepared pursuant to Public Resources Code 21081.6 and is made a condition of approval. Potential environmental effects have been studied, and there is no substantial evidence in the record, as a whole, that supports a fair argument that the project, as designed and mitigated, may have a significant effect on the environment.

Evidence: The project does not involve impacts which are individually limited but cumulatively considerable, because the described project will incorporate both project-specific mitigation measures and cumulative mitigation measures to avoid significant impacts of the project in the context of continued growth and development in the City of Seaside.

Evidence: The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, because all adverse effects of the project will be mitigated to an insignificant level.

Evidence: All comments received on the Initial Study have been considered as well as all evidence in the record, whether or not substantial which includes studies, data, and reports supporting the Initial Study; additional documentation requested by staff in support of the Initial Study findings; information presented or discussed during public hearings; staff reports that reflect the City’s independent judgment and analysis regarding the above referenced studies, data, and reports; application materials; and expert testimony. The conclusions of the Mitigated Negative Declaration are reasoned and based on factual foundation.

2. The proposed project is consistent with the following goals and policies of the 2004 Seaside General Plan listed in Table 1 below.

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <p><b>Goal LU-2:</b> Revitalize existing commercial area.</p> <p><b>Policy LU-2.4:</b> During redevelopment and revitalization activities, ensure quality architectural and design themes.</p> | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing</p> |

**Table I: General Plan Consistency**

| General Plan Goal/Policy | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                          | <p>43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 feet (ft) east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> <p>The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                            | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><b>Goal LU-4:</b> Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.</p> <p><b>Policy LU-4.1:</b> Require that all new development 1) funds its share of community services and facilities; 2) uses quality design and materials; 3) is compatible with surrounding uses, the site, and available infrastructure.</p> | <p><b>Evidence:</b> The proposed project will complement the existing site and enhance the character of the community as follows:</p> <ol style="list-style-type: none"> <li>1. The proposed project will consist of demolishing an abandoned gas station/convenience store and redeveloping the site with an Assisted Living Facility; a Memory Care Facility; and a Co-Housing Assisted Living Facility. The Assisted Living Facility and the Memory Care Facility are contained in an 111,386 sf building. Of the 111,386 sf building, 81,679 sf will be used by the Assisted Living Facility and 29,707 sf will be used by the Memory Care Facility (refer to Building A-1 for the Assisted Living Facility and Building A-2 for the Memory Care Facility on Figure 1-2). The Co-Housing Assisted Living Facility will be 10,894 sf.</li> </ol> <p>The project will be able to fund its share of infrastructure improvements by re-constructing all required gas, water, and sewer lines to serve the development and pay the required Fort Ord Reuse Agency Fees.</p> <ol style="list-style-type: none"> <li>2. The proposed project is being designed such that the height and setback of the buildings are similar to (e.g., two-story) or greater than (e.g., setbacks varying from approximately 16 to 63 ft) the neighboring residential areas. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. The project would be designed in the traditional California Craftsman architectural style. The architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables, flower boxes, and wood fascia. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, and wood castings and head and sill trim around all windows and doors. The roofs would consist of asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The City Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the proposed project is considered and approved by the Planning Commission and the City Council. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</li> </ol> <p>The proposed project will water conservation measures to comply with Title 24 of the 2013 California Building Code and a planting and</p> |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>irrigation system in compliance with the State Model Landscape Ordinance.</p> <p>The proposed project would also be designed to conform to Section R2.1 Occupancy, of the most current California Building Code (CBC), which includes building code requirements for residential care facilities for the elderly with more than six non-ambulatory residents.</p> <p>3. The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City’s standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project’s final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR’s review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City’s General Plan. Furthermore, because the proposed project would include the development of residential housing for seniors, the land use character of the project site would be similar to the surrounding residential uses so the proposed project would not substantially change the character of the views currently experienced by off-site viewers. As mentioned above, the proposed project includes landscaping along the perimeter of the project site and around each of the two buildings to buffer the view of the facilities from passing motorists and off-site viewers.</p> <p>Furthermore, the proposed project will allow for the relocation of existing infrastructure system on-site and will not require any expansion in the capacity of the existing infrastructure system.</p> |
| <p><b>Goal LU-5:</b> Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs.</p> <p><b>Policy LU-5.1:</b> Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.</p> <p><b>Policy LU-5.3:</b> Actively promote water conservation by</p> | <p><b>Evidence:</b> Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr.<sup>1</sup> This does not include any reduction that would be obtained through incorporation of the sustainability features listed in Section II.B of this IS/MND. Based on the current and 10-year annual water consumption rates provided by the Marina Coast Water District, there is sufficient water allocation remaining in the 1,012 af/yr Ord Community/City of Seaside water allocation limit to meet the water supply needs of the proposed project. Therefore, water supply is available to meet the incremental increase in demand from the proposed project. The project would not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water.</p> <p><b>Evidence:</b> Provision of a landscape and development plan for the proposed project that includes:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| City residents and businesses.                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Native and/or drought-tolerant plants;</li> <li>• Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</li> <li>• Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> </ul> <p>Provision of ultra-high efficiency water fixtures within the living units and dining area facilities in accordance with the Marina Coast Water District standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>Goal LU-6:</b> Ensure that sewer services and facilities are provided and maintained to adequately meet the community's current and future need for sewer collection and treatment.</p> <p><b>Policy LU-6.1:</b> Maintain the existing sewer system to provide a high level of service to community neighborhoods.</p> <p><b>Policy LU-6.2:</b> Ensure new development and redevelopment projects provide adequate sewage collection infrastructure.</p> | <p><b>Evidence:</b> Wastewater from the proposed project would be sent, via lines owned and managed by MCWD, to the Monterey Regional Water Pollution Control Agency's (MRWMD) Regional Wastewater Treatment Plant where it would be treated. The existing sewer lines within the vicinity of the project site include one 8-inch gravity-fed sewage line and one 10-inch pressurized line. Buildings would connect directly to the 8-inch gravity-fed sewage line, which would be relocated and upgraded to a 12-inch gravity-fed sewage line as part of the proposed project.</p> <p>The MCWD facilities would receive wastewater generated from the proposed project. The wastewater is ultimately pumped to the Monterey Regional Water Pollution Control Agency (MRWPCA) regional treatment plant for processing, which is located 2 miles north of the City of Marina in northern Monterey County. Any future development on the project site would be serviced by the MRWPCA regional treatment facility. The regional treatment facility is responsible for the disposal of treated wastewater. MRWPCA has provided the Applicant with a will service letter (see Appendix B of this IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments.</p> <p><b>Evidence:</b> The MRWPCA regional treatment facility has been designed to treat typical wastewater flows from different land uses in the region, including within the City. The proposed project would generate wastewater flows typical of residential and commercial uses in the City. Therefore, the proposed project would not produce wastewater atypical of flows received at the MRWPCA regional treatment plant. MRWPCA has provided the Applicant with a will service letter (see Appendix B of IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. In addition, as discussed in Response XVII(b) of the environmental checklist, the proposed project is anticipated to generate approximately 24,000 gallons of wastewater per day, which is a fraction of 0.1 percent of the available daily treatment capacity at</p> |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                   | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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|                                                                                                                                                                                                                                                                                                                                            | <p>MRWPCA. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the MRWPCA regional treatment plant, would be typical of wastewater flows in the City, and would not result in the MRWPCA regional treatment facility exceeding its wastewater treatment requirements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal LU-8:</b> Provide a level of flood control and protection that meets the needs of the community.</p> <p><b>Policy LU-8.2:</b> Ensure developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State and federal standards.</p> | <p><b>Evidence:</b> Throughout the project site, drain inlets and a pipe system would be provided to collect the storm water from the driveways and other impervious surfaces, and direct it to the rain gardens, with the exception of the southerly, undeveloped end of the project site. In this location, the existing vegetation would be protected in place and runoff would infiltrate directly into the ground. Pervious pavers would be installed at interior courtyards and in all parking stalls. The new stormwater drainage system would accommodate storm water up to the 100-year storm.</p> <p>Prior to the issuance of a grading permit, the Applicant shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the storm water controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Applicant shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval.</p> |
| <p><b>Goal C-4:</b> Ensure adequate parking is provided on-site</p> <p><b>Policy C-4.1:</b> Require off-street parking in new development and redevelopment projects.</p>                                                                                                                                                                  | <p><b>Evidence:</b> The proposed project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The Assisted Living Facility and Memory Care Facility combined would provide 78 parking spaces for residents, visitors and employees. The Co-Housing Facility would provide 14 parking spaces for residents and visitors. Of the 92 total parking spaces, 8 parking spaces would be ADA-compliant and designated as handicap parking, 6 parking spaces would be designated for low-emitting and fuel-efficient vehicles and provide electric vehicle charging stations, 23 parking spaces would be designated for compact vehicles, and 55 parking spaces would be designated for standard vehicles. An additional 9 spaces would be provided for bicycle parking, and 2 spaces would be provided for motorcycle parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p><b>Goal S-1:</b> Reduce the risks to people and property from hazards related to seismic activity, flooding, geologic conditions, and wildfires</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Policy 8-S.1:</b> Reduce the risk of impacts from seismic and geologic hazards.</p>                                                              | <p><b>Evidence:</b> The project site is located in a region characterized by moderate to high seismic activity, which could result in damage to the proposed buildings. There are several faults in the vicinity of the project site that are capable of producing strong ground motion. A fault search conducted as part of the <i>Geotechnical Investigation Report</i> identified 24 active faults and potentially active faults mapped within a 62-mile radius of the project site. These 24 faults, their distance from the site, and their estimated mean moment magnitude are listed in Table VI.VI.1. During an earthquake along any of these faults, seismically induced ground shaking at the project site would be expected to occur. The severity of the shaking would be influenced by the distance of the project site to the seismic source, the soil conditions, and the depth to groundwater.</p> <p>According to the <i>Geotechnical Investigation Report</i>, the Rinconada Fault is the closest known fault to the project site and, because of the fault's proximity, has the greatest potential to generate the highest level of ground shaking at the project site. The probabilistic maximum considered earthquake (MCE)<sup>2</sup> for the project site is estimated to result in a peak ground acceleration of 0.56 g.<sup>3</sup> Due to the proximity of the project site to the Rinconada Fault, the Blanco section of the Reliz Fault and the Monterey Bay-Tularcitos Fault and other active faults in the area, it is likely that the project site would be subjected to strong ground shaking from at least one moderate to severe earthquake during the lifespan of the proposed project. Therefore, strong seismic ground shaking generated by seismic activity is considered a potential constraint that may affect the proposed project. All applicable guidelines, including compliance with the California Building Code and the City of Seaside Building Code, accepted industry standards, and other regional and local regulations that address seismic hazards, would be incorporated into the project's building plans.</p> |
| <p><b>Policy S-1.2:</b> Protect the community from flooding hazards.</p>                                                                               | <p><b>Evidence:</b> According to the City's General Plan Safety Element (2004), the project site is not located within a 100-year flood zone. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year special flood hazard area. The project site is mapped as Zone X, Other Flood Areas, which is defined as areas of 0.2 percent annual chance floodplain (500-year floodplain), areas of 1 percent annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Map No. 06053C0290G; April 2, 2009).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>Policy S-1.3:</b> Reduce the risk of wildfire hazard in the community.</p>                                                                       | <p><b>Evidence:</b> According to the City's General Plan Safety Element, the project site is located within a Fire Hazard Area. Although located in a Fire Hazard Area, the project site is surrounded by residential development to the east and south and SR-1 to the west and north. During operation, the project site</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                                                                                                                                                                                                                                                                                                                                | <p>would be developed with structures and landscaping and surrounded by urban development and roadways. In addition, the proposed use of the site would be typical of urban development and would have a low risk of igniting a wildfire. Because of the urban nature of the project site and surrounding development, and the proposed on-site uses, the risk of wildfire during operation would be low.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal 8-2:</b> Protect the community from public safety hazards related to human activities.</p> <p><b>Policy 8-2.2:</b> Minimize the risk to the community associated with hazardous materials.</p>                                                                                                                                      | <p><b>Evidence:</b> Construction of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction would be limited and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, in the unlikely event that a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials used during construction. Construction of the proposed project would result in the disturbance of soils on the project site, which was once a gas station for Fort Ord. The project site previously contained three 1,000 gallon underground storage tanks (USTs) and associated product piping. The USTs and product piping located on site were properly removed in January 1997. Additionally, soil and soil vapor sampling was conducted to confirm soils on site do not contain any significant residual impacts from the gas station operations. Based on soil and soil vapor sampling conducted, there is no evidence of a petroleum hydrocarbon or VOC release resulting from the former gas station operation.</p> <p>Project operation would involve the use of potentially hazardous materials (e.g., cleaning agents, paints, fertilizers, or pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to residents or workers in the vicinity of the project site. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste.</p> |
| <p><b>Goal N-1:</b> Provide consistent and effective noise control through proper and use planning.</p> <p><b>N-3:</b> Minimize non-transportation related noise impacts.</p> <p><b>Policy N-1.1:</b> Ensure new development and reuse/revitalization projects can be made compatible with the noise environment and existing development.</p> | <p><b>Evidence:</b> The City of Seaside General Plan requires that interior noise levels be maintained at or below 45 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for residential uses.</p> <p>Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                              | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><b>Policy N-3.1:</b> Reduce the impacts of noise producing land uses, activities, and businesses on noise sensitive land uses.</p> | <p>and methods but in general, interior noise levels would be up to 58 to 59 dBA CNEL. The proposed project will be required to install doors and windows with varying Sound Transmission Class (STC) ratings in units subjected to potentially high interior noise levels. The proposed project will also be required to install forced-air mechanical ventilation in all residential units. These requirements will help maintain interior noise levels below the City's 45 dBA CNEL noise threshold.</p> <p><b>Evidence: Traffic-related Noise.</b> The project site is located between State Route 1 (SR-1) and Monterey Road just north of the Monterey Road and Coe Avenue intersection in the City of Seaside. Existing ambient noise was compared to projected ambient noise levels after the project is developed to determine if the project would be compatible with the existing noise environment and existing development. The primary existing noise source in the vicinity of the project site is vehicular traffic along SR-1 and local traffic along Monterey Road. Neighborhood traffic along Coe Avenue also affects the noise environment. Traffic-related noise will not be compatible with outdoor patios in three specific locations within the project site. Therefore, the proposed project includes walls around certain patios within the proposed development to ensure that use of the patios does not expose residents to excessive noise.</p> <p><b>Stationary Noise.</b> The proposed project includes the operation of mechanical ventilation as well as emergency vehicles that may periodically assist residents. Neither the operation of mechanical equipment nor the periodic use of emergency vehicles will generate noise that will impact surrounding sensitive land uses.</p> <p><b>Mechanical Equipment.</b> The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA <math>L_{eq}</math>, and during nighttime hours, existing noise levels range from 56 to 66 dBA <math>L_{eq}</math>. The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA <math>L_{eq}</math> at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA <math>L_{eq}</math>. Any other identified locations for mechanical equipment would be located further than 180 ft from the nearest noise-sensitive receptors.</p> <p><b>Emergency Response.</b> The proposed senior assisted-living facility may, on occasion, require emergency vehicle assistance, which may include the use of a siren. At a distance of approximately 50 ft, sirens could reach levels of 92 to 94 dBA <math>L_{max}</math>. The nearest existing residences would be located approximately 125 ft from the entrance driveway of the project site, which would result in maximum instantaneous noise levels of 88 to 90 dBA <math>L_{max}</math>. While these levels could be considered to be excessive, they would occur within short time spans and would be in response to emergencies. According to Chapter 9.12.040 of the City's</p> |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Municipal Code, excessive, unnecessary, or unusually loud noise is exempt from the established noise regulations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>Goal H-1:</b> Maintain a range of housing opportunities to address the existing and projected needs of the community.</p> <p><b>Policy H-1.6:</b> Support the concept of “aging in place” by maintaining a range of housing types that allows people to remain in the community as their housing needs change.</p> <p><b>Policy H-1.7:</b> Ensure new residential developments are adequately served by infrastructure, including water and sewer, park and recreation areas, libraries, transportation, public safety and other necessary community services.</p> <p><b>Goal H-2:</b> Maintain and improve existing neighborhoods and housing.</p> <p><b>Policy H-2.6:</b> Through a design review process, ensure new residential developments and revitalization projects are compatible (i.e. scale, size, height, design, and appearance) with surrounding uses:</p> <p><b>Policy H-2.7:</b> Support public education programs that promote property maintenance.</p> <p><b>Goal H-3:</b> Use public-private partnerships and collaborative efforts to ensure that all segments of the community have access to safe and decent housing that meets their special needs.</p> | <p><b>Evidence:</b> The proposed project will contribute to improved residential options for senior citizens within the City by creating a development that incorporates a range of housing types for seniors, such as assisted living and memory care. The proposed project will provide seniors currently living in the Seaside/Monterey area an opportunity to “age in place” and remain in the area as they begin to require different housing options and a higher level of care.</p> <p><b>Evidence:</b> The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. It is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City, although some of the senior residents would relocate to obtain assisted living care in this location. Furthermore, the proposed project will include utilities and recreation areas on-site. Therefore, the proposed project would not substantially increase the demand on existing public services or the need for new or expanded public services.</p> <p><b>Evidence:</b> The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City’s standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project’s final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR’s review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City’s General Plan and that the design is consistent with the surrounding residential neighborhoods.</p> <p><b>Evidence:</b> The proposed project will include a demonstration garden at the south end of the development which will include drought tolerant species native to the Monterey Peninsula.</p> |

**Table I: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Policy H-3.1:</b> Participate in programs assisting in the production and conservation of adequate, safe, and attractive housing affordable to very-low, low, and moderate income households and other special needs groups.</p> | <p><b>Evidence:</b> The assisted living and memory care facilities will provide housing opportunities for seniors with limited mobility and/or in need of special assistance for daily living functions. This type of housing type is limited within the community. The co-housing facility will provide affordable housing in a dormitory style environment.</p> |

<sup>1</sup> Water consumption was calculated based on the Marina Coast Water District's Urban Water Management Plan water demand factors.  $(144 \text{ dwelling units} \times 0.25 \text{ af/yr/dwelling unit}) + (0.89 \text{ ac landscaping} \times 2.1 \text{ af/yr/ac}) + (2,000 \text{ sf restaurant} \times 0.00145 \text{ af/yr/sf}) = 40.8 \text{ af/yr}$ .

<sup>2</sup> A maximum considered earthquake is defined as an earthquake that is expected to occur once in approximately 2,500 years, that is, it has a 2 percent probability of being exceeded in 50 years.

<sup>3</sup>  $g$  = acceleration due to gravity  $9.8 \text{ (m/s}^2\text{)}$

ac = acres

af/yr = acre-feet per year

City = City of Seaside

ft = foot/feet

IS/MND = Initial Study/Mitigated Negative Declaration

MCWD = Marina Coast Water District

sf = square feet

## Fort Ord Reuse Plan Conformance

The project site is within the former Fort Ord, and subject to consistency with the Fort Ord Reuse Plan. The proposed project has two components, one of which is a legislative action and one of which is a development entitlement. In accordance with Fort Ord Reuse Authority Master Resolution Section 8.01.020, the zoning amendment must be brought to the Fort Ord Reuse Authority Board of Directors for a consistency determination. The proposed youth hostel development project is an entitlement approval, and the consistency determination would be made by the Fort Ord Reuse Authority staff, subject to appeal to the Board of Directors. The Fort Ord Reuse Authority tacitly endorsed the site for this use when it transferred the site to the City specifically for this purpose.

The proposed project was reviewed for consistency with the BRP (refer to Table 2). The following objectives and policies from the BRP are applicable to the proposed project:

**Objectives:** Land Use Element: Residential Land Use Objectives B and C  
Land Use Element: Institutional Land Use Objective D  
Conservation Element: Soils and Geology Objective A  
Conservation Element: Hydrology and Water Quality Objective C  
Noise Element: Objective A  
Safety Element: Seismic and Geologic Hazards Objective A

Safety Element: Fire, Flood and Emergency Management Objective A  
 Safety Element: Hazardous and Toxic Materials Safety Objective A

**Policies:** Land Use Element: Residential Land Use Policies B-1 and C-1  
 Land Use Element: Institutional Land Use Policy D-2  
 Conservation Element: Soils and Geology Policy A-2  
 Conservation Element: Hydrology and Water Quality Policy C-2  
 Noise Element: Policies B-8 and B-9  
 Safety Element: Seismic and Geologic Hazards Policy A-2  
 Safety Element: Fire, Flood and Emergency Management Policy A-2  
 Safety Element: Hazardous and Toxic Materials Safety Policy A-1

**Table 2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p><b>Residential Objective B:</b> Ensure compatibility between residential development and surrounding land Uses.</p> <p><b>Residential Land Use Policy B-1:</b> Residential Land Use Policy B-1: The City of Seaside shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.</p> <p><b>Residential Objective C:</b> Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.</p> <p><b>Residential Land Use Policy C-1:</b> The City of Seaside shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.</p> | <p><b>Evidence:</b> The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> <p><b>Evidence:</b> The proposed project will provide Senior Housing, which is identified as an underserved housing type within the City of Seaside. By providing an underserved housing type to help maintain a variety of housing types in the City commensurate with projected housing needs, the proposed project would be consistent with the Seaside General Plan.</p> |
| <b>Institutional Land Use Objective D:</b> Provide for                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**Table 2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p>Community Design principles and guidelines for institutional development at the former Fort Ord.</p> <p><b>Institutional Land Use Policy D-2:</b> The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.</p>                                                                                                                                                                              | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> |
| <p><b>Conservation Element: Soils and Geology</b><br/> <b>Objective A:</b> Prevent the loss and transport of soil resulting from wind and water erosion and promote construction practices that recognize soils with development limitations.</p> <p><b>Conservation Element Soils and Geology Policy A-2:</b> The City shall require developers to prepare and implement erosion control and landscape plans for projects that involve high erosion risk. Each plan shall be prepared by a registered civil engineer or</p> | <p><b>Evidence:</b> During construction of the proposed project, the total disturbed soil area would be approximately 5.47 acres. During construction activities, excavated soil would be exposed, and there would be an increased potential for</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

**Table 2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| <p>certified professional in the field of erosion and sediment control and shall be Fort Ord subject to the approval of the public works director for the City of Seaside. The erosion component of the plan must at least meet the requirements of Storm Water Pollution Prevention Plans (SWPPPs) required by the California State Water Resources Control Board.</p>                                                                             | <p>soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. Because the proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.</p> |
| <p><b>Conservation Element: Hydrology and Water Objective C:</b> Control nonpoint and point water pollution sources to protect the adopted beneficial uses of water.</p> <p><b>Hydrology and Water Quality Policy C-2:</b> At the project approval stage, the City shall require new development to demonstrate that all measures will be taken to ensure that on-site drainage systems are designed to capture and filter out urban pollution.</p> | <p><b>Evidence:</b> The project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres to approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site). Pollutants of concern associated with project operations include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris.</p> <p>A <i>Preliminary Stormwater Control Plan</i> has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. The LID BMPs proposed in the <i>Preliminary Stormwater Control Plan</i> include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry</p>                                                                                               |



**Table 2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project. As a Condition of Approval, the Developer will be required to prepare a Final Stormwater Control Plan that includes LID BMPs to ensure that on-site drainage systems are designed to capture and filter out urban pollution. |
| <p><b>Noise Element Objective A:</b> Ensure that application of land use compatibility criteria for noise and enforcement of noise regulations are consistent throughout the Fort Ord Planning area.</p> <p><b>Noise Policy B-8:</b> If the ambient DNL exceeds the normally acceptable noise range for public or institutional uses (passively and actively used open spaces; auditoriums, concert halls, and amphitheaters; schools, libraries, churches, hospitals and nursing homes; golf courses, riding stables, water recreation areas, and cemeteries), as identified in Table 4.5-3, new development shall not increase ambient Ldn by more than 3 dBA measured at the property line.</p> <p><b>Noise Policy B-9:</b> The City shall require construction contractors to employ noise-reducing construction practices.</p> | <p><b>Evidence:</b> Neither the long-time traffic nor stationary noise sources would cause an increase in ambient noise levels of more than 3 A-weighted decibels (dBA) within the project vicinity as measured at the property line.</p> <p><b>Evidence:</b> As a Condition of Approval, the Construction Contractor will be required to prepare a construction noise plan that includes implementation of Best Management Noise Reduction Practices.</p>                                                                                            |
| <p><b>Safety Element: Seismic and Geologic Hazards Objective A.</b></p> <p><b>Seismic and Geologic Hazards Policy A-2:</b> The City shall use the development review process to ensure that potential seismic or geologic hazards are evaluated and mitigated prior to construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Evidence:</b> A <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014) was prepared for the proposed project. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code and the recommendations of the project geotechnical consultant as summarized in the final written Geotechnical Report.</p>                                                                   |
| <p><b>Safety Element: Fire, Flood and Emergency Management Objective A.</b></p> <p><b>Fire, Flood, and Emergency Management Policy A-2:</b> The City shall provide fire suppression water system guidelines and implementation plans for existing and acquired former Fort Ord lands equal to those recommended in the Fort Ord Infrastructure</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p><b>Evidence:</b> Fire protection services for the project site are provided by the Seaside Fire Department. The City operates one fire station located at 1635 Broadway Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily</p>                                                                                                                                                                                                                                                              |

**Table 2: Fort Ord Base Reuse Plan Consistency**

| <b>FORA Objective/Policy</b>                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Evidence</b>                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Study (FORIS Section Table 4.1.8) for fire protection water volumes, system distribution upgrades, and emergency water storage.                                                                                                                                                                                                                                                                                                  | staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication). The project site will contain sufficient water service and water pressure to service the site for fire suppression purposes. |
| <p><b>Safety Element: Hazardous Materials and Toxic Materials Safety Objective A:</b> Ensure the timely and complete compliance by the U. S. Army with the Remedial Investigation/Feasibility Study and associated remedial action ROD as part of the land transfer process.</p> <p><b>Hazardous and Toxic Materials Safety Policy A-1:</b> The City shall monitor and report to the public all progress made on the RA-ROD.</p> | <p><b>Evidence:</b> A Hazardous Phase I environmental site assessment and a confirmation sampling report for the project was completed. Neither identified any hazardous wastes at the project site. Based on the results, there is no evidence that there are any hazardous materials remaining from the former gas station. Therefore, no remediation is necessary.</p>                            |

City = City of Seaside

ft = foot/feet

ROD = Record of Decision

sf = square feet

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of Seaside, State of California, on the 25<sup>th</sup> day of May 2016 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
John Owens, Chairperson

ATTEST:

\_\_\_\_\_  
Planning Commission Secretary

**FINAL**

**INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION**

**SEASIDE SENIOR LIVING PROJECT  
CITY OF SEASIDE, CALIFORNIA**

LSA

May 2016

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LSA

May 2016

**FINAL**

**INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION**

**SEASIDE SENIOR LIVING PROJECT  
CITY OF SEASIDE, CALIFORNIA**

Submitted to:

Diana Ingersoll  
City of Seaside  
440 Harcourt Avenue  
Seaside, California 93955

Prepared by:

LSA  
285 South Street, Suite P  
San Luis Obispo, California 93401  
(805) 782-0745

Project No. SEZ1402

**LSA**

May 2016

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## INTRODUCTION

Sections 1 and 2 comprise the Comments and Responses of the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Seaside Senior Living Project (proposed project). The purpose of this document is to respond to all comments received by the City of Seaside (City) regarding the environmental information and analyses contained in the IS/MND.

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15073, a Notice of Intent (NOI) to adopt an MND was filed with the Monterey County Clerk and the State Clearinghouse on March 18, 2016. In addition, the NOI was sent to various public agencies, citizen groups, and interested individuals concerned with the proposed project. The NOI was sent to adjacent property owners and was published two weeks in a row in the local newspaper.

The Draft IS/MND was circulated for public review for a period of 30 days, from March 18, 2016, to April 18, 2016. Copies of the Draft IS/MND were made available for public review at the City Planning Division, one area library, and on the internet.

Comments were accepted for a period of 30 days in order to ensure adequate time for residents and agencies to comment on the Draft IS/MND. Four comment letters were received during the public review period. Comments were received from the State of California Department of Transportation (Caltrans), the Applicant, and two private citizens.

The City, as the Lead Agency, is required to consider agency and public comments on a negative declaration. Although preparation of responses to comments received on an IS/MND is not required by CEQA, responses have been prepared.

Information provided in this Response to Comments document clarifies, amplifies, or makes minor modifications to the IS/MND. No significant changes have been made to the information contained in the IS/MND as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

A revised version of the IS/MND has been prepared to make minor corrections and clarifications to the public Draft IS/MND as a result of comments received during the public review period. Revisions to the public Draft IS/MND are shown in track changes in Section 3 of this document. Text that has been added is underlined (underlined) and text that has been deleted is shown with strikeout (~~strikeout~~).

Together, the Responses to Comments and the revised text of the IS/MND are collectively referred to as the Final IS/MND; the Final IS/MND will be submitted for the consideration by the City Planning Commission and City Council prior to a vote to approve the Final IS/MND.

## INDEX OF COMMENTS RECEIVED

The following is an index list of the agencies and individuals that commented on the IS/MND prior to the close of the public comment period or immediately thereafter. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment letter received is indexed with a number below.

| <b>Comment Code</b> | <b>Signatory</b>                        | <b>Date</b> |
|---------------------|-----------------------------------------|-------------|
| <b>State</b>        |                                         |             |
| S-1                 | California Department of Transportation | 4/15/16     |
| <b>Public</b>       |                                         |             |
| P-1                 | Yu-Chu Shen                             | 3/28/16     |
| P-2                 | Seaside Senior Living, LLC              | 4/15/16     |
| P-3                 | Dave Evans                              | 4/20/16     |

## FORMAT OF RESPONSES TO COMMENTS

Responses to each of the comment letters are provided on the following pages. The comment index numbers are provided in the upper right corner of each comment letter, and individual points within each letter are numbered along the right-hand margin of each letter. The City of Seaside's responses to each comment letter immediately follow the letter and are referenced by index numbers in the margins. As noted in some of the responses, the proposed Final IS/MND includes text revisions that provide corrections and clarifications to the public Draft IS/MND.

## RESPONSE TO COMMENTS

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## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TTY 711  
<http://www.dot.ca.gov/dist05/>

S-1



Serious drought!  
Help save water!

April 15, 2016

APR 18 2016

MON-1-BB75.11  
SCH# 2016031063

Rick Medina  
City of Seaside Planning Department  
440 Harcourt Avenue  
Seaside, CA 93955

Dear Medina:

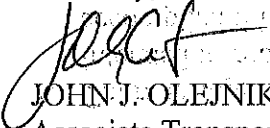
## COMMENTS TO SEASIDE SENIOR LIVING PROJECT

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments in response to your summary of impacts.

1. Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel. S-1-1
2. The traffic impact study suggested several mitigation measures that are demand management-oriented. These include such things as staggered work shifts outside of peak hours, carpooling, and project sponsored shuttle services. Caltrans supports these options in addition to others, such as transit.
3. The trip generation and operational impacts of this development to the Highway 1/Fremont interchange have been minimized as a result of the strategies listed. It is important that these features become more than just recommendations in the study; we encourage the City to validate the findings by making these conditions of approval for the development. S-1-2

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,

  
JOHN J. OLEJNIK

Associate Transportation Planner  
District 5 Development Review Coordinator  
[john.olejnik@dot.ca.gov](mailto:john.olejnik@dot.ca.gov)

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**LETTER CODE:** S-1

**COMMENTER:** State of California, Department of Transportation (Caltrans)

**DATE:** April 15, 2016

### **RESPONSE S-1-1**

The comment provides information regarding Caltrans' interest and reasons for supporting local transportation planning efforts. The comment also states Caltrans' support for the mitigation measure that relies on traffic demand management to reduce traffic impacts. The City of Seaside (City) would like to thank Caltrans for its comment and participation in the environmental process for the proposed project.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft Initial Study/Mitigated Negative Declaration (IS/MND) or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE S-1-2**

The City acknowledges Caltrans' recommendation that Mitigation Measures TRA-1, Employee Shift Schedule of Operations, and TRA-2, Payment into the Fort Ord Reuse Authority Fee, be included as conditions of approval as part of the proposed project's Use Permit (Application UP14-05). The City Planning Staff has included the prescribed traffic mitigation as conditions of approval of the project's requested Use Permit. The Planning Commission and City Council will consider this recommendation when reviewing and approving the Use Permit.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

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**Carmen Lo**

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**From:** Rick Medina <RMedina@ci.seaside.ca.us>  
**Sent:** Monday, March 28, 2016 12:17 PM  
**To:** Pam Reading  
**Subject:** Fwd: Project site (APN #031-141-004) comments

Pam,  
 Forwarding comment received via email.

Rick Medina  
 Senior Planner  
 (831) 899-6726  
[rmedina@ci.seaside.ca.us](mailto:rmedina@ci.seaside.ca.us)  
 >>> Yu-Chu Shen <[ycsboston@gmail.com](mailto:ycsboston@gmail.com)> 3/23/2016 11:15 AM >>>  
 Attn: Rick Medina, Senior Planner

Dear Mr. Medina,  
 I am a resident and home owner at Seaside Highlands, and I would like to voice my grave concern about the proposed senior living project on Monterey Road.  
 The city is overly optimistic in its traffic analysis. If you have ever been to Monterey Road during peak hours, it should be obvious that the city needs to address the current traffic condition before allowing a senior living project to be built. We are easily stuck on Monterey Road for at least 15 minutes when leaving around 7:40-8 am.

P-1-1

The traffic analysis did not take into account visitors, likely higher-than-normal need of medical/emergency vehicles coming into and out of the senior living project, and regular shopping trips by the residents living on the senior project. The two mitigation measures did not take any of those extra traffics into account. TRA-2 is completely inadequate—it simply told the developer to pay a fee without addressing any actual plan to improve the traffic condition on Monterey road. For all we know, the city might just use that money elsewhere.

P-1-2

The bottom line is, before a senior living project can be built, the city needs to solve the traffic problem on Monterey road first. Whether it's expanding traffic lanes on the outbound of Monterey road, disallowing traffic coming out of seaside high school to turn left (this always caused a huge delay during peak hour), or having a designated right turn lane toward the bottom of Monterey Road for vehicles heading to Hwy 1N, there are options that the city must explore and complete before allowing the new project to be built.

P-1-3

Sincerely,

Yu-Chu Shen  
[ycsboston@gmail.com](mailto:ycsboston@gmail.com)

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**LETTER CODE:** P-1

**COMMENTER:** Yu-Chu Shen

**DATE:** March 23, 2016

### **RESPONSE P-1-1**

The comment states that the project traffic analysis is overly optimistic and that the City of Seaside (City) should address the current traffic condition on Monterey Road before approving the Senior Living Project.

The traffic report and associated traffic analysis in the Initial Study/Mitigated Negative Declaration (IS/MND) addressed existing and future peak-hour roadway conditions in the vicinity of the project site at three intersections and along Monterey Road between Coe Avenue and Fremont Boulevard – State Route 1 (SR-1) Southbound Ramps. Traffic counts were conducted for typical weekday peak hour conditions. The a.m. peak hour is the single highest hour of traffic volumes between 7:00 and 9:00 a.m. The p.m. peak hour is the single highest hour of traffic volumes between 4:00 and 6:00 p.m. A peak-hour level of service (LOS) analysis was then prepared consistent with 2010 Highway Capacity Manual (HCM) methodology and the requirements of the City, County of Monterey (County), and the California Department of Transportation (Caltrans). Based on the results of the traffic analysis, it was found that the project would contribute to the deficient p.m. peak-hour delay at the intersection of Fremont Boulevard–SR-1 ramps/Monterey Road, resulting in a significant project impact. Implementation of Mitigation TRA-1 of the IS/MND, requiring the implementation of a specific employee shift schedule, is being required in order to minimize employee trips during both the a.m. and p.m. peak hours and reduce the impact at Fremont Boulevard–SR-1 ramps/Monterey Road to less than significant.

Caltrans District 5 Development Review supports the recommended mitigation of staggered work shifts outside of the peak-hour periods. Caltrans has stated that the operational impacts of the project to the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would be minimized as a result of this mitigation. As such, the project will provide the necessary mitigation to offset its impact to the local circulation network consistent with the requirements of the City, County, Caltrans, and the California Environmental Quality Act (CEQA).

Pursuant to State CEQA Guideline 15041, the City as lead agency only has the authority to impose mitigation where there is nexus to the proposed project's impacts. As the project has not been shown to cause or exacerbate existing impacts along Monterey Road between Fremont Boulevard and Coe Avenue, mitigation for these existing impacts is not warranted under CEQA. Any public concerns with the existing circulation network should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-1-2**

The comment states that the project traffic analysis did not take into account visitors, higher-than-normal needs for medical/emergency vehicles, and resident shopping trips. The comment also states

that the mitigation measures do not account for these extra traffic trips, are inadequate, and the money the developer pays to improve the traffic condition might not be used to address the traffic impacts associated with the project.

Project trips were generated using trip rates from Land Use Code 254 (Assisted Living) from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012). These trip rates are inclusive of all vehicles (residents, visitors, medical/emergency, etc.) in and out of the project site. As such, the traffic analysis and mitigation measures take into account all trips potentially generated by the project.

As described in the Draft IS/MND, the project will be required to implement Mitigation Measure TRA-2, requiring payment into the Fort Ord Reuse Authority (FORA) Community Facilities District Fee to reduce significant cumulative impacts at the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection and the Monterey Road segment between Fremont Boulevard and Coe Avenue. The Community Facilities District Fee is administered by FORA to fund its Capital Improvement Program (CIP). The most recent FORA CIP identifies specific improvements to the Fremont Boulevard–SR-1 ramps/Monterey Road intersection, Fremont Boulevard/Military Avenue–Del Monte Boulevard intersection, and construction a new SR-1/Monterey Road interchange north of the existing SR 1/Fremont Boulevard interchange. Implementation of these improvement projects as identified in the CIP will address existing intersection deficiencies as well as divert project-related traffic to and from SR-1 from the existing Fremont Boulevard interchange to the new Monterey Road interchange, as well as away from Monterey Road between Fremont Boulevard and Coe Avenue. Therefore, the project's contribution to the FORA Community Facilities District Fee will be utilized to fund improvements to impacted intersections and road segments, including cumulative impacts at the Fremont Boulevard- SR-1 ramps/Monterey Boulevard intersection and the Monterey Road segment between Fremont Boulevard and Coe Avenue as identified in the IS/MND traffic analysis. The City has approved the project's contribution to the FORA Community Facilities District Fee through implementation of Mitigation Measure TRA-2; therefore, no additional mitigation is warranted. No changes to the Draft IS/MND are necessary.

### **RESPONSE P-1-3**

The comment states that before the project can be built, the City should solve the existing traffic problems on Monterey Road.

The project traffic analysis determined that the project would contribute to a significant impact at the intersection of Fremont Boulevard–SR-1 ramps/Monterey Road. The IS/MND prescribes specific mitigation for the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection to offset the project's impact. As noted above in Response P-1-1, while the project has a responsibility to provide mitigation to address its potential impacts, pursuant to State CEQA Guideline 15041, the City as lead agency does not have the authority to impose mitigation where there is no nexus to the proposed project's impacts. Therefore, any public concerns and potential solutions regarding existing traffic along Monterey Road should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

Rick Medina, Senior Planner  
City of Seaside  
440 Harcourt Avenue  
Seaside, California 93955-4708

April 15, 2016  
rmedina@ci.seaside.ca.us  
(831) 899-6726  
www.ci.seaside.ca.us

Subject: Comments to Seaside Senior Living Project Initial Study & MND  
550 Monterey Road Seaside, California (APN 031-141-004)

Cc: Diana Ingersoll, Deputy City Manager; Pam Reading, LSA

Dear Rick,

Enclosed in this letter are our comments to the City of Seaside and LSA's Initial Study and Mitigated Negative Declaration (MND) prepared March 18, 2016 for the Seaside Senior Living Project. It is our understanding that comments from the public are due by April 18, 2016.

Each of the project consultants working exclusively with us (Seaside Senior Living, LLC) responded to the content of their respective section, i.e. Section XVI (Page 138) Transportation/Traffic comments from Hatch, Mott and MacDonald. City Staff and its consultants should review sections prepared by LSA. Those sections are: Section III (Page 51) Air Quality; Section VII (Page 80) Greenhouse Gas Emissions. There are other sections providing background information that we reviewed but generally have no comments, such as Section I (Page 45) Aesthetics; or Section II (Page 50) Agriculture and Forestry Resource.

P-2-1

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**I. BACKGROUND INFORMATION (Page 1)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**II. ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION (Page 3)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL, STATE PLANS AND MANDATED LAWS (Page 23)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION (Page 41)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**V. EVALUATION OF ENVIRONMENTAL IMPACTS (Page 43)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**VI. ENVIRONMENTAL CHECKLIST**

**SECTION I: AESTHETICS (Page 45)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION II: AGRICULTURE AND FORESTRY RESOURCES (Page 50)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION III: AIR QUALITY (Page 51)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION IV: BIOLOGICAL RESOURCES (Page 59)**

Rob Thompson reviewed the Biological Resources section starting on page 59 and do not have any comments or suggestions. Mr. Thompson also briefly reviewed the posted biotic and arborist reports that have been modified since the final drafts that were submitted and noticed at the bottom of page 7 (bottom right corner) that the word "truck" should be replaced with "trunk". There may be some similar minor text errors that should be reviewed by the City and LSA in the final reviews.

In reviewing both the Landscape Plan and the Arborist Report the City will see that more attention is needed to explain the circumstances associated with tree removal and total tree replacement. Arborist Report finds three (3) Blue Gum Eucalyptus trees and 94 Monterey Cypresses for a total of 97 trees. The project Landscape Architect points out: "Page 62, second paragraph: states 'remove 44 trees, of which 42 trees would be replaced'. This count is not correct, possibly old data. We are removing 84 trees and replacing 84 trees." "In summary: The tree schedule replaces all three (3) Blue Gum Eucalyptus trees with other species; and, replaces 81 Monterey Cypresses with 63 (75%) new Monterey Cypresses and 21 (25%) other species. In essence, the total trees replaced increase the original tree count by over 82%, from 97 trees to 174 trees".

P-2-1

P-2-2

There are three Bluegum Eucalyptus (*Eucalyptus globulus*) and 94 Monterey Cypress (*Cupressus macrocarpa*) on the project site, or a total of 97 trees. After full implementation of the Landscape Plan there will be 174 trees on site, 77 more trees than exists on site at the start of the project. Please review the following table and edit this Initial Study to properly reflect the design of Seaside Senior Living Project.

Significant consideration of the project's landscaping is devoted to trees and the City of Seaside's tree policies guiding tree removal and replacement (City Tree Ordinance: Municipal Code Chapter 8.54). The Arborist Report, dated October 1, 2015, confirms that 97 trees are on-site: three (3) Blue Gum Eucalyptus and 94 Monterey Cypress trees. The proposed project anticipates removal of 84 existing trees during construction to be replaced with 174 new trees of various species. On the eastern edge facing Monterey Road, a row of street trees, Cajeput Trees (*Melaleuca quinquenervia*) and Marina Strawberry Trees (*Arbutus marina*), will be installed. Monterey Cypress (*Cupressus macrocarpa*) trees will be planted along the western edge near California State Route-1. Fernleaf Catalina Ironwood (*Lyonothamnus floribudus*) and Beach Pine (*Pinus contorta*) will be planted in the area north of the building. Within the residential portion of the Assisted Living and Memory Care Facilities, Fernleaf Catalina Ironwood (*Lyonothamnus floribudus*), Cajeput Tree (*Melaleuca quinquenervia*) and Fruitless Olive (*Olea europaea* 'Swan Hill') will be planted (Olive and Strawberry Trees along eastern edge and along residential edge). The facilities will be surrounded by 19 varieties of shrubs and six (6) varieties of groundcover, all listed on the Landscape Plan. The southern open space area by SR-1 will be populated with Monterey Cypress and California natives as identified in the Landscape Plan.

The City's Tree Ordinance requires City permits to remove existing trees or to install new ones and the City General Plan (GP) (page COS-3) contains a list of trees that may *not* be planted without BAR approval. BAR, which serves as the first line of defense to ensure only appropriate species are planted, is concerned with the over-all aesthetic of the City. The GP list includes Coast Redwood, Blue Gum Eucalyptus, Monterey Cypress, Monterey Pine, Willows, Cottonwood and Poplar. The Tree Ordinance also requires a one to one ratio (1:1) to replace trees removed using only the species approved by BAR. Because Monterey Cypress trees are on the GP list, the Landscape Architects are recommending replacing less than the original amount, and only in keeping with the existing site character. Monterey Cypress trees are reduced by 25%. while the Blue Gum Eucalyptus is reduced by 100%. The project removes 84 trees of the above species and replaces them with 174 trees of various species, or a 1:2 ratio. The tree schedule replaces all three (3) Blue Gum Eucalyptus trees with other species; and, replaces 81 Monterey Cypress trees with 63 (75%) new Monterey Cypress trees and 21 (25%) other species. In essence, the total trees replaced increase the original tree count by over 82% (from 97 to 174 trees). The project's Landscape Architects are requesting BAR to accept a reduction of Monterey Cypress trees due to such a large number of replacement trees in comparison to the landscaped area. The addition of 77 more trees should provide the City with equitable trade offs. The following table provides detailed information.

P-2-2

Tree Inventory and Mitigation Summary for Landscape Plan

*Per Municipal Code Chapter 8.54 - Tree Ordinance*

| COMMON NAME                                         | BOTANICAL NAME                  | QUANTITY   |
|-----------------------------------------------------|---------------------------------|------------|
| <i>1. Trees Currently On Site</i>                   |                                 | <i>97</i>  |
| 1.1. Monterey Cypress                               | ( <i>Cupressus macrocarpa</i> ) | 94         |
| 1.2. Blue Gum Eucalyptus                            | ( <i>Eucalyptus globulus</i> )  | 3          |
| <i>2. Trees Removed From Site</i>                   |                                 | <i>84</i>  |
| 2.1. Monterey Cypress                               | ( <i>Cupressus macrocarpa</i> ) | 81         |
| 2.2. Blue Gum Eucalyptus                            | ( <i>Eucalyptus globulus</i> )  | 3          |
| <i>3. Trees Retained On Site</i>                    |                                 | <i>13</i>  |
| 3.1 Monterey Cypress                                | ( <i>Cupressus macrocarpa</i> ) | 13         |
| <i>4. Trees Removed</i>                             |                                 | <i>84</i>  |
| 4.1 Monterey Cypress Replaced With Same Species     | ( <i>Cupressus macrocarpa</i> ) | 63         |
| 4.2 Monterey Cypress Replaced With Other Species    | ( <i>See Landscape Plan</i> )   | 18         |
| 4.3 Blue Gum Eucalyptus Replaced With Other Species | ( <i>Eucalyptus globulus</i> )  | 3          |
| <i>5. Trees Installed Per Landscape Plan</i>        |                                 | <i>174</i> |
| 5.2 Trees Remain                                    |                                 | 13         |
| 5.2 Replacement Trees As Shown Above                |                                 | 84         |
| 5.3 Additional Other Species Installed              |                                 | 77         |

Rob Thompson, ISA Certified Arborist and Resource Ecologist  
Thompson Wildland Management (TWM)  
57 Via Del Rey • Monterey, CA. 93940  
(831) 277-1419 Email: [rob@wildlandmanagement.com](mailto:rob@wildlandmanagement.com)  
Website: [wildlandmanagement.com](http://wildlandmanagement.com)

Elke Ikeda, Landscape Architect (CLA 4719)(CPSI)  
BFS LANDSCAPE ARCHITECTS  
425 Pacific Street, Suite 201, Monterey CA 93940 (831.646.1383 • [www.bfsla.com](http://www.bfsla.com))

**SECTION V: CULTURAL RESOURCES (Page 68)**

Ms. Mary Doane of Archaeological Consultant, Inc. prepared the Cultural Resources Assessment for the California Environmental Quality Act (CEQA) Draft Initial Study and Proposed Mitigated Negative Declaration for Seaside Senior Living Project at 550 Monterey Road in Seaside California (August 5, 2015).

*We recommend that the Cultural Resources be incorporated into the Draft Initial Study and Proposed Mitigated Negative Declaration as is. However, we continue our reservation regarding the extreme findings of the Paleontological literature review. It is a matter we will discuss with the City at the Planning Commission Hearing looking for a more reasonable Condition of Approval. Take note of the relevant Conclusions and Recommendation*



on page 5 in the Archaeological Reconnaissance, which is typical in the sand dune areas of Fort Ord: "The stabilized sand dune terrain is **unlikely** to produce significant paleontological (fossil) resources because of the absence of bedrock. In addition, the site is developed with major previous heavy development and trenching (PG&E gas line and MCWD sewer lines).

P-2-3

Mary Doane, B.A. and Gary S. Breschini, Ph.D., RPA  
Archaeological Consultant, Inc.  
P.O. Box 3377 • Salinas, California 93912 • (831-422-4912)

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#### **SECTION VI: GEOLOGY AND SOILS (Page 73)**

HK&A reviewed pages 73 to 79 and have no issues with Geology/Soils section of the Draft Initial Study Proposed Mitigated Negative Declaration prepared by LSA Associates Inc., dated March 2016.

Project Engineer: Christopher A. George, P.E.  
Haro, Kasunich and Associates Geotechnical and Coastal Engineers  
116 East Lake Avenue • Watsonville, California 95076 • (831-722-4175)

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#### **SECTION VII: GREENHOUSE GAS EMISSIONS (Page 80)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

P-2-4

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#### **SECTION VIII: HAZARDS AND HAZARDOUS MATERIALS (Page 91)**

Weber, Hayes and Associates agree with the Initial Study findings regarding the Seaside Senior Living Project.

- The project would have less than a significant impact or no impact from Hazards and Hazardous Materials.

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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#### **SECTION IX: HYDROLOGY AND WATER QUALITY (Page 96)**

Weber, Hayes and Associates agrees with the Initial Study findings regarding the Seaside Senior Living project that:

- The project would have less than a significant impact or no impact on Hydrology and Water Quality.

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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#### **SECTION X: LAND USE AND PLANNING (Page 103)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XI: MINERAL RESOURCES (Page 105)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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P-2-4

**SECTION XII: NOISE (Page 106)**

Illingworth & Rodkin, Inc. (I&R) has completed a review of the Noise Impact Analysis of the IS/MND Draft Report for the Seaside Senior Living Project. A letter from I&R with comments is enclosed. The Study has been reviewed for accuracy and completeness. The key issues for our review were to confirm that the results of our noise assessment were properly conveyed in the draft report. Our comments are summarized below. *While we did make some notes for clarity purposes, none of our comments change the results of the IS/MND draft report.*

P-2-5

**Existing Noise Environment**

In Figure XII-1 on page 111, both of the short-term measurement locations are labeled "ST-1." While the locations of both ST-1 and ST-2 were accurate in the text and in Table VI.XII.4, ST-2 was mislabeled in the figure.

**Discussion/Conclusion/Mitigation – XII (a)**

While discussing the short-term construction noise impacts, two types of short-term impacts were mentioned: 1) truck traffic for equipment and transport and crew commuting; and 2) project construction. In our analysis of construction noise, hauling construction equipment is included with operational construction noise. Therefore, the noise levels provided for the project construction would include construction truck traffic. Additionally, the last sentence of the second paragraph on page 113 states, "... the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA)." We did not make this assumption in our report. Most likely, workers would be commuting to and from the project site before and after the allowable construction hours, and may at times be perceptible. However, due to the short nature of these perceived noise increases, they would not be considered to result in a substantial temporary or permanent noise increase on an hourly average or daily average basis.

P-2-6

In the first paragraph on page 114, the statement, "As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA Leq at a distance of 50 ft." The referenced table provides ranges for typical hourly average noise levels, not maximum noise levels. Also, in our report, we provided the range of 81 to 88 dBA Leq, which refers to the range for all pertinent equipment present at the site during all phases of construction for domestic housing.

P-2-7

In the last paragraph on page 115 where long-term noise impacts from mechanical equipment are discussed, this sentence is not accurate, "The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft. away from on-site residential units." The nearest mechanical equipment room, as stated in the I&R report, would be 180 feet from the southern property line, which is near existing single-family residences. Therefore, this sentence should state that the room would be over 180 feet from the nearest existing residence. For this impact, we are assessing long-term project

P-2-8

noise as it affects existing noise-sensitive receptors adjoining the site, not the proposed on-site receptors.

Project Engineers: Michael Thill and Carrie J. Janello, Illingworth & Rodkin, Inc.  
1 Willowbrook Court, Suite 120 • Petaluma, CA 94954 • (707.794.0400 x26)

P-2-8

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**SECTION XIII: POPULATION AND HOUSING (Page 129)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XIV: PUBLIC SERVICES (Page 132)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XV: RECREATION (Page 136)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XVI: TRANSPORTATION/TRAFFIC (Page 138)**

Mr. Jeff Waller, of Hatch Mott MacDonald (HMM), has reviewed the City of Seaside and LSA Initial Study/MND. The City's report matches HMM's analysis. The mitigations also match what HMM suggested. The Initial Study/MND declared that all significant impacts could be mitigated following HMM's mitigation plans. Mr. Waller is available if you have any questions.

Jeff Waller, TE, Project Engineer, Hatch Mott MacDonald | Transportation Planning  
1300-B First Street, Gilroy, CA, 95020 •  
Direct: 408 848 3163 • jeffrey.waller@hatchmott.com

P-2-9

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**SECTION XVII: UTILITIES AND SERVICE SYSTEMS (Page 149)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute to Section XVII other than Hydrology Assessment, and the project would have less than a significant impact or no impact on the following:

XVII(a). Exceed wastewater treatment requirements - no impact

XVII(b). Construction of new water or wastewater treatment facilities - no impact

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XVII(c). Construction of new storm water drainage facilities or expansion - no impact

Hydrology Assessment: Weber, Hayes and Associates (WHA) prepared the *Hydrology Assessment* for the California Environmental Quality Act (CEQA) *Draft Initial Study for Seaside Senior Living Facility* at 550 Monterey Road in Seaside California (WHA, September 15, 2015).

A letter from WHA with comments is enclosed. The *Hydrology Assessment* referenced graphics from the September 10, 2015 *Preliminary Stormwater Control Plan* for the Facility, prepared by JF Construction and Engineering Company. The *Preliminary Stormwater Control Plan* was revised on October 26, 2015 to clarify calculations. These revisions did NOT affect the graphics of the *Preliminary Stormwater Control Plan*, and therefore we have no comments or changes to the *Hydrology Assessment*. We recommend that the *Hydrology Assessment* be incorporated into the *Draft Initial Study and Proposed Mitigated Negative Declaration* as is.

P-2-10

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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- XVII(d). Have sufficient water supplies available - no impact
  - XVII(e). Result in a determination by the wastewater treatment provider - no impact
  - XVII(f). Be served by a landfill with sufficient permitted capacity - no impact
  - XVII(g). Comply with federal, state, and local statutes and regulations related to solid waste – No Impact
- 

#### **SECTION XVIII: MANDATORY FINDINGS OF SIGNIFICANCE (Page 157)**

SSL recommends a personal meeting with City Staff to review each attribute of this document prior to our full acceptance and the City's final preparations of all Conditions of Approval.

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#### **VII. FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES Page 161**

At this time, SSL does not have any new information to contribute.

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#### **VIII. MITIGATION MONITORING AND REPORTING PROGRAM Page 163**

SSL recommends a personal meeting with City Staff to review each attribute of this document prior to our full acceptance and the City's final preparations of all Conditions of Approval.

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P-2-11

#### **IX. REFERENCES Page 183**

At this time, SSL does not have any new information to contribute.

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#### **APPENDICES (PROVIDED ON ENCLOSED CD)**

- A: TECHNICAL REPORTS
  - B: MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY WILL  
SERVE LETTER
-

**ENCLOSED DOCUMENTS:**

Letters from:

1. Craig Drizin, Weber, Hayes and Associates
2. Carrie J. Janello, Illingworth & Rodkin, Inc.

**ILLINGWORTH & RODKIN, INC.**  
**Acoustics • Air Quality**

1 Willowbrook Court, Suite 120  
Petaluma, California 94954

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www.illingworthrodkin.com

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April 11, 2016

Mr. Ricardo de la Cruz  
Seaside Senior Living, LLC & Santa Cruz Memory Care, LLC  
PO Box 1259  
Capitola, California 95010

**Via email:** [rdlc13@gmail.com](mailto:rdlc13@gmail.com)

**Subject: Seaside Senior Living Project, Seaside, CA –  
Review of the Noise Impact Analysis of the IS/MND Draft Report**

Dear Mr. de la Cruz:

Illingworth & Rodkin, Inc. (I&R) has completed a review of the Noise Impact Analysis of the IS/MND Draft Report for the Seaside Senior Living Project. The Study has been reviewed for accuracy and completeness. The key issues for our review were to confirm that the results of our noise assessment were properly conveyed in the draft report. Our comments are summarized below. While we did make some notes for clarity purposes, none of our comments change the results of the IS/MND draft report.

**Existing Noise Environment**

In Figure XII-1 on page 111, both of the short-term measurement locations are labeled “ST-1.” While the locations of both ST-1 and ST-2 were accurate in the text and in Table VI.XII.4, ST-2 was mislabeled in the figure.

**Discussion/Conclusion/Mitigation**

*XII(a)*

While discussing the short-term construction noise impacts, two types of short-term impacts were mentioned: 1) truck traffic for equipment and transport and crew commuting; and 2) project construction. In our analysis of construction noise, hauling construction equipment is included with operational construction noise. Therefore, the noise levels provided for the project construction would include construction truck traffic. Additionally, the last sentence of the second paragraph on page 113 states, “...the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA).” We did not make this assumption in our report. Most likely, workers would be commuting to and

from the project site before and after the allowable construction hours, and may at times be perceptible. However, due to the short nature of these perceived noise increases, they would not be considered to result in a substantial temporary or permanent noise increase on an hourly average or daily average basis.

In the first paragraph on page 114, the statement, “As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA  $L_{eq}$  at a distance of 50 ft.” The referenced table provides ranges for typical hourly average noise levels, not maximum noise levels. Also, in our report, we provided the range of 81 to 88 dBA  $L_{eq}$ , which refers to the range for all pertinent equipment present at the site during all phases of construction for domestic housing.

In the last paragraph on page 115 where long-term noise impacts from mechanical equipment are discussed, this sentence is not accurate, “The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units.” The nearest mechanical equipment room, as stated in the I&R report, would be 180 feet from the southern property line, which is near existing single-family residences. Therefore, this sentence should state that the room would be over 180 feet from the nearest existing residence. For this impact, we are assessing long-term project noise as it affects existing noise-sensitive receptors adjoining the site, not the proposed on-site receptors.

◆ ◆ ◆

Please feel free to contact us with any questions on the analysis or if we can be of further assistance.

Sincerely,



Carrie J. Janello  
Consultant  
***Illingworth & Rodkin, Inc.***

(15-265)



**WEBER, HAYES & ASSOCIATES**

*Hydrogeology and Environmental Engineering*

120 Westgate Drive, Watsonville, CA 95076

(831) 722-3580 // [www.weber-hayes.com](http://www.weber-hayes.com)

April 6, 2016

Project: 2X428

**TO: CITY OF SEASIDE, PLANNING DIVISION**

*Attn: Rick Medina*

*440 Harcourt Avenue*

*Seaside, CA 93955*

**SUBJECT: HYDROLOGY ASSESSMENT –**

**DRAFT INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION**

**SITE: SEASIDE SENIOR LIVING FACILITY**

*550 Monterey Road, Seaside, California (the "Site")*

*Monterey County Assessor's Parcel Number (APN): 031-141-004*

*Dear Mr. Medina:*

Weber, Hayes and Associates (WHA) prepared the *Hydrology Assessment* for the California Environmental Quality Act (CEQA) *Draft Initial Study for Seaside Senior Living Facility* at 550 Monterey Road in Seaside California (WHA, September 15, 2015).

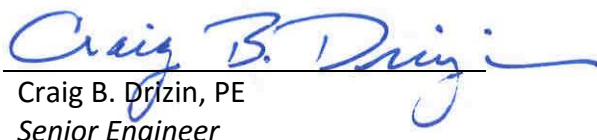
The *Hydrology Assessment* referenced graphics from the September 10, 2015 *Preliminary Stormwater Control Plan* for the Facility, prepared by JF Construction and Engineering Company. The *Preliminary Stormwater Control Plan* was revised on October 26, 2015 to clarify calculations. These revisions did NOT affect the graphics of the *Preliminary Stormwater Control Plan*, and therefore we have no comments or changes to the *Hydrology Assessment*.

**We recommend that the *Hydrology Assessment* be incorporated into the *Draft Initial Study and Proposed Mitigated Negative Declaration* as is.**

*Sincerely yours,*

WEBER, HAYES AND ASSOCIATES

By:

  
Craig B. Drizin, PE  
Senior Engineer

c: Seaside Senior Living, LLC c/o: Rick de la Cruz

[rdlc13@gmail.com](mailto:rdlc13@gmail.com)

**WEBER, HAYES & ASSOCIATES**



**LETTER CODE:** P-2

**COMMENTER:** Seaside Senior Living, LLC

**DATE:** April 15, 2016

### **RESPONSE P-2-1**

The comment states that City of Seaside (City) staff and its consultants should review sections of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-2-2**

The comment states that the biotic and arborist reports have been modified since the final drafts were submitted to the City. The comment also identifies minor text errors in these final reports and recommends that the reports be reviewed by the City and LSA. The comment goes on to state that the information presented in the arborist report regarding tree impacts and replacement plantings differs from the information presented in the Draft IS/MND.

The Final Arborist Report dated October 1, 2015 and the Final Biotic Resources Assessment dated October 2, 2015, both prepared by Thompson Wildland Management and submitted to the City in PDF format by the Project Applicant, were analyzed and included in the Draft IS/MND. No changes to these documents were made by the City or its environmental consultant, LSA. The typographical error noted by the commenter is within the Final Arborist Report that was provided to the City by the Project Applicant; therefore, the City and its environmental consultant, LSA, are not at liberty to make revisions to this report as requested by the commenter.

LSA received a Final Arborist Report from the applicant, as noted above, on October 1, 2015. The Applicant submitted a revised set of Project Plans to the City on January 4, 2016. The January 4, 2016 project plans included a landscaping plan. The landscaping plan provided in the January 4, 2016 project plans provide different tree replacement information than is presented and discussed in the Final Arborist Report. When the City discussed the discrepancies between the Final Arborist Report and the landscaping plan with the Applicant, the Applicant informed the City that that Final Arborist Report predated the revised landscaping plan and therefore, to use the landscaping plan provided on January 4, 2016 as the basis for the IS/MND tree analysis. Therefore, the tree replacement information and analysis provided in the IS/MND is based on the January 4, 2016 landscape plan.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### RESPONSE P-2-3

The comment states that paleontological conclusions presented in the Cultural Resources Assessment prepared by Archaeological Consultant, Inc. should be incorporated directly into the Draft IS/MND and that the Project Applicant would like to discuss the paleontological mitigation measure with the City at the Planning Commission Hearing.

The Archaeological Reconnaissance Report prepared for and peer reviewed by LSA dated October 23, 2014 and revised April 21, 2015 did not include a discussion of paleontological resources. Per the direction of the City, LSA prepared a Paleontological Analysis Memorandum (October 7, 2015) for the proposed project. In preparation of the Paleontological Analysis Memorandum, LSA examined geologic maps of the project area and reviewed relevant geological and paleontological literature to determine which geologic units are present within the project area and whether fossils have been recovered from those or similar geologic units elsewhere in the region. A search for known fossil localities was also conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project area. The Paleontological Analysis Memorandum is provided at the end of these Responses to Comments.

The conclusions of this analysis are provided in the Draft IS/MND state that,

*“The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because excavation during the course of the proposed project would reach depths of these paleontologically sensitive deposits, there is a potential for the project to impact paleontological resources. Implementation of Mitigation Measure CULT-2 requires the development of a Paleontological Resource Impact Mitigation Program (PRIMP), the presence of a qualified paleontological monitor during excavation and grading activities in deposits with a high paleontological sensitivity rating, and the methods to be used if a paleontological resource is encountered. Therefore, with implementation of Mitigation Measure CULT-2, project-related impacts to paleontological resources would be reduced to less than significant levels.”*

A revised Archaeological Reconnaissance Report, dated August 5, 2015, including a statement regarding the likelihood of paleontological resources on the project site was provided to the City on August 12, 2015. At the time this report was received by the City, per the direction of the City, LSA had already drafted the Paleontological Analysis Memorandum. Therefore, the revised Archaeological Reconnaissance Report was not peer reviewed by LSA and the conclusions provided in the report were not reflected in the Draft IS/MND. No analysis or research is provided in the revised Archaeological Reconnaissance Report to substantiate the concluding statement that, “The stabilized sand dune terrain is unlikely to produce significant paleontological (fossil) resources

because of the absence of bedrock;" therefore, no changes to the conclusions in the Draft IS/MND have been made. The August 5, 2015 Archaeological Reconnaissance Report is provided at the end of these Responses to Comments.

#### **RESPONSE P-2-4**

The comment states that City staff and its consultants should review sections of the Draft IS/MND prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

#### **RESPONSE P-2-5**

The comment states that in Figure XII-1, both of the short-term measurement locations are labeled "ST-1."

Figure XII-1 has been revised in the Final IS/MND and short-term measurement location, ST-2, has been correctly labeled.

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measure, or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

#### **RESPONSE P-2-6**

The comment states that in the Noise and Vibration Analysis prepared by Illingworth & Rodkin, Inc., construction noise associated with hauling construction equipment was analyzed under operational construction noise. The comment also states that there are assumptions presented in the Draft IS/MND that are not presented in the Noise and Vibration Analysis.

As the City's environmental consultant, LSA peer reviewed the Noise and Vibration Analysis and did not find a discussion of off-site transportation related noise impacts due to construction activities, only typical maximum noise levels for pieces of equipment (Table 6) and typical ranges of construction activities that would occur on-site (Table 7) based on a report published by the Environmental Protection Agency in 1973. LSA utilized the Noise and Vibration Analysis as a basis

for the Noise section of the Draft IS/MND; however, based upon LSA's noise technical experience and it's CEQA experience, LSA included an expanded discussion about transportation-related noise impacts associated with project construction activities to ensure that the Draft IS/MND thoroughly addressed all CEQA thresholds in the noise analysis. The analysis provided in the Draft IS/MND does not contradict the information provided in the Noise and Vibration Analysis but rather expands upon it. Therefore, no changes to the Draft IS/MND are necessary.

## RESPONSE P-2-7

The comment states that in the first paragraph on page 114, the statement, "As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA Leq at a distance of 50 ft," is inconsistent with the referenced table in the Noise and Vibration Assessment.

This statement in the Draft IS/MND has been revised to read, "As shown in Table VI.XII.6, typical hourly noise levels range from 81 to 88 dBA Leq at a distance of 50 ft. when all pertinent equipment is in operation on-site."

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measure, or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

## RESPONSE P-2-8

The comment states that the project should assess long-term project-related noise only as it affects existing noise-sensitive receptors adjoining the site, and not proposed on-site receptors.

The comment is correct. The IS/MND included a typographical error and references the distance of the proposed mechanical room to on-site sensitive receptors rather than to off-site sensitive receptors. The analysis regarding the impacts of mechanical equipment has therefore been revised to be clear that the nearest mechanical equipment room is more than 180 feet from off-site sensitive receptors, that noise levels at the nearest noise-sensitive receptors would not change from the existing conditions, and that impacts associated with the operation of mechanical equipment on the project site would be less than significant, and no mitigation is required. The revised paragraph addressing off-site impacts from on-site mechanical equipment is provided below.

***"Mechanical Equipment.*** *The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA Leq, and during nighttime hours, existing noise levels range from 56 to 66 dBA Leq. The nearest mechanical equipment room is proposed to be located at a distance of more than 180 ft away from the southern property line. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA Leq at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA Leq. Given the nearest noise sensitive residential land uses are beyond*

*the southern boundary of the project site and are therefore more than 180 ft from the proposed mechanical equipment room, noise levels at the nearest noise-sensitive receptors would not change from the existing conditions. Therefore, impacts associated with the operation of mechanical equipment on the site would be less than significant, and no mitigation is required.”*

The change is not a “substantial revision” because it does not identify a new, avoidable significant effect or mitigation measures or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

## **RESPONSE P-2-9**

The comment states that City staff and its consultants should review sections of the Draft IS/MND prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

## **RESPONSE P-2-10**

The comment states that the Draft IS/MND references the September 10, 2015 *Preliminary Stormwater Control Plan* when it should reference the revised *Preliminary Stormwater Control Plan* dated October 26, 2015. The comment also states that although the graphics in the revised Plan did not change from the previous version, that analysis in the IS/MND should reflect the revised Plan.

The date of the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* referenced in Section IX, Hydrology and Water Quality, in the Draft IS/MND was inaccurately referenced as September 2015. The October 26, 2015 version of the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* was provided in Appendix A of the Draft IS/MND and utilized as the basis for the discussion and analysis provided in Section IX of the Draft IS/MND. The September 2015 reference has been revised to correctly reflect October 2015 in the Final IS/MND.

The change is not a “substantial revision” because it does not identify a new, avoidable significant effect or mitigation measures or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies,

amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

### **RESPONSE P-2-11**

The comment recommends a personal meeting with City staff to review each attribute of the Draft IS/MND prior to project approval.

The City acknowledges the commenter's request to meet with the City prior to approval of the Final IS/MND and will coordinate with the commenter to schedule such a meeting.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

Carmen Lo

**From:** Rick Medina <RMedina@ci.seaside.ca.us>  
**Sent:** Wednesday, April 20, 2016 2:07 PM  
**To:** Pam Reading  
**Subject:** Fwd: Mitigated Negative Declaration - File Number UP14-05 (Senior Living Project)

Pam,  
 Forwarding public comment received via email today.

Rick Medina  
 Senior Planner  
 (831) 899-6726  
[rmedina@ci.seaside.ca.us](mailto:rmedina@ci.seaside.ca.us)

>>> Dave Evans <[dngrisk@gmail.com](mailto:dngrisk@gmail.com)> 4/19/2016 5:15 PM >>>

Apologies for being a day late with this. I've been traveling the past month and just had a chance to review the documents. A couple thoughts on the traffic report, probably none of which are news to you.

The Fremont/SR 1/Monterey Road intersection is horrible at peak hours. Now we're going to add employees (even with a TDM, which I would think is very difficult to facilitate/enforce), visitors, residents (unless none will have their own vehicles, which is not the norm for Senior Living facilities), vendors, and plenty of ambulances (for when the residents have to be transported to hospitals or skilled nursing facilities)? I'm not sure where Hatch Mott secured their trip data, but it is not conservative, based on my experience with aging parents in such facilities. I think they could double the figures in their charts and be closer to reality!

Whoever is responsible for the Fremont intersection, needs to drive it each day to see just how dangerous it is! If the City needs to work with Caltrans or some other agency, they should consider:

1. Eliminating the left turn from the High School onto Monterey Road. I've seen way too many near collisions as a result of right turns from Fremont onto Monterey, just as someone tries to make a left turn into the line up for the signal. Add pedestrians, bicyclists, and moms with strollers (slogging through the dirt between the cross walk and the High School entrance), and it's a recipe for something really bad.

2. Please, please, please, can't someone pour some concrete to connect the cross walk up to the High School entrance?? How hard can it be to put a sidewalk where it is so desperately needed?

3. Create a right turn lane from Monterey Road onto the SR1 northbound ramp. This would help with some of the congestion. I have no idea where Hatch Mott got delays of 31.5 and 47.5 seconds, but that's laughable. I've sat on Monterey Road for 10 minutes or more many a time during peak hours.

4. Somehow the "lane cheaters" in the right turn lane onto Fremont that instead proceed across the intersection onto Monterey need to be addressed. The tall orange "barriers" glued to the lane stripe? Something else? Each such lane violation just exacerbates the danger for everyone when Monterey suddenly is one lane on the other side of the intersection.

5. Somehow the left turn lane from the southbound SR-1 offramp onto Monterey Road needs to be extended. It's basically worthless as traffic backs up before the signal and none of those who could be turning left remain stuck.

6. Coe Ave is not addressed in the report. What will be the unintended consequences for the Middle School at the intersection of General Jim Moore and Coe? My guess is people along Coe will start using it instead of Monterey Road, as they get frustrated with even longer delays on Monterey.

Best Regards,  
 Dave Evans  
 4820 Peninsula Point Dr  
 Seaside, CA 93955  
 831-392-5643

P-3-1

P-3-2

P-3-3

P-3-4

P-3-5

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P-3-7

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**LETTER CODE:** P-3

**COMMENTER:** Dave Evans

**DATE:** April 19, 2016

### **RESPONSE P-3-1**

The comment states that the Fremont/State Route 1 (SR-1)/Monterey Road Intersection is horrible at peak hour and that the project's trip data does not accurately account for the number of project-related trips.

The proposed project includes construction and operation of a 144-unit assisted living facility. In order to assess project-related traffic impacts, project vehicle trips were estimated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012) for the Assisted Land Use category. This land use category and therefore the project trip generation is inclusive of all project-related vehicles that might travel to and from the proposed project site, including residents, visitors, and medical/emergency response. As such, the Traffic Report prepared by Hatch Mott MacDonald and Traffic section of the Draft Initial Study/Mitigated Negative Declaration (IS/MND), which was based on the Traffic Report, accurately account for all trip types associated with the project. No changes to the Draft IS/MND are necessary.

### **RESPONSE P-3-2**

The comment recommends eliminating the left turn from the High School onto Monterey Road.

Pursuant to the California Environmental Quality Act (CEQA) Guideline 15041, the City of Seaside (City) as lead agency only has the authority to impose mitigation where there is nexus to a proposed project's impacts. Because implementation of the project would not contribute to the existing traffic conditions at the High School/Monterey Road/Fremont Boulevard intersection, eliminating left turns from the High School onto Monterey Road as part of implementation of the project is not warranted under CEQA. Any public concerns with the existing circulation network should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-3-3**

The comment requests that concrete be poured to connect the cross walk up to the High School entrance.

Please refer to response P-3-2 above.

#### **RESPONSE P-3-4**

The comment recommends that a right turn lane from Monterey Road onto the SR-1 northbound ramp be created. The comment also states that the delays of “31.5 and 47.5 seconds” are inaccurate.

A peak-hour level of service (LOS) analysis was conducted for the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection based on the 2010 Highway Capacity Manual (HCM) methodology, consistent with the requirements of the City, County, and the California Department of Transportation (Caltrans). The delays reported in the Traffic Report are the average vehicle delays during the a.m. peak hour (single highest hour of traffic volumes between 7:00 and 9:00 a.m.) and the p.m. peak hour (single highest hour of traffic volumes between 4:00 and 6:00 p.m.). As stated in the Draft IS/MND, the project will be required to implement Mitigation Measures TRA-1 and TRA-2 to reduce potentially significant project-related impacts associated with traffic. Please also refer to response P-3-2 above. Any concerns about the existing circulation network and potential improvements should be directed to the City outside of the context of this project. No changes to the Draft IS/MND are necessary.

#### **RESPONSE P-3-5**

The comment states that the “lane cheaters” in the right turn lane onto Fremont Boulevard that instead proceed across the intersection onto Monterey Road need to be addressed.

Please refer to response P-3-2 above.

#### **RESPONSE P-3-6**

The comment states that the left turn lane from the southbound SR-1 off-ramp onto Monterey Road needs to be extended.

Please refer to response P-3-2 above.

#### **RESPONSE P-3-7**

The comment states that Coe Ave is not address in the Traffic Report.

Similar to the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection, a peak-hour LOS analysis was conducted for the intersection of Coe Avenue/Monterey Road. Based on the results of this analysis, the Coe Avenue/Monterey Road intersection is anticipated to operate at satisfactory LOS B with implementation of the project. As such, potential impacts to Coe Avenue have been addressed and analyzed in the Traffic Report and the Traffic section of the Draft IS/MND. No changes to the Draft IS/MND are necessary.

**ARCHAEOLOGICAL RECONNAISSANCE FOR THE SEASIDE SENIOR  
LIVING PROJECT, AUGUST 5, 2015**

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# ARCHAEOLOGICAL CONSULTING

RECEIVED  
CITY OF SEASIDE  
AUG 12 2015  
RESOURCE MANAGEMENT  
SERVICES

P.O. BOX 3377  
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## ARCHAEOLOGICAL RECONNAISSANCE FOR THE SEASIDE SENIOR LIVING PROJECT, APN 031-141-004, IN SEASIDE, MONTEREY COUNTY, CALIFORNIA

by

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October 23, 2014

Final revision August 5, 2105

Prepared for

Seasons Management LLC

**SUMMARY:** PROJECT 5034

**RESULTS:** NEGATIVE

**ACRES:** ±5.5

**SITES:** NONE

**UTMG:** 6.0422/40.5428

**MAP:** USGS 7.5 MINUTE MARINA QUADRANGLE

---

### For Planning Department:

|                                         | Yes | No       | N/A      | See text |
|-----------------------------------------|-----|----------|----------|----------|
| Evidence of:                            |     |          |          |          |
| Sacred/Religious site                   | ___ | ___      | <u>X</u> | ___      |
| Native American Remains                 | ___ | <u>X</u> | ___      | ___      |
| Anything of Archaeological Significance | ___ | <u>X</u> | ___      | ___      |
| Findings of Historical Significance     | ___ | <u>X</u> | ___      | ___      |

## **INTRODUCTION**

In October 2014 Archaeological Consulting was authorized by Eric Jacobsen to prepare a Phase 1 Archaeological Reconnaissance report for the proposed Seaside Senior Living, LLC Project in Seaside, Monterey County, California.

As part of our methodology in the preparation of this report, we have conducted: 1) a background records search at the Northwest Information Center of the California Historical Resources Information System, located at Sonoma State University; and 2) a field reconnaissance of the project area. The following report contains the results of these investigations as well as our conclusions and recommendations.

## **PROJECT LOCATION AND DESCRIPTION**

The ±5.5 acre project area, APN 031-141-004, is located at 550 Monterey Road in Seaside, Monterey County, California (see Map 1). The Universal Transverse Mercator Grid (UTMG) coordinates for the approximate center of the roughly triangular project area are 6.0422/40.5428 on the USGS 7.5 minute Marina Quadrangle (1947; photo-revised 1983). The project proposes redevelopment of the parcel as a Senior Assisted Living and Memory Care Facility (see Site Plan A1.1).

At the time of the field survey, the parcel contained a derelict service station. The central portion of the parcel was covered with pavement. Soil was accessible for examination along Monterey Road, north of the service station, along the western side of the parcel and in the southern end. Vegetation consisted of cypress trees, low growing oaks, acacias, coastal scrub and many patches of iceplant. Surface soil visibility was variable depending on vegetation cover. Overall, soil visibility was considered adequate for the purposes of this reconnaissance.

## **PROJECT METHODOLOGY**

The methodology used in the preparation of this report included two primary steps, as follows:

### **Background Research**

The background research included an examination of the archaeological site records, maps, and project files of the Northwest Information Center of the California Historical Resources Information System, located at Sonoma State University, Rohnert Park. In addition, our extensive files and maps were examined for supplemental information, such as mention of historic or prehistoric resources in the general area. These literature searches are undertaken to determine if there are any recorded archaeological resources in the project area, and whether the area has been included in any previous archaeological studies.

The California Office of Historic Preservation has established the regional Information Centers as the local repository for all archaeological reports prepared under cultural resource management regulations. A background literature search at the appropriate Information Center is required by state guidelines and current professional standards. Following completion of a project, a copy of the report must be deposited with that organization.

### **Field Reconnaissance**

The field survey, performed on October 9, 2014 by Mary Doane and Gina Kay, consisted of a "general surface reconnaissance" of all areas which could reasonably be expected to contain visible cultural resources and which could be viewed without major vegetation removal or excavation. Trowel probes and scrapings were made in areas of thicker vegetation. The sidewalls of the large empty retaining pond to the north of the parcel were viewed for evidence of soil stratification or variation with depth.

## **RESULTS OF THE RECONNAISSANCE**

### **Background Research**

The project area lies within the currently recognized ethnographic territory of the Costanoan (often called Ohlone) linguistic group. Discussions of this group and their territorial boundaries can be found in Breschini, Haversat, and Hampson (1983), Kroeber (1925), Levy (1978), Margolin (1978), and other sources. In brief, the group followed a general hunting and gathering subsistence pattern with partial dependence on the natural acorn crop. Habitation is considered to have been semi-sedentary and occupation sites can be expected most often at the confluence of streams, other areas of similar topography along streams, or in the vicinity of springs. These original sources of water may no longer be present or adequate. Also, resource gathering and processing areas and associated temporary campsites are frequently found on the coast and in other locations containing resources utilized by the group. Factors that may influence the locations of these sites include the presence of suitable exposures of rock for bedrock mortars or other milling activities, ecotones, the presence of specific resources (oak groves, marshes, quarries, game trails, trade routes, etc.), proximity to water, and the availability of shelter. Temporary camps or other activity areas can also be found along ridges or other travel corridors.

The background search of the files at the Northwest Information Center found no recorded archaeological resources located within one kilometer of the project area. No cultural resources listed in the California Inventory of Historical Resources (March 1976), California Historical Landmarks, and the National Register of Historic Places were found in the project area. The 1869 City Lands of Monterey Map reveals nothing within the project area. The 1947 (photo-revised 1968) USGS 7.5 Minute Marina Quadrangle depicts no buildings in the project area.



A series of aerial photographs taken between 1956 and 2012 reveal no structures on the parcel up to the 1987 photograph (see Attachment EDR Aerials). The 1998 photograph shows the service station on the parcel. The USGS National Geologic Map Database places the project area within an extensive area that includes much of the former Fort Ord labeled Qod, quaternary older dune sand deposit, on the map (Wagner et al. 2002).

The CHRIS background search found no evidence of a prior archaeological survey within the project area. A previous survey was found to have included the area along the western edge of the project parcel (Joslin and Wilson 1999).

### **Field Reconnaissance**

None of the materials frequently associated with prehistoric cultural resources in this area (dark midden soil, fragments of weathered marine shell, flaked or ground stone, bone fragments, fire-affected rock, etc.) were observed during the field reconnaissance.

Native soil in the project area was tan stabilized dune sand. The excavation for a retention pond on the parcel to the north revealed substantial depth for the sand dune deposit with no evidence of stratification, or of natural, historic or paleontological inclusions.

No surface evidence of potentially significant historic period archaeological resources was noted during the reconnaissance. Modern trash was apparent in the homeless campsites along the western part of the parcel. Construction debris was stockpiled on the southern part of the parcel. The built environment, the derelict service station seen in the 1998 aerial photograph of the parcel, is not of sufficient age to trigger an historic evaluation (see EDR Aerial attachment for photo-documentation).

## CONCLUSIONS AND RECOMMENDATIONS

Based upon the background research and the field reconnaissance, we have concluded that there is no surface evidence of potentially significant archaeological or historical resources in the project area. The stabilized sand dune terrain is unlikely to produce significant paleontological (fossil) resources because of the absence of bedrock. The nearest identified fossil-bearing rock is located in the hills of Miocene sedimentary sandstone/mudstone (Tm on the map) several miles south of the project area. Because of this, we make the following recommendation:

- The proposed Seaside Senior Living project should not be delayed for archaeological reasons.

Because of the possibility of unidentified (e.g., buried) cultural resources being found during construction, we recommend that the following standard language, or the equivalent, be included in any permits issued for the project area:

- If archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 50 meters ( $\pm 160$  feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

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Map 1. Project Location.

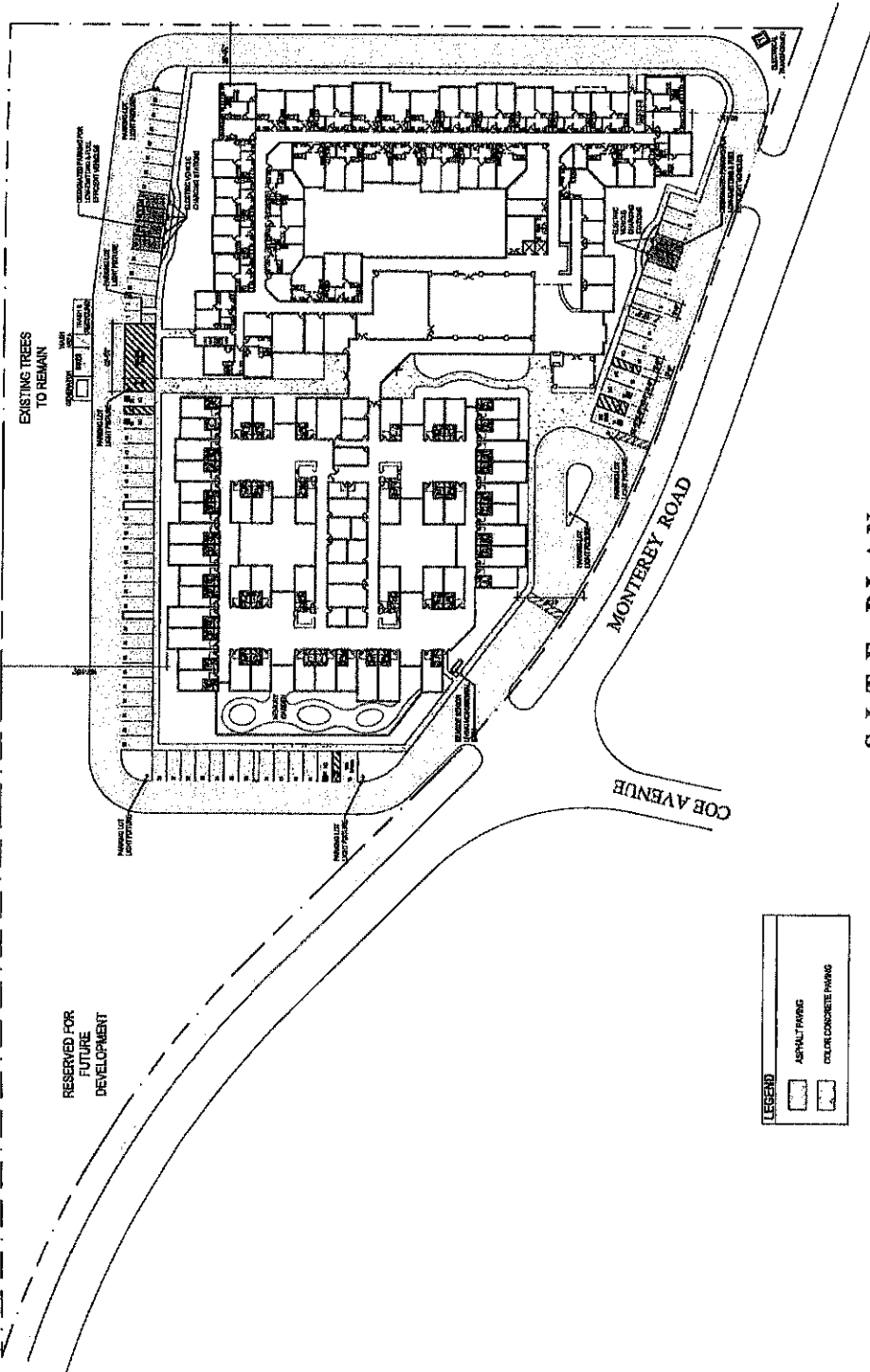
| DATE     | REVISION           |
|----------|--------------------|
| 01/10/01 | PLANNING PHASE     |
| 02/10/01 | CONCEPT DESIGN     |
| 03/10/01 | PRELIMINARY DESIGN |
| 04/10/01 | FINAL DESIGN       |
| 05/10/01 | CONSTRUCTION       |

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805 962 2746

PROJECT NO. 8714

A1.1  
FOR ALL SHEETS  
LARGE SECTION

PACIFIC COAST HIGHWAY



SITE PLAN



**Attachment**

**EDR Aerials**

**Seaside Senior Living**

550 Monterey Road

Seaside, CA 93955

Inquiry Number: 4112228.1

October 22, 2014

**The EDR Aerial Photo Decade Package**



6 Armstrong Road, 4th Floor  
Shelton, Connecticut 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

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**Date EDR Searched Historical Sources:**

Aerial Photography October 22, 2014

**Target Property:**

550 Monterey Road

Seaside, CA 93955

| <u><i>Year</i></u> | <u><i>Scale</i></u>               | <u><i>Details</i></u>           | <u><i>Source</i></u> |
|--------------------|-----------------------------------|---------------------------------|----------------------|
| 1956               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1956               | USGS                 |
| 1961               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1961               | Mark Hurd            |
| 1968               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1968               | USGS                 |
| 1974               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1974               | NASA                 |
| 1981               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1981               | USGS                 |
| 1987               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1987               | USGS                 |
| 1998               | Aerial Photograph. Scale: 1"=500' | /DOQQ - acquisition dates: 1998 | USGS/DOQQ            |
| 2005               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2005               | USDA/NAIP            |
| 2009               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2009               | USDA/NAIP            |
| 2010               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2010               | USDA/NAIP            |
| 2012               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2012               | USDA/NAIP            |



INQUIRY #: 4112228.1

YEAR: 1956

| = 500'





INQUIRY #: 4112228.1

YEAR: 1968

| = 500'





INQUIRY #: 4112228.1

YEAR: 1974

| = 500'







INQUIRY #: 4112228.1

YEAR: 1961

| = 500'



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## **PALEONTOLOGICAL ANALYSIS MEMORANDUM**

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## MEMORANDUM

**DATE:** October 7, 2015

**TO:** Pam Reading, LSA Associates, Inc.

**FROM:** Sarah Rieboldt, Ph.D., LSA Associates, Inc.

**SUBJECT:** Paleontological Analysis of the Seaside Assisted Living Facility Project, City of Seaside, Monterey County, California (LSA Project No. SEZ1402)

## INTRODUCTION

The Seaside Assisted Living Project (project) proposes to develop a high-quality assisted living facility in the City of Seaside, Monterey County, California. The project consists of an Assisted Living Facility, a Memory Care Facility, a Co-Housing Facility, and associated amenities. Development of this project will involve demolition of the existing 5,000-square foot building; removal of existing pavement and minor structures; removal and/or relocation of existing wet and dry utilities; clearing and grading the project area; construction of the three new facilities, parking areas, and driveways; and landscaping. The project is located on approximately 5.47 acres.

This memorandum was prepared to ensure compliance with all applicable State regulations and guidelines regarding paleontological resources, including the California Environmental Quality Act (CEQA): Public Resources Code (PRC) Division 13, Chapter 2.6; the *State CEQA Guidelines*: California Code of Regulations, Title 14, Chapter 3, Appendix G; and PRC 5097.5. It addresses the potential for the project to adversely impact paleontological resources and, if needed, includes mitigation measures and other recommendations to minimize these impacts.

## METHODOLOGY

LSA Associates, Inc. (LSA) examined geologic maps of the project area and reviewed relevant geological and paleontological literature to determine which geologic units are present within the project area and whether fossils have been recovered from those or similar geologic units elsewhere in the region. A search for known fossil localities was also conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project area.

## RESULTS

The project is located in the southern part of the Coast Ranges Geomorphic Province of California (California Geological Survey, 2002). The Coast Ranges Geomorphic Province is characterized by mountain ranges and valleys that stretch for 600 miles from the Oregon border to the Santa Ynez River in Santa Barbara County (Norris and Webb, 1976). These mountains and valleys trend in a northwest direction, subparallel to the direction of the San Andreas Fault (California Geological

Survey, 2002; Norris and Webb, 1976). The province can be divided into northern and southern subprovinces: divided by San Francisco Bay (Norris and Webb, 1976). Although geologically very similar to the northern ranges, the southern ranges lie west of the San Andreas Fault zone and are better known because of their oil and gas resources, clearer exposures, and more intensive development (Norris and Webb, 1976). Within the province, basement rocks consist of Jurassic and Cretaceous (201.3–66 million years ago [Ma]) igneous, metamorphic, and marine sedimentary rocks that formed in island arc, subduction zone, and deep to shallow marine environments (Howard, 1979; Norris and Webb, 1976). These basement rocks are overlain by Cenozoic (less than 66 Ma) sedimentary rocks that accumulated in deep to shallow and eventually continental environments (Howard, 1979; Norris and Webb, 1976).

According to geologic mapping by Wagner et al. (2002), the project area contains Late Pleistocene (11,700–126,000 years ago) sediments of the Older Dune Sand. These sediments consist of sand that was blown in to the area and has since been stabilized by vegetation. The Older Dune Sand accumulated during the Rancholabrean North American Land Mammal Age (NALMA) (11,000–240,000 years ago). Rancholabrean fossils have been found in alluvial deposits of the same age across California. Common examples of Rancholabrean vertebrate fossils include ground sloth, dire wolf, saber-toothed cat, camel, bison, mammoth, horse, rodent, bird, reptile, and amphibian fossils (Bell et al., 2004; Jefferson, 1991a, b).

The locality search conducted through the online collections database at the UCMP identified four fossil localities from Pleistocene deposits within Monterey County. These localities have produced specimens of giant ground sloth (*Glossotherium* [*Paramylodon*]), bison (*Bison latifrons*), camel (*Camelops*), and horse (*Equus johnstoni*).

## RECOMMENDATIONS

The project area is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because excavation during the course of the project will reach these paleontologically sensitive deposits, there is a potential for the project to impact paleontological resources. In order to mitigate potential adverse impacts to nonrenewable paleontological resources, LSA recommends the following procedures:

- A paleontologist shall be hired to develop a Paleontological Resource Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading.
- Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following a PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the project.
- If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance.

- Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution.
- At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.
- In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected from the field.

By following the above procedures, potential impacts to nonrenewable paleontological resources would be avoided.

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**SEASIDE SENIOR LIVING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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~~DRAFT~~FINAL

# INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

SEASIDE SENIOR LIVING PROJECT  
CITY OF SEASIDE, CALIFORNIA

Submitted to:

Diana Ingersoll  
City of Seaside  
440 Harcourt Avenue  
Seaside, California 93955

Prepared by:

LSA Associates, Inc.  
285 South Street, Suite P  
San Luis Obispo, California 93401  
(805) 782-0745

Project No. SEZ1402

LSA

~~March~~ May 2016

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LETTER

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## INITIAL STUDY

### I. BACKGROUND INFORMATION

|                                     |                                                                                        |
|-------------------------------------|----------------------------------------------------------------------------------------|
| <b>Project Title:</b>               | Seaside Senior Living Project                                                          |
| <b>File No.:</b>                    | UP14-05 and BAR14-20                                                                   |
| <b>Project Location:</b>            | City of Seaside, California                                                            |
| <b>Name of Property Owner:</b>      | Seaside Senior Living, LLC                                                             |
| <b>Name of Applicant:</b>           | Ricardo de la Cruz                                                                     |
| <b>Assessor's Parcel Number(s):</b> | APN 031-141-004                                                                        |
| <b>Acreage of Property:</b>         | 5.47 acres                                                                             |
| <b>General Plan Designations:</b>   | Community Commercial                                                                   |
| <b>Zoning:</b>                      | Community Commercial                                                                   |
| <b>Lead Agency:</b>                 | City of Seaside                                                                        |
| <b>Prepared By:</b>                 | LSA Associates, Inc.<br>285 South Street, Suite P<br>San Luis Obispo, California 93401 |
| <b>Date Prepared:</b>               | <del>March</del> May 2016                                                              |
| <b>Contact Person:</b>              | Rick Medina                                                                            |
| <b>Phone Number:</b>                | (831) 899-6726                                                                         |

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## II. ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

### A. Environmental Setting

The project site is located in the central portion of the City of Seaside (City), a coastal community of approximately 35,000 residents on the south side of Monterey Bay. The City is within the County of Monterey (County) and is located approximately 18 miles (mi) southwest of the City of Salinas and 3 mi east-northeast of Monterey city center (refer to Figure II-1, Project Vicinity and Location). The project site is located at 550 Monterey Road, on the north side of Monterey Road at the intersection of Monterey Road and Coe Avenue. The project site is bounded by California State Route 1 (SR-1) to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest.

### B. Project Description

The project site is approximately 5.47 acres (Assessor's Parcel Number [APN] 031-141-004). The project site was previously owned by the United States (U.S.) Army. Following the closure of Fort Ord in 1994, the parcel was transferred to the City under the Fort Ord Reuse Authority Act (FORA). There is currently one 5,000 square foot (sf) structure located on the project site that would be removed as part of the proposed project. The structure was formerly used by the U.S. Army as a convenience store and gas station but is currently vacant.

The majority of the project site is currently undeveloped with the exception of the 5,000 sf structure, the asphalt parking area, and the parking lot lights. The project site is generally flat, sloping from Monterey Road downward towards SR-1. There are three bluegum eucalyptus (*Eucalyptus globulus*) and 94 Monterey cypress (*Cupressus macrocarpa*) on the project site, with ice plant (*Carpobrotus edulis*) being the predominant groundcover. The remainder of the project site is primarily characterized by non-native ruderal plant species.

The proposed project would include demolition of the existing 5,000 sf structure and the development of a State of California licensed Residential Care Facility for the Elderly (RCFE). A Residential Care Facility for the Elderly means a housing arrangement chosen voluntarily by the resident, the resident's guardian, conservator, or other responsible person; where 75 percent of the residents are 60 years of age or older and where varying levels of care and supervision are provided, as agreed to at time of admission or as determined necessary at subsequent times of reappraisal. Any younger residents must have needs compatible with other residents.<sup>1</sup> The RCFE will be comprised of two buildings that will house three related uses on the project site (refer to Figure II-2, Conceptual Site Plan). Building A-1 will house the Assisted Living Facility (81,679 sf) (refer to Building A-1 on Figure II-2), Building A-2 will house the Memory Care Facility (29,707 sf) (refer to Building A-2 on Figure II-2), and Building B will be used for the Assisted Living Co-Housing Facility (10,894 sf) (refer to Building B on Figure 1-2), for a total of 122,280 sf of new construction. The proposed project would be constructed in compliance with current California Building Code and Americans with Disability

<sup>1</sup> State of California, Department of Social Services, Health and Human Services Agency. Title 22, Division 6, Chapter 8, Page 24. *Residential Care Facilities for the Elderly*. March 5, 2008.

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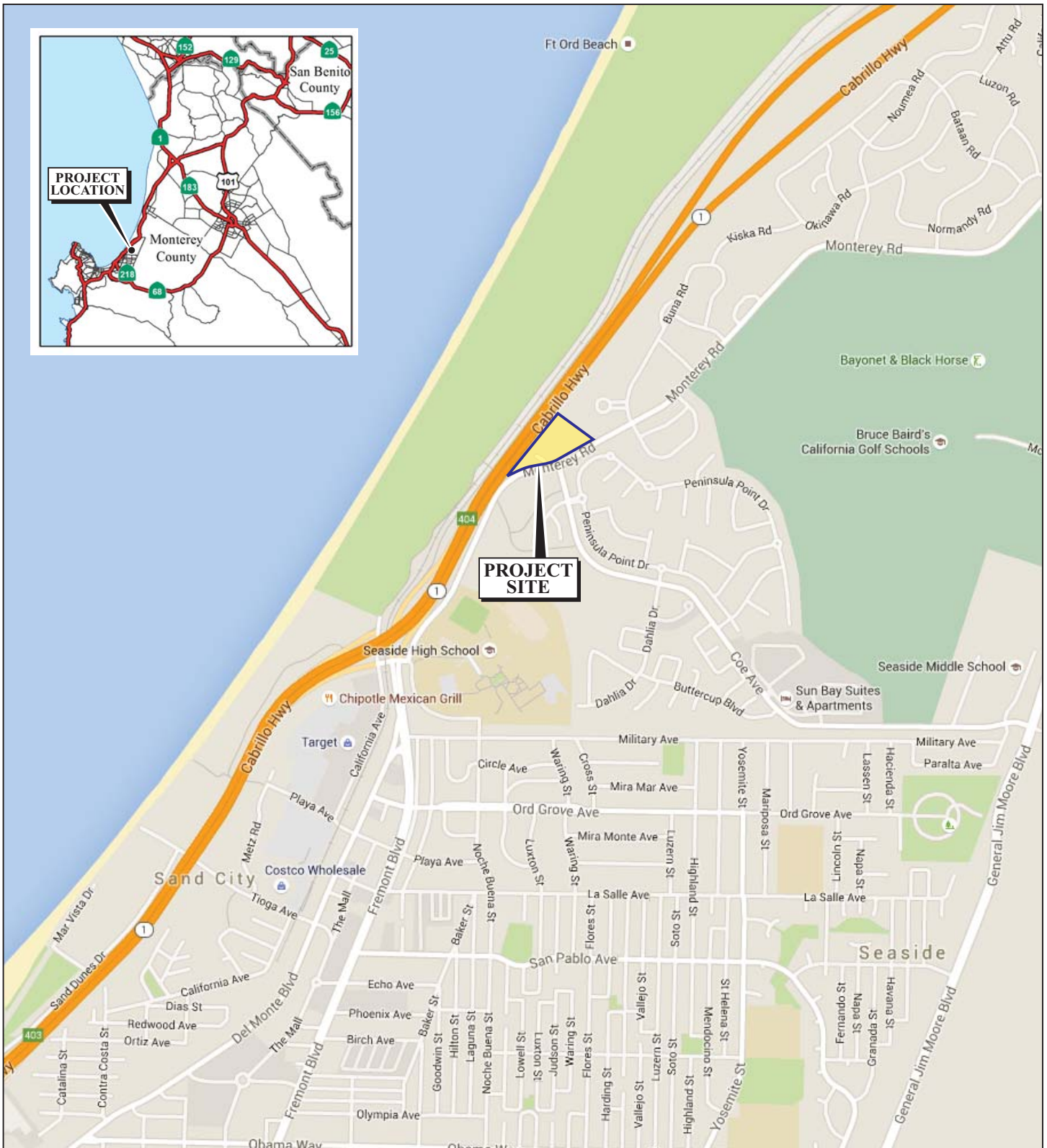
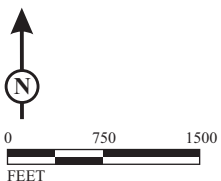


FIGURE II-1

LSA



SOURCE: Google Maps  
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*Seaside Senior Living Project*  
Project Vicinity and Location

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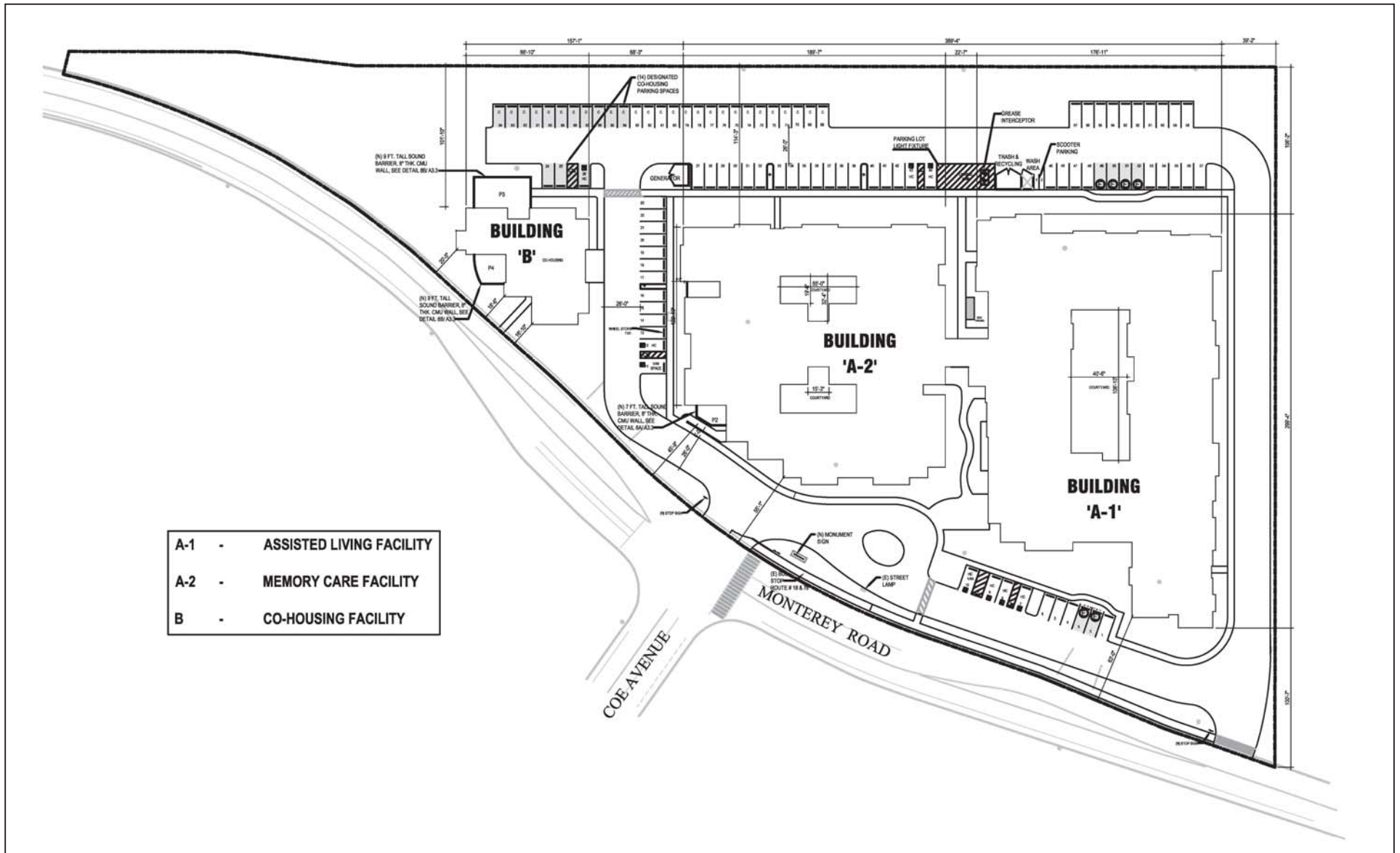


FIGURE II-2

LSA



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SOURCE: Hochhauser Blatter

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Seaside Senior Living Project  
Conceptual Site Plan

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Act Standards. The proposed project would be constructed in one phase. Project construction is anticipated to last approximately 18 months.

**Project Objectives.** The City and the project Applicant have established the following project objectives:

- Create a State Licensed Residential Care Facility for the Elderly (RCFE) providing Assisted Living and Memory Care, with associated amenities, including on-site memory support, healthcare by licensed professionals, and recreational activities along with cultural and therapeutic programs to seniors;
- Offer an assisted living facility for seniors, a type of residential housing not currently provided in the City;
- Create new employment opportunities in the City, particularly for healthcare professionals specializing in care and recreational services for senior and supporting fields;
- Contribute to improved residential options for senior citizens within the City by creating a development that incorporates the following design and planning principles as part of the project: safety and security, recreation and therapeutic activities, on-site management and healthcare, and transportation, including shuttle service to local restaurants, shopping, and health services; and
- Design a project that incorporates sustainable features including low-flow water fixtures, energy-efficient mechanical systems, and the use of recycled materials.

**Project Technical, Economic, and Environmental Characteristics.** The 2004 Seaside General Plan designates the project site as Community Commercial (CC). The City Zoning Ordinance (Title 17 of the Municipal Code) designates the project site as Community Commercial (CC).

**Demolition and Utility Relocation.** The proposed project would include demolition of the existing 5,000 sf structure, on-site pavement, parking lights, and gas pump islands and covers (the gas pumps were previously removed by the U.S. Army in 1996).

The proposed project would also include replacement of the following existing utilities in the same general location, within the western part of the project site bordering SR-1, as they are currently provided: (1) AT&T underground phone lines, (2) Marina Coast Water District's 10-inch pressurized sewage pipe line, and (3) an 8-inch gravity-fed sewage pipe line, which would be replaced with a 12-inch sewage pipe line.

Additionally, the proposed project would require reconstructing the following utilities that run along the westerly side of the project site: (1) a storm drain trunk line and (2) fiber optic cables.

**Project Components.** The proposed project would develop two buildings that would house three related senior living uses on the project site including an Assisted Living Facility (81,679 sf) (refer to Building A-1 on Figure II-2), a Memory Care Facility (29,707 sf) (refer to Building A-2 on

Figure II-2), and an Assisted Living Co-Housing Facility (10,894 sf) (refer to Building B on Figure II-2) for a total of 122,280 sf of new development. The specific components and amenities of each facility are provided below.

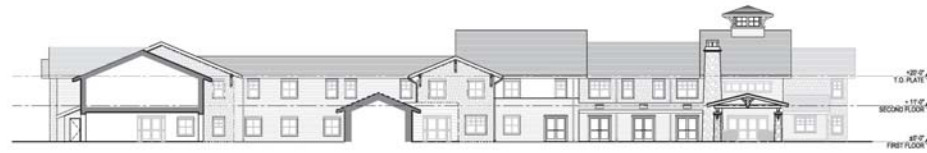
**Assisted Living Facility.** The proposed 81,679 sf Assisted Living Facility would be part of a two-story structure containing 88 residential units (refer to Figure II-3a, Assisted Living Elevations). A portion of the second story would be located above the adjoining Memory Care Facility. Of the 88 total residential units, there would be 39 studios (averaging 440 sf per unit), 42 one-bedroom units (averaging 550 sf per unit), and seven (7) two-bedroom units (averaging 700 sf per unit). The facility would be designed to serve approximately 100 seniors with daily living services. The studio units would include a kitchenette while the one- and two-bedroom units would include a full kitchen. All units would include Americans with Disabilities Act (ADA)-compliant bathrooms. The one and two-bedroom residential units would be designed to accommodate two individuals; the studio units would be designed to accommodate one individual. The Assisted Living Facility would also provide a Fire Code-approved elevator.

The Assisted Living Facility would offer residents daily meals served in a large dining area, housekeeping services including laundry, transportation, social and therapeutic services, entertainment, and options for personal care. The 81,679 sf facility would include the following amenities for residents: lobby/living room, dining room, wellness clinic, theater, activity/social room, beauty/barber salon, central kitchen, laundry facility, and outdoor recreational spaces.

**Memory Care Facility.** The proposed 29,707 sf Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level (refer to Figure II-3b, Memory Care Elevations). Of the 43 total residential units, there would be 31 private studios (averaging 330 sf per unit) designed for one resident and 12 companion studios (averaging 400 sf per unit) designed for two residents. The facility would be designed to serve approximately 55 mentally impaired seniors with assisted living care and therapeutic programs. The facility would consist of four distinct neighborhoods of approximately 11 units each. Each neighborhood would have access to two secure inner courtyards (2,992 sf outdoors). Each neighborhood would include a therapy kitchen, living room, dining room, and activity areas. All units would include ADA-compliant bathrooms; however, no kitchens or kitchenettes would be available within the units. Additionally, the facility would include staff offices, a staff conference room, a staff lounge, secured medication storage, therapy spa, kitchen prep-room, and a laundry facility.

**Co-Housing Facility.** The proposed 10,894 sf Co-Housing Assisted Living Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for seniors requiring assisted living facilities (refer to Figure II-3c, Senior Co-Housing Elevations). Each unit would be approximately 490 sf and would be designed to serve 1 to 2 people. All units would include ADA-compliant bathrooms and a small kitchenette. All residential units would open to common living areas that would include a community kitchen, dining areas, living rooms, a laundry facility and outdoor patios. The building would also provide one Fire Code-approved elevator.





ASSISTED LIVING - WEST ELEVATION



ASSISTED LIVING - NORTH ELEVATION



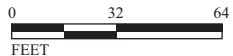
ASSISTED LIVING - EAST ELEVATION



ASSISTED LIVING - SOUTH ELEVATION

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FIGURE II-3a



SOURCE: Hochhauser & Blatter

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Seaside Senior Living Project  
Assisted Living Elevations

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MEMORY CARE - WEST ELEVATION



MEMORY CARE - NORTH ELEVATION



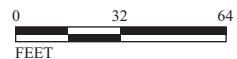
MEMORY CARE - EAST ELEVATION



MEMORY CARE - SOUTH ELEVATION

FIGURE II-3b

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SOURCE: Hochhauser & Blatter

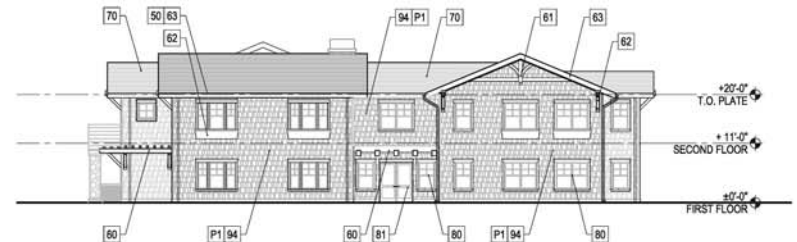
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Seaside Senior Living Project  
Memory Care Elevations

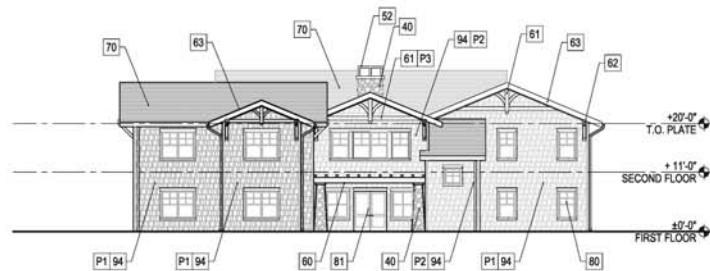
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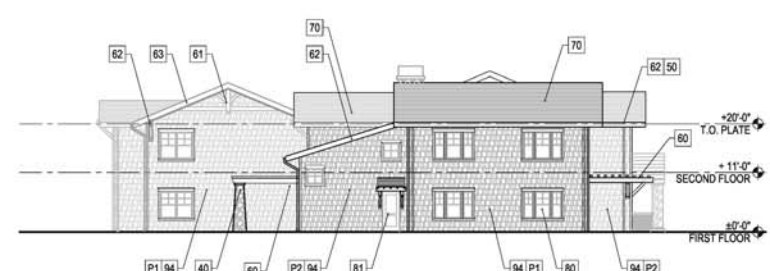
**EAST ELEVATION**



**NORTH ELEVATION**



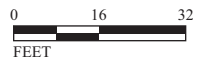
**WEST ELEVATION**



**SOUTH ELEVATION**

**LSA**

FIGURE II-3c



SOURCE: Hochhauser & Blatter

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*Seaside Senior Living Project*  
Senior Co-Housing Elevations

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**Architectural Style.** The proposed project would be designed to conform with Section R2.1 Occupancy, of the most current California Building Code (CBC), which includes building code requirements for residential care facilities for the elderly with more than six non-ambulatory residents.

The project would be designed in the traditional California Craftsman architectural style. The architectural design includes horizontal- and Craftsman shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables, flower boxes, and wood fascia. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, and wood castings and head and sill trim around all windows and doors. The roofs would consist of asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The City of Seaside Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the proposed project is considered and approved by the Planning Commission and the City Council.

All services including trash and recycling, emergency power, and delivery areas would be located along the northern extent of the facilities (rear of the building) and would be screened from public view.

One freestanding monument sign, approximately 6-feet (ft) high by 10 ft wide, would be constructed near the front door of the building, which is just north of the project driveway entrance opposite Coe Avenue. The monument sign would be composed of a stone masonry base with an approximately 3 ft by 6.5 ft wooden sign hung from a wooden lattice-style pergola frame. Internal directional signage would also be provided on the site.

**Lighting.** On-site lighting for the proposed project would consist of traditional California craftsman style double-head lights located in the parking and driveway areas (approximately 7 ft high), walkway bollard lighting (approximately 3 ft high), landscape lighting, and wall-mounted single-head lights at the building entrances, along the building sides, and in the courtyard areas, the Co-Housing area, and the trash and recycling enclosure area (refer to Table II.1, below).

**Table II.1: Outdoor Lighting Plan**

| Lights                      | Front     | Rear      | Sides     | Total     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Double-Head Lights: Parking | 3         | 9         | 3         | 15        |
| Building Entrances          | 2         | 2         | 0         | 4         |
| Building Sides              | 3         | 8         | 7         | 18        |
| Trash & Recycling Enclosure | 0         | 0         | 1         | 1         |
| Co-housing Lights           | 2         | 1         | 3         | 6         |
| <b>Total Count</b>          | <b>10</b> | <b>20</b> | <b>14</b> | <b>44</b> |

All exterior lighting would be in conformance with the City's Outdoor Illumination Standards (City Municipal Code 17.30.070) and would not result in spill-over to any adjacent properties. Building exterior lights would be surface-mounted and directed away or screened from adjacent residential uses.

**Landscaping.** The proposed project would include approximately 17,958 sf of open space and 61,856 sf of landscaping, including around the exterior perimeter of the primary Assisted Living and Memory Care facility, around the perimeter of the parking areas, and within the courtyards and gardens. California native plants and drought-tolerant species would be used on the site.

Construction of the proposed project would require the removal of 84 trees – three bluegum and 81 Monterey cypress trees. Thirteen of the existing Monterey cypress located adjacent to SR-1 would remain and would be integrated into the proposed project. Sixty-three of the Monterey cypress trees to be removed by the proposed project would be replaced, in-kind, on the site, with a minimum 5-gallon container. These Monterey cypress will be planted according to standard landscaping practices to allow enough space for the Monterey cypress trees to grow with a dense tree canopy to a height of 30–40 ft. Eighteen of the Monterey cypress trees would be replaced, on the site, with a different tree species, with a minimum 5-gallon container. The 3 bluegum trees would be replaced, on site, with a different tree species. Of the 84 trees removed by the proposed project, 18 Monterey cypress trees would not be replaced in-kind because the proposed project site improvements (e.g., buildings, parking lots, and underground utilities) preclude the feasible placement of all 81 Monterey cypress trees.

The irrigation system for the proposed project would be designed in compliance with the State of California Green Building Code, Title 24 energy efficiency requirements, and Assembly Bill 1881, which promotes water efficient landscaping. The irrigation system would be designed to reflect the existing site soil conditions and would be installed by hydrozones as established by the planting plan. The irrigation system would also be designed to the recorded static pressure available on site in order to prevent runoff and overspray. The irrigation system would include the following features:

- Automatic irrigation controller with evapotranspiration data and rain sensors
- All sprinkler heads matched to precipitation
- No overhead spray used in areas less than 8 ft in width
- Overhead irrigation set back 24 inches from non-permeable surfaces
- Irrigation distribution through a mix of: low-flow, high-efficiency spray nozzles; point source drip; subsurface drip; and bubblers

**Parking.** The proposed project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The Assisted Living Facility and Memory Care Facility combined would provide 78 parking spaces for residents, visitors and employees. The Co-Housing Facility would provide 14 parking spaces for residents and visitors. Of the 92 total parking spaces, 8 parking spaces would be ADA-compliant and designated as handicap parking, 6 parking spaces would be designated for low-emitting and fuel-efficient vehicles and provide electric vehicle charging

stations, 23 parking spaces would be designated for compact vehicles, and 55 parking spaces would be designated for standard vehicles. An additional 9 spaces would be provided for bicycle parking, and 2 spaces would be provided for motorcycle parking.

**Access and Circulation.** Local access to the project site is provided by Monterey Road. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. Both driveways are proposed to have a single ingress and egress lane.

The intersection at Coe Avenue/Monterey Road would be converted to a four-way stop as part of the proposed project. In order to provide full access to the main entrance, the following lane configurations/reconfigurations would be included as part of the proposed project:

- Northbound Coe Avenue: One left-turn lane, one through lane, and one right-turn lane
- Southbound main project entrance: One left-turn lane, one through lane, and one right-turn lane
- Eastbound Monterey Road: One left-turn lane, one through lane, and one right-turn lane
- Westbound Monterey Road: One left-turn lane, one through lane, and one right-turn lane

The second driveway is located approximately 400 ft east of the intersection of Monterey Road and Coe Avenue, and is near the eastern end of the project site. The proposed project would provide a stop sign within the development approximately 5 ft before the terminus of the driveway and its intersection with Monterey Road.

Circulation within the project site would include an internal road forming a “loop” that would provide access to the three facilities, parking, and fire hydrants for emergency fire response. The internal road would provide one lane of travel in each direction and would be accessible from each driveway.

**Utilities and Services.** The Marina Coast Water District (MCWD) provides water, wastewater, and recycled water services to the project site. MCWD must issue a water permit for any development or redevelopment activity that would involve the connection or modification of a connection to an existing water or wastewater distribution system, such as the proposed project.

Water for the proposed project would be supplied from the MCWD from groundwater wells.

Wastewater from the proposed project would be sent, via lines owned and managed by MCWD, to the Monterey Regional Water Pollution Control Agency’s (MRWMD) Regional Wastewater Treatment Plant where it would be treated. The existing sewer lines within the vicinity of the project site include one 8-inch gravity-fed sewage line and one 10-inch pressurized line. The residential buildings would connect directly to the 8-inch gravity-fed sewage line, which would be relocated and upgraded to a 12-inch gravity-fed sewage line as part of the proposed project.

Stormwater runoff from the new impervious surfaces would be treated by means of rain gardens (planted depressions allowing stormwater runoff from impervious surfaces the opportunity to be absorbed) permeable pavement, and infiltration on site. The proposed project includes the installation of seven rain gardens (varying in size) located along the exterior perimeter of the two buildings (refer to Figure II-2). Throughout the project site, drain inlets and a pipe system would be provided to collect the storm water from the driveways and other impervious surfaces, and direct it to the rain gardens, with the exception of the southerly, undeveloped end of the project site. In this location, the existing vegetation would be protected in place and runoff would infiltrate directly into the ground. Pervious pavers would be installed at interior courtyards and in all parking stalls. The new stormwater drainage system would accommodate storm water up to the 100-year storm.

**Sustainable Development.** The proposed project would incorporate the following sustainable design features to the greatest extent feasible:

- Use of “Green Building Materials,” such as those materials that are resource-efficient, recycled, and manufactured in an environmentally friendly way, including low-volatile organic compound materials and materials free from formaldehyde;
- Installation of energy-efficient mechanical systems and solar systems;
- Supplying of electric auto chargers on site;
- Installation of water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals. Plum for recycled water (purple water) and on site gray-water systems;
- Designing buildings to promote the use of natural daylight and increase natural ventilation;
- Installation of occupancy sensor controlling lights in facility hallways, stairwells, offices, restrooms, and amenity areas;
- Installation of shading devices on south and west facing windows to reduce heat transfer from the sun;
- Installation of air conditioning systems free from chlorofluorocarbons (CFCs) and hydrofluorocarbons (HFCs) as part of the refrigerant system;
- Provision of a landscape and development plan for the proposed project that includes:
  - Native and/or drought-tolerant plants;
  - Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
  - Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and
- Provision of interior and exterior storage areas for recyclables and green waste from kitchen uses.

### C. Discretionary Actions

In accordance with Sections 15050 and 15367 of the California Environmental Quality Act (CEQA) Guidelines, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have



jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The ministerial and discretionary actions to be considered by the City as a part of the proposed project include:

- **Use Permit:** Review and approval by the City Planning Commission of a Use Permit (Application UP14-05) for the development of a 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, including landscaping and parking areas.
- **Sign Permit:** Review and approval by the City Planning Commission of a Sign Permit for the proposed project.
- **Demolition Permit:** Review and approval by the City Planning Commission of a Demolition Permit to remove a 5,000 sf existing structure on the project site.
- **Plan Review:** Review and approval of the proposed project's Site and Elevation Plan, Lighting Plan, and Landscape Plan by the City's Board of Architectural Review (Application: BAR14-20).

Other public agencies (Responsible Agencies) whose approval is required for project development include:

- Fort Ord Reuse Authority – Entitlement Consistency Determination
- State of California Department of Social Services – State License for a Residential Care Facility
- Marina Coast Water District – Water and Sewer Connection
- Monterey Regional Water Pollution Control Agency – Wastewater Treatment Permit
- California Regional Water Quality Control Board – National Pollutant Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP) Permits
- Monterey Bay Unified Air Pollution Control District – Potential construction and operation permits

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### III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS

The plans checked below are applicable to the proposed project. Their consistency or nonconsistency with project implementation is described below. Referenced documents are listed in Section VIII, References.

|                            |                                     |                             |                                     |
|----------------------------|-------------------------------------|-----------------------------|-------------------------------------|
| General Plan/Area Plan     | <input checked="" type="checkbox"/> | Air Quality Management Plan | <input checked="" type="checkbox"/> |
| Specific Plan              | <input type="checkbox"/>            | Airport Land Use Plan       | <input type="checkbox"/>            |
| Water Quality Control Plan | <input type="checkbox"/>            | Local Coastal Program-LUP   | <input type="checkbox"/>            |
| Fort Ord Reuse Plan        | <input checked="" type="checkbox"/> |                             |                                     |

#### A. General Plan

The proposed project was reviewed for consistency with the 2004 City of Seaside (City) General Plan (refer to Table III.1). The City's General Plan covers the approximate 8 square miles of land that make up the City area. The General Plan is intended as a comprehensive long-term plan to outline the physical growth and development of the community, and is the City's primary document for regulating land use and development. The General Plan includes eight elements to serve as a blueprint for the future growth of the City. These elements consist of: Land Use, Urban Design, Economic Development, Circulation, Conservation/Open Space, Safety, Noise, and Housing. Each element states its own goals and policies to guide land use and development decisions within the City. For a project to be considered consistent with the General Plan, it must be consistent with all applicable goals and policies found in the separate elements.

The following goals and policies from the 2004 City of Seaside General Plan are applicable to the proposed project:

**Goals:** Land Use: Goals LU-2, LU-4, LU-5, LU-6, and LU-8  
Circulation: Goal C-4  
Safety: Goals S-1 and S-2  
Noise: Goals N-1 and N-3  
Housing: Goals H-1, H-2, and H-3

**Policies:** Land Use: Policies LU-2.4, 4.1, 5.1, 5.3, 6.1, 6.2, and 8.2  
Circulation: Policies C-4.1, C-4.2, and C-4.3  
Safety: Policies S-1.1, S-1.2, S-1.3, and S-2.2  
Noise: Policies N-1.1 and N-3.1  
Housing: Policies H-1.6, H-1.7, H-2.5, H-2.6, H-2.7, and H-3.1

The proposed project was found to be consistent with all applicable goals and policies found in the 2004 City of Seaside General Plan.

**CONSISTENT.**

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><b>Goal LU-2:</b> Revitalize existing commercial area.</p> <p><b>Policy LU-2.4:</b> During redevelopment and revitalization activities, ensure quality architectural and design themes.</p> | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 feet (ft) east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> <p>The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                            | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p><b>Goal LU-4:</b> Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.</p> <p><b>Policy LU-4.1:</b> Require that all new development 1) funds its share of community services and facilities; 2) uses quality design and materials; 3) is compatible with surrounding uses, the site, and available infrastructure.</p> | <p><b>Evidence:</b> The proposed project will complement the existing site and enhance the character of the community as follows:</p> <ol style="list-style-type: none"> <li>1. The proposed project will consist of demolishing an abandoned gas station/convenience store and redeveloping the site with an Assisted Living Facility; a Memory Care Facility; and a Co-Housing Assisted Living Facility. The Assisted Living Facility and the Memory Care Facility are contained in an 111,386 sf building. Of the 111,386 sf building, 81,679 sf will be used by the Assisted Living Facility and 29,707 sf will be used by the Memory Care Facility (refer to Building A-1 for the Assisted Living Facility and Building A-2 for the Memory Care Facility on Figure 1-2). The Co-Housing Assisted Living Facility will be 10,894 sf.</li> </ol> <p>The project will be able to fund its share of infrastructure improvements by re-constructing all required gas, water, and sewer lines to serve the development and pay the required Fort Ord Reuse Agency Fees.</p> <ol style="list-style-type: none"> <li>2. The proposed project is being designed such that the height and setback of the buildings are similar to (e.g., two-story) or greater than (e.g., setbacks varying from approximately 16 to 63 ft) the neighboring residential areas. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. The project would be designed in the traditional California Craftsman architectural style. The architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables, flower boxes, and wood fascia. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, and wood castings and head and sill trim around all windows and doors. The roofs would consist of asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The City Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the proposed project is considered and approved by the Planning Commission and the City Council. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential</li> </ol> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                                                                                                                                                                                                                                                                                                                                                                  | <p>development.</p> <p>The proposed project will water conservation measures to comply with Title 24 of the 2013 California Building Code and a planting and irrigation system in compliance with the State Model Landscape Ordinance.</p> <p>The proposed project would also be designed to conform to Section R2.1 Occupancy, of the most current California Building Code (CBC), which includes building code requirements for residential care facilities for the elderly with more than six non-ambulatory residents.</p> <p>3. The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City's standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan. Furthermore, because the proposed project would include the development of residential housing for seniors, the land use character of the project site would be similar to the surrounding residential uses so the proposed project would not substantially change the character of the views currently experienced by off-site viewers. As mentioned above, the proposed project includes landscaping along the perimeter of the project site and around each of the two buildings to buffer the view of the facilities from passing motorists and off-site viewers.</p> <p>Furthermore, the proposed project will allow for the relocation of existing infrastructure system on-site and will not require any expansion in the capacity of the existing infrastructure system.</p> |
| <p><b>Goal LU-5:</b> Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs.</p> <p><b>Policy LU-5.1:</b> Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without</p> | <p><b>Evidence:</b> Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr.<sup>1</sup> This does not include any reduction that would be obtained through incorporation of the sustainability features listed in Section II.B of this IS/MND. Based on the current and 10-year annual water consumption rates provided by the Marina Coast Water District, there is sufficient water allocation remaining in the 1,012 af/yr Ord Community/City of Seaside water allocation limit to</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                     | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p>negatively impacting the existing community.</p> <p><b>Policy LU-5.3:</b> Actively promote water conservation by City residents and businesses.</p>                                                                                                                                                                       | <p>meet the water supply needs of the proposed project. Therefore, water supply is available to meet the incremental increase in demand from the proposed project. The project would not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water.</p> <p><b>Evidence:</b> Provision of a landscape and development plan for the proposed project that includes:</p> <ul style="list-style-type: none"> <li>• Native and/or drought-tolerant plants;</li> <li>• Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</li> <li>• Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> </ul> <p>Provision of ultra-high efficiency water fixtures within the living units and dining area facilities in accordance with the Marina Coast Water District standards.</p>                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal LU-6:</b> Ensure that sewer services and facilities are provided and maintained to adequately meet the community's current and future need for sewer collection and treatment.</p> <p><b>Policy LU-6.1:</b> Maintain the existing sewer system to provide a high level of service to community neighborhoods.</p> | <p><b>Evidence:</b> Wastewater from the proposed project would be sent, via lines owned and managed by MCWD, to the Monterey Regional Water Pollution Control Agency's (MRWMD) Regional Wastewater Treatment Plant where it would be treated. The existing sewer lines within the vicinity of the project site include one 8-inch gravity-fed sewage line and one 10-inch pressurized line. Buildings would connect directly to the 8-inch gravity-fed sewage line, which would be relocated and upgraded to a 12-inch gravity-fed sewage line as part of the proposed project.</p> <p>The MCWD facilities would receive wastewater generated from the proposed project. The wastewater is ultimately pumped to the Monterey Regional Water Pollution Control Agency (MRWPCA) regional treatment plant for processing, which is located 2 miles north of the City of Marina in northern Monterey County. Any future development on the project site would be serviced by the MRWPCA regional treatment facility. The regional treatment facility is responsible for the disposal of treated wastewater. MRWPCA has provided the Applicant with a will service letter (see Appendix B of this IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments.</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                   | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><b>Policy LU-6.2:</b> Ensure new development and redevelopment projects provide adequate sewage collection infrastructure.</p>                                                                                                                                                                                                          | <p><b>Evidence:</b> The MRWPCA regional treatment facility has been designed to treat typical wastewater flows from different land uses in the region, including within the City. The proposed project would generate wastewater flows typical of residential and commercial uses in the City. Therefore, the proposed project would not produce wastewater atypical of flows received at the MRWPCA regional treatment plant. MRWPCA has provided the Applicant with a will service letter (see Appendix B of IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. In addition, as discussed in Response XVII(b) of the environmental checklist, the proposed project is anticipated to generate approximately 24,000 gallons of wastewater per day, which is a fraction of 0.1 percent of the available daily treatment capacity at MRWPCA. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the MRWPCA regional treatment plant, would be typical of wastewater flows in the City, and would not result in the MRWPCA regional treatment facility exceeding its wastewater treatment requirements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Goal LU-8:</b> Provide a level of flood control and protection that meets the needs of the community.</p> <p><b>Policy LU-8.2:</b> Ensure developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State and federal standards.</p> | <p><b>Evidence:</b> Throughout the project site, drain inlets and a pipe system would be provided to collect the storm water from the driveways and other impervious surfaces, and direct it to the rain gardens, with the exception of the southerly, undeveloped end of the project site. In this location, the existing vegetation would be protected in place and runoff would infiltrate directly into the ground. Pervious pavers would be installed at interior courtyards and in all parking stalls. The new stormwater drainage system would accommodate storm water up to the 100-year storm.</p> <p>Prior to the issuance of a grading permit, the Applicant shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the storm water controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Applicant shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department</p> |



**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|                                                                                                                                                                                                                                                  | for review and approval.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal C-4:</b> Ensure adequate parking is provided on-site</p> <p><b>Policy C-4.1:</b> Require off-street parking in new development and redevelopment projects.</p>                                                                        | <p><b>Evidence:</b> The proposed project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The Assisted Living Facility and Memory Care Facility combined would provide 78 parking spaces for residents, visitors and employees. The Co-Housing Facility would provide 14 parking spaces for residents and visitors. Of the 92 total parking spaces, 8 parking spaces would be ADA-compliant and designated as handicap parking, 6 parking spaces would be designated for low-emitting and fuel-efficient vehicles and provide electric vehicle charging stations, 23 parking spaces would be designated for compact vehicles, and 55 parking spaces would be designated for standard vehicles. An additional 9 spaces would be provided for bicycle parking, and 2 spaces would be provided for motorcycle parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Goal S-1:</b> Reduce the risks to people and property from hazards related to seismic activity, flooding, geologic conditions, and wildfires</p> <p><b>Policy 8-S.1:</b> Reduce the risk of impacts from seismic and geologic hazards.</p> | <p><b>Evidence:</b> The project site is located in a region characterized by moderate to high seismic activity, which could result in damage to the proposed buildings. There are several faults in the vicinity of the project site that are capable of producing strong ground motion. A fault search conducted as part of the <i>Geotechnical Investigation Report</i> identified 24 active faults and potentially active faults mapped within a 62-mile radius of the project site. These 24 faults, their distance from the site, and their estimated mean moment magnitude are listed in Table VI.VI.1. During an earthquake along any of these faults, seismically induced ground shaking at the project site would be expected to occur. The severity of the shaking would be influenced by the distance of the project site to the seismic source, the soil conditions, and the depth to groundwater.</p> <p>According to the <i>Geotechnical Investigation Report</i>, the Rinconada Fault is the closest known fault to the project site and, because of the fault's proximity, has the greatest potential to generate the highest level of ground shaking at the project site. The probabilistic maximum considered earthquake (MCE)<sup>2</sup> for the project site is estimated to result in a peak ground acceleration of 0.56 g.<sup>3</sup> Due to the proximity of the project site to the Rinconada Fault, the Blanco section of the Reliz Fault and the Monterey Bay-Tularcitos Fault and other active faults in the area, it is likely that the project site would be subjected to strong ground shaking from at least one moderate to severe earthquake during the lifespan of the proposed project. Therefore, strong seismic ground shaking generated by seismic activity is considered a potential constraint that may affect the proposed project. All applicable</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                  | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <p><b>Policy S-1.2:</b> Protect the community from flooding hazards.</p> <p><b>Policy S-1.3:</b> Reduce the risk of wildfire hazard in the community.</p>                                                 | <p>guidelines, including compliance with the California Building Code and the City of Seaside Building Code, accepted industry standards, and other regional and local regulations that address seismic hazards, would be incorporated into the project's building plans.</p> <p><b>Evidence:</b> According to the City's General Plan Safety Element (2004), the project site is not located within a 100-year flood zone. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year special flood hazard area. The project site is mapped as Zone X, Other Flood Areas, which is defined as areas of 0.2 percent annual chance floodplain (500-year floodplain), areas of 1 percent annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Map No. 06053C0290G; April 2, 2009).</p> <p><b>Evidence:</b> According to the City's General Plan Safety Element, the project site is located within a Fire Hazard Area. Although located in a Fire Hazard Area, the project site is surrounded by residential development to the east and south and SR-1 to the west and north. During operation, the project site would be developed with structures and landscaping and surrounded by urban development and roadways. In addition, the proposed use of the site would be typical of urban development and would have a low risk of igniting a wildfire. Because of the urban nature of the project site and surrounding development, and the proposed on-site uses, the risk of wildfire during operation would be low.</p> |
| <p><b>Goal 8-2:</b> Protect the community from public safety hazards related to human activities.</p> <p><b>Policy 8-2.2:</b> Minimize the risk to the community associated with hazardous materials.</p> | <p><b>Evidence:</b> Construction of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction would be limited and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, in the unlikely event that a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials used during construction. Construction of the proposed project would result in the disturbance of soils on the project site, which was once a gas station for Fort Ord. The project site previously contained three 1,000 gallon underground storage tanks (USTs) and associated product piping. The USTs and product piping located on site were properly removed in January 1997. Additionally, soil and soil vapor sampling was conducted to confirm soils on site do not contain any significant residual impacts from the gas station operations. Based on soil</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>and soil vapor sampling conducted, there is no evidence of a petroleum hydrocarbon or VOC release resulting from the former gas station operation.</p> <p>Project operation would involve the use of potentially hazardous materials (e.g., cleaning agents, paints, fertilizers, or pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to residents or workers in the vicinity of the project site. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>Goal N-1:</b> Provide consistent and effective noise control through proper and use planning.</p> <p><b>N-3:</b> Minimize non-transportation related noise impacts.</p> <p><b>Policy N-1.1:</b> Ensure new development and reuse/revitalization projects can be made compatible with the noise environment and existing development.</p> <p><b>Policy N-3.1:</b> Reduce the impacts of noise producing land uses, activities, and businesses on noise sensitive land uses.</p> | <p><b>Evidence:</b> The City of Seaside General Plan requires that interior noise levels be maintained at or below 45 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for residential uses.</p> <p>Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods but in general, interior noise levels would be up to 58 to 59 dBA CNEL. The proposed project will be required to install doors and windows with varying Sound Transmission Class (STC) ratings in units subjected to potentially high interior noise levels. The proposed project will also be required to install forced-air mechanical ventilation in all residential units. These requirements will help maintain interior noise levels below the City's 45 dBA CNEL noise threshold.</p> <p><b>Evidence: Traffic-related Noise.</b> The project site is located between State Route 1 (SR-1) and Monterey Road just north of the Monterey Road and Coe Avenue intersection in the City of Seaside. Existing ambient noise was compared to projected ambient noise levels after the project is developed to determine if the project would be compatible with the existing noise environment and existing development. The primary existing noise source in the vicinity of the project site is vehicular traffic along SR-1 and local traffic along Monterey Road. Neighborhood traffic along Coe Avenue also affects the noise environment. Traffic-related noise will not be compatible with outdoor patios in three specific locations within the project site. Therefore, the proposed project includes walls around certain patios within the proposed development to ensure that use of the patios does not expose residents to excessive noise.</p> <p><b>Stationary Noise.</b> The proposed project includes the operation of</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>mechanical ventilation as well as emergency vehicles that may periodically assist residents. Neither the operation of mechanical equipment nor the periodic use of emergency vehicles will generate noise that will impact surrounding sensitive land uses.</p> <p><b>Mechanical Equipment.</b> The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA <math>L_{eq}</math>, and during nighttime hours, existing noise levels range from 56 to 66 dBA <math>L_{eq}</math>. The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA <math>L_{eq}</math> at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA <math>L_{eq}</math>. Any other identified locations for mechanical equipment would be located further than 180 ft from the nearest noise-sensitive receptors.</p> <p><b>Emergency Response.</b> The proposed senior assisted-living facility may, on occasion, require emergency vehicle assistance, which may include the use of a siren. At a distance of approximately 50 ft, sirens could reach levels of 92 to 94 dBA <math>L_{max}</math>. The nearest existing residences would be located approximately 125 ft from the entrance driveway of the project site, which would result in maximum instantaneous noise levels of 88 to 90 dBA <math>L_{max}</math>. While these levels could be considered to be excessive, they would occur within short time spans and would be in response to emergencies. According to Chapter 9.12.040 of the City's Municipal Code, excessive, unnecessary, or unusually loud noise is exempt from the established noise regulations.</p> |
| <p><b>Goal H-1:</b> Maintain a range of housing opportunities to address the existing and projected needs of the community.</p> <p><b>Policy H-1.6:</b> Support the concept of “aging in place” by maintaining a range of housing types that allows people to remain in the community as their housing needs change.</p> <p><b>Policy H-1.7:</b> Ensure new residential developments are adequately served by infrastructure, including water and sewer, park and recreation</p> | <p><b>Evidence:</b> The proposed project will contribute to improved residential options for senior citizens within the City by creating a development that incorporates a range of housing types for seniors, such as assisted living and memory care. The proposed project will provide seniors currently living in the Seaside/Monterey area an opportunity to “age in place” and remain in the area as they begin to require different housing options and a higher level of care.</p> <p><b>Evidence:</b> The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. It is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City, although some of the senior residents would relocate to</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p>areas, libraries, transportation, public safety and other necessary community services.</p>                                                                                                                                         | <p>obtain assisted living care in this location. Furthermore, the proposed project will include utilities and recreation areas on-site. Therefore, the proposed project would not substantially increase the demand on existing public services or the need for new or expanded public services.</p>                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Goal H-2:</b> Maintain and improve existing neighborhoods and housing.</p>                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Policy H-2.6:</b> Through a design review process, ensure new residential developments and revitalization projects are compatible (i.e. scale, size, height, design, and appearance) with surrounding uses:</p>                  | <p><b>Evidence:</b> The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City's standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan and that the design is consistent with the surrounding residential neighborhoods.</p> |
| <p><b>Policy H-2.7:</b> Support public education programs that promote property maintenance.</p>                                                                                                                                       | <p><b>Evidence:</b> The proposed project will include a demonstration garden at the south end of the development which will include drought tolerant species native to the Monterey Peninsula.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Goal H-3:</b> Use public-private partnerships and collaborative efforts to ensure that all segments of the community have access to safe and decent housing that meets their special needs.</p>                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Policy H-3.1:</b> Participate in programs assisting in the production and conservation of adequate, safe, and attractive housing affordable to very-low, low, and moderate income households and other special needs groups.</p> | <p><b>Evidence:</b> The assisted living and memory care facilities will provide housing opportunities for seniors with limited mobility and/or in need of special assistance for daily living functions. This type of housing type is limited within the community. The co-housing facility will provide affordable housing in a dormitory style environment.</p>                                                                                                                                                                                                                                                                                                                                                                 |

<sup>1</sup> Water consumption was calculated based on the Marina Coast Water District's Urban Water Management Plan water demand factors. (144 dwelling units x 0.25 af/yr/dwelling unit) + (0.89 ac landscaping x 2.1 af/yr/ac) + (2,000 sf restaurant x 0.00145 af/yr/sf) = 40.8 af/yr.

<sup>2</sup> A maximum considered earthquake is defined as an earthquake that is expected to occur once in approximately 2,500 years, that is, it has a 2 percent probability of being exceeded in 50 years.

<sup>3</sup> g = acceleration due to gravity 9.8 (m/s<sup>2</sup>)

ac = acres

af/yr = acre-feet per year

City = City of Seaside

ft = foot/feet

IS/MND = Initial Study/Mitigated Negative Declaration

MCWD = Marina Coast Water District

sf = square feet

## B. Air Quality Management Plan

The proposed project was reviewed for consistency with the Monterey Bay Unified Air Pollution Control District's (MBUAPCD) Air Quality Management Plan (AQMP). For a project to be considered consistent with the AQMP the project must not exceed to MBUAPCD significance thresholds or cause a significant impact on air quality. If feasible mitigation measures can be implemented to reduce the project's impact level from significant to less than significant under the California Environmental Quality Act (CEQA), the project is considered to be consistent with the AQMP. Furthermore, since the AQMP is based on projections from local General Plans, projects that are consistent with the local General Plan are considered consistent with the AQMP.

Construction of the proposed project would result in the disturbance (grading and excavation) of approximately 3.25 ac. Since grading would take several weeks, the daily area of disturbance would cover less than 2.2 acres per day and would be below the MBUAPCD threshold of significance. Nevertheless, the proposed project would implement MBUAPCD's standard construction practices (refer to Standard Condition AQ-1 in Section III, Air Quality) to ensure that construction activities would not contribute to substantial short-term air pollution. Implementation of the proposed project would generate 447 daily trips. Long-term operational emissions associated with project-related mobile and stationary sources were calculated with the CalEEMod model (refer to Table VI.III.2 in Section III, Air Quality). Based on the results of the CalEEMod model, project emissions (both stationary sources and vehicular sources) would not exceed the MBUAPCD daily emissions thresholds. Therefore, the construction and operation of the proposed project would not result in a significant air quality impact. In addition, the proposed project is considered to be consistent with the City's General Plan and is, therefore, consistent with the AQMP.

**CONSISTENT.**

## C. Fort Ord Base Reuse Plan

The project site is located within the jurisdiction of the Fort Ord Base Reuse Plan (BRP). The BRP was created by the Fort Ord Reuse Authority who is responsible for overseeing the redevelopment of the former Fort Ord Army Base. The base was closed in 1994 and the BRP was adopted in 1997 to oversee the redevelopment of the site from military uses to primarily civilian uses and was then reassessed in 2012. The BRP lays out objectives and policies that are intended to guide developers

who wish to build within the boundaries of the former base. These objectives and policies are also intended to guide the decision making of the local municipal governments as they create policies and other land use plans. In order for a project to be considered consistent with the BRP it must be consistent with all applicable objectives and policies that are found in the BRP. The proposed project was reviewed for consistency with the BRP (refer to Table III.2). The following objectives and policies from the BRP are applicable to the proposed project:

**Objectives:** Land Use Element: Residential Land Use Objectives B and C  
Land Use Element: Institutional Land Use Objective D  
Conservation Element: Soils and Geology Objective A  
Conservation Element: Hydrology and Water Quality Objective C  
Noise Element: Objective A  
Safety Element: Seismic and Geologic Hazards Objective A  
Safety Element: Fire, Flood and Emergency Management Objective A  
Safety Element: Hazardous and Toxic Materials Safety Objective A

**Policies:** Land Use Element: Residential Land Use Policies B-1 and C-1  
Land Use Element: Institutional Land Use Policy D-2  
Conservation Element: Soils and Geology Policy A-2  
Conservation Element: Hydrology and Water Quality Policy C-2  
Noise Element: Policies B-8 and B-9  
Safety Element: Seismic and Geologic Hazards Policy A-2  
Safety Element: Fire, Flood and Emergency Management Policy A-2  
Safety Element: Hazardous and Toxic Materials Safety Policy A-1

The proposed project was found to be consistent with the above applicable objectives and policies in the BRP, and therefore, is considered consistent with the BRP.

**CONSISTENT.**



**Table III.2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Residential Objective B:</b> Ensure compatibility between residential development and surrounding land Uses.</p> <p><b>Residential Land Use Policy B-1:</b> Residential Land Use Policy B-1: The City of Seaside shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.</p> | <p><b>Evidence:</b> The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> |
| <p><b>Residential Objective C:</b> Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.</p> <p><b>Residential Land Use Policy C-1:</b> The City of Seaside shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.</p>                                                 | <p><b>Evidence:</b> The proposed project will provide Senior Housing, which is identified as an underserved housing type within the City of Seaside. By providing an underserved housing type to help maintain a variety of housing types in the City commensurate with projected housing needs, the proposed project would be consistent with the Seaside General Plan.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Institutional Land Use Objective D:</b> Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.</p> <p><b>Institutional Land Use Policy D-2:</b> The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.</p>                                                                            | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



**Table III.2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> |
| <p><b>Conservation Element: Soils and Geology</b><br/> <b>Objective A:</b> Prevent the loss and transport of soil resulting from wind and water erosion and promote construction practices that recognize soils with development limitations.</p> <p><b>Conservation Element Soils and Geology Policy A-2:</b> The City shall require developers to prepare and implement erosion control and landscape plans for projects that involve high erosion risk. Each plan shall be prepared by a registered civil engineer or certified professional in the field of erosion and sediment control and shall be Fort Ord subject to the approval of the public works director for the City of Seaside. The erosion component of the plan must at least meet the requirements of Storm Water Pollution Prevention Plans (SWPPPs) required by the California</p> | <p><b>Evidence:</b> During construction of the proposed project, the total disturbed soil area would be approximately 5.47 acres. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. Because the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**Table III.2: Fort Ord Base Reuse Plan Consistency**

| <b>FORA Objective/Policy</b>                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Evidence</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| State Water Resources Control Board.                                                                                                                                                                                                                                                                                                                                                                                                                | proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.                                                                                                                                                                                                                                                                                                                               |
| <p><b>Conservation Element: Hydrology and Water Objective C:</b> Control nonpoint and point water pollution sources to protect the adopted beneficial uses of water.</p> <p><b>Hydrology and Water Quality Policy C-2:</b> At the project approval stage, the City shall require new development to demonstrate that all measures will be taken to ensure that on-site drainage systems are designed to capture and filter out urban pollution.</p> | <p><b>Evidence:</b> The project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres to approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site). Pollutants of concern associated with project operations include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris.</p> <p>A <i>Preliminary Stormwater Control Plan</i> has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. The LID BMPs proposed in the <i>Preliminary Stormwater Control Plan</i> include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping</p> |

**Table III.2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project. As a Condition of Approval, the Developer will be required to prepare a Final Stormwater Control Plan that includes LID BMPs to ensure that on-site drainage systems are designed to capture and filter out urban pollution.                                        |
| <p><b>Noise Element Objective A:</b> Ensure that application of land use compatibility criteria for noise and enforcement of noise regulations are consistent throughout the Fort Ord Planning area.</p> <p><b>Noise Policy B-8:</b> If the ambient DNL exceeds the normally acceptable noise range for public or institutional uses (passively and actively used open spaces; auditoriums, concert halls, and amphitheaters; schools, libraries, churches, hospitals and nursing homes; golf courses, riding stables, water recreation areas, and cemeteries), as identified in Table 4.5-3, new development shall not increase ambient Ldn by more than 3 dBA measured at the property line.</p> <p><b>Noise Policy B-9:</b> The City shall require construction contractors to employ noise-reducing construction practices.</p> | <p><b>Evidence:</b> Neither the long-time traffic nor stationary noise sources would cause an increase in ambient noise levels of more than 3 A-weighted decibels (dBA) within the project vicinity as measured at the property line.</p> <p><b>Evidence:</b> As a Condition of Approval, the Construction Contractor will be required to prepare a construction noise plan that includes implementation of Best Management Noise Reduction Practices.</p>                          |
| <p><b>Safety Element: Seismic and Geologic Hazards Objective A.</b></p> <p><b>Seismic and Geologic Hazards Policy A-2:</b> The City shall use the development review process to ensure that potential seismic or geologic hazards are evaluated and mitigated prior to construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Evidence:</b> A <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014) was prepared for the proposed project. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code and the recommendations of the project geotechnical consultant as summarized in the final written Geotechnical Report.</p> |
| <p><b>Safety Element: Fire, Flood and Emergency Management Objective A.</b></p> <p><b>Fire, Flood, and Emergency Management Policy A-2:</b> The City shall provide fire suppression water system guidelines and implementation plans for</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p><b>Evidence:</b> Fire protection services for the project site are provided by the Seaside Fire Department. The City operates one fire station located at 1635 Broadway</p>                                                                                                                                                                                                                                                                                                      |

**Table III.2: Fort Ord Base Reuse Plan Consistency**

| <b>FORA Objective/Policy</b>                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Evidence</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| existing and acquired former Fort Ord lands equal to those recommended in the Fort Ord Infrastructure Study (FORIS Section Table 4.1.8) for fire protection water volumes, system distribution upgrades, and emergency water storage.                                                                                                                                                                                            | Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication). The project site will contain sufficient water service and water pressure to service the site for fire suppression purposes. |
| <p><b>Safety Element: Hazardous Materials and Toxic Materials Safety Objective A:</b> Ensure the timely and complete compliance by the U. S. Army with the Remedial Investigation/Feasibility Study and associated remedial action ROD as part of the land transfer process.</p> <p><b>Hazardous and Toxic Materials Safety Policy A-1:</b> The City shall monitor and report to the public all progress made on the RA-ROD.</p> | <p><b>Evidence:</b> A Hazardous Phase I environmental site assessment and a confirmation sampling report for the project was completed. Neither identified any hazardous wastes at the project site. Based on the results, there is no evidence that there are any hazardous materials remaining from the former gas station. Therefore, no remediation is necessary.</p>                                                                                                                                      |

City = City of Seaside  
ft = foot/feet  
ROD = Record of Decision  
sf = square feet

#### IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

##### A. Factors

The environmental factors checked below would be potentially affected by the proposed project, as discussed on the following pages.

|                                                              |                                                                     |                                                                        |
|--------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources         | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Cultural Resources              | <input checked="" type="checkbox"/> Geology and Soils                  |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality        |
| <input checked="" type="checkbox"/> Land Use and Planning    | <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Noise                              |
| <input checked="" type="checkbox"/> Population and Housing   | <input checked="" type="checkbox"/> Public Services                 | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input checked="" type="checkbox"/> Utilities and Service Systems   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Some proposed applications that are not exempt from California Environmental Quality Act (CEQA) review may have little or no potential for adverse environmental impacts related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a not sensitive environment, and are easily identifiable, and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following findings can be made using the project description, environmental setting, or other information as supporting evidence.

|                          |                                               |
|--------------------------|-----------------------------------------------|
| <input type="checkbox"/> | Check here if this finding is not applicable. |
|--------------------------|-----------------------------------------------|

**Finding:** For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation, or maintenance of the proposed project, and no further discussion in the Environmental Checklist is necessary.

##### Evidence:

- Agriculture and Forestry Resources:** There are no agricultural or forestry resources in the proposed project area. Therefore, implementation of the proposed project would not (1) convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance to a non-agricultural use; (2) conflict with existing zoning for agricultural use or a Williamson Act contract; (3) conflict with existing zoning for forest land, timberland or timberland production; (4) result in the loss of forest land or conversion of forest land to a non-forest use; or (5) involve other changes to the existing environment which, due to their location or nature, could result in conversion of Farmland or forestland to non-agricultural or non-forest uses, respectively.
- Mineral Resources:** No mineral resources have been identified in the proposed project area. Therefore, implementation of the proposed project would not result in the loss of availability of any known mineral resources.

## B. Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been evaluated by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be evaluated.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier DEIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier DEIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## V. EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers, except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, a DEIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program DEIR or other CEQA process, an effect has been adequately analyzed in an earlier DEIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Evaluated. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were evaluated by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

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**VI. ENVIRONMENTAL CHECKLIST**

| SECTION I: AESTHETICS                                                                                                                                    | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                       |                                |                                                    |                                     |                                     |
| a) Have a substantial adverse effect on a scenic vista?                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Discussion/Conclusion/Mitigation:**

**I(a). Have a substantial adverse effect on a scenic vista?** A scenic vista is considered as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access.

The City of Seaside (City) and adjacent cities are defined by their proximity to Monterey Bay, which is a notable and visible landmark in the geographic region. The western boundary of the City runs parallel to Monterey Bay and is between 0.0 and 0.75 mile inland from Monterey Bay. The project site is located approximately 0.25 mile inland from Monterey Bay, which can be seen from various locations within the City. However, because the topography of the project site is relatively flat and the western boundary of the project site is bordered by mature Cypress trees, Monterey Bay is not visible from the project site. There are no other scenic vistas that are visible from the project site and the project site is not visible from any scenic vistas. Therefore, implementation of the proposed project would have a less than significant impact on scenic vistas, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**I(b). Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?** The California Department of Transportation (Caltrans) Landscape Architecture Program administers the Scenic Highway Program, contained in Streets and Highways Code Sections 260–263. State highways are classified as either Officially Listed or Eligible. There are no State Scenic Highways designated under the Scenic Highway Act located in the project vicinity.<sup>1</sup> In addition, according to the City’s General Plan, there are no designated scenic corridors within the City limits. There are no historic buildings or rock outcroppings located on the project site or in the surrounding vicinity. Furthermore, construction of the proposed project would not result in the removal or damage of scenic resources. Therefore, implementation of the proposed project would not damage scenic resources within a State or locally designated scenic roadway, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**I(c). Substantially degrade the existing visual character or quality of the site and its surroundings?** The project site is bounded by California State Route 1 (SR-1) to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. In the existing condition, the 5.47-acre project site is partially developed with a 5,000 square feet (sf) vacant structure that was formerly owned by the United States (U.S.) Army as a convenience store and gas station. The majority of the project site is currently undeveloped with the exception of the 5,000 sf structure, existing parking, the asphalt parking area, and the existing parking lot lights. In the existing condition, local access to the project site is provided by Monterey Road. There are three bluegum eucalyptus (*Eucalyptus globulus*) and 94 Monterey cypress (*Cupressus macrocarpa*) on the project site. Ice plant (*Carpobrotus edulis*) is the predominant groundcover on the project site.

Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three related senior living uses on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Assisted Living Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for assisted living services. The two buildings would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and Craftsman shingle-sided

<sup>1</sup> California Scenic Highway Mapping System. Monterey County. Website: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm) (accessed October 1, 2015).

buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 31,932 sf of landscaping around each of the three facilities, around the perimeter of the associated parking areas, and within the courtyards and gardens.

The project site is surrounded on three sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.

In addition, as part of the City's standard review process for development projects, the City of Seaside Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan. Furthermore, because the proposed project would include the development of residential housing for seniors, the land use character of the project site would be similar to the surrounding residential uses so the proposed project would not substantially change the character of the views currently experienced by off-site viewers. As mentioned above, the proposed project includes landscaping along the perimeter of the project site and around each of the three facilities to buffer the view of the facilities from passing motorists and off-site viewers. Therefore, with consideration of the architectural design, surrounding residential housing, and proposed landscaping, implementation of the proposed project would have a less than significant impact on the existing visual character and quality of the site and its surroundings, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**I(d). Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?** Spill-over light occurs when lighting standards are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. Glare is a result of improperly aimed or blocked lighting sources that are visible

against a dark background such as the night sky. Glare generally does not result in illumination of off-site locations but does result in a visible source of light viewable from a distance.

Currently, the project site does not contain lighting in or around the vacant 5,000 sf structure. The proposed project would introduce new lighting sources on the project site to service the three facilities, and the new lighting could affect nighttime views in the area. The proposed project's outdoor lighting plan includes the following components: 15 traditional California Craftsman-style double-head lights located in the parking and driveway areas (approximately 7 ft high) and 29 single-head lights at the building entrances, along the building sides, and in the courtyard areas, Co-Housing area, and the trash and recycling enclosure area, for a total of 44 outdoor lights.

The proposed lighting would be in conformance with City Outdoor Illumination Standards (City Municipal Code 17.30.070) and would be illuminated from sunset to sunrise (generally 6:00 p.m. to 6:00 a.m., depending on the time of year). Project lighting would be designed to be contained within the project site, and spill light and glare would be reduced by design features (e.g., light shielding). In accordance with the City Outdoor Illumination Standards, no lighting source would produce an illumination level greater than 1 foot-candle on any property within a residential zone except on the site of the light source. In addition, the exterior lights would be surface-mounted and directed away or screened from adjacent residential uses. Furthermore, all interior project lighting would be contained within the insides of the buildings.

To reduce potential impacts associated with project lighting, a Final Lighting Plan would need to be prepared for the proposed project and approved by the City BAR. The proposed project's Final Lighting Plan would include design components such as downward directional lumens, containment to only those areas needed for illumination on and off-site, and unobtrusive lighting design to reduce potentially significant impacts on nighttime views and nighttime light and glare impacts. With implementation of Mitigation Measure AES-1 requiring the preparation and approval of a Final Lighting Plan, potential project-related impacts associated with light and glare would be reduced to less than significant levels.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure AES-1: Lighting Plan.** Prior to issuance of a grading permit, a Final Lighting Plan shall be prepared for the proposed project and be submitted for review and approval to the City of Seaside (City) Board of Architectural Review. The Final Lighting Plan shall be prepared by a qualified engineer and shall comply with the requirements of the California Energy Code set forth in the California Code of Regulations (CCR), Title 24, Part 6 and the City's Municipal Code. The Final Lighting Plan shall include the following components to minimize adverse visual effects during nighttime hours:

- Lighting fixtures shall be focused downward within the project site boundaries to avoid light spill upward to the night sky or out on adjacent properties.
- The Final Lighting Plan shall be reviewed by the City's Police Department for consistency with security and safety requirements.
- All proposed interior project lighting shall have a maximum candela value such that the light falls within the buildings.
- The Final Lighting Plan shall also include a photometric survey. The photometric survey shall demonstrate that no direct rays shine onto public streets or adjacent sites and that no on-site lighting source produces an illumination level greater than 1 foot-candle on any property within a residential zone except on the site of the source.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION II: AGRICULTURE AND FORESTRY RESOURCES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| In determining whether impact to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: |                                |                                                    |                              |                                     |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

#### Discussion/Conclusion/Mitigation:

Refer to Section IV, Environmental Factors Potentially Affected and Determination. The proposed project would have no impact on agricultural and forestry resources, and no mitigation is required.

| SECTION III: AIR QUALITY                                                                                                                                                                                                                                                                    | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:                                                                               |                                |                                                    |                                     |                                     |
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?                                                                                                                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Discussion/Conclusion/Mitigation:**

The discussion and analysis provided in this section is based on the *Air Quality Analysis* (LSA, Associates, Inc. [LSA] September 2015) and the *Health Risk Assessment* (LSA, September 2015) (refer to Appendix A).

**III(a). Conflict with or obstruct implementation of the applicable air quality plan?** The project site is located in the City of Seaside within Monterey County, in the southern portion of the North Central Coast Air Basin (Basin). The Basin encompasses Santa Cruz, San Benito, and Monterey Counties. Air quality within this part of the Basin is under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a city, county, or region classified as a non-attainment area. The Basin is in non-attainment for the State standards for ozone (O<sub>3</sub>) and particulate matter less than 10 microns in diameter (PM<sub>10</sub>). The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. Consistency with MBUAPCD's most current AQMP (adopted in 2008) (2008 AQMP) means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve federal and State air quality standards. Specific criteria for determining whether the potential air quality impacts of a proposed project are significant are set forth in the MBUAPCD's *CEQA Air Quality Guidelines*.

The California Environmental Quality Act (CEQA) requires that certain projects be analyzed for consistency with the AQMP. For a project to be consistent with the AQMP adopted by the MBUAPCD, the pollutants emitted from the project should not exceed the MBUAPCD daily



threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. As discussed in Responses III (b), (c), and (d), below, the proposed project's emissions would be below the emissions thresholds established in the MBUAPCD's *CEQA Air Quality Guidelines*. In addition, the proposed project is consistent with the City's General Plan and is, therefore, consistent with the projections therein. Therefore, the proposed project would not conflict with the AQMP and would not result in any impacts related to implementation of the AQMP, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

### **III(b). Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Short-Term (Construction) Emissions.** Emissions of pollutants would occur during construction of the proposed project from soil disturbance and equipment exhaust. Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. Construction emission thresholds published by the MBUAPCD are identified below.

The *CEQA Air Quality Guidelines* published by the MBUAPCD note that construction activities (grading, excavation, and on-site vehicular traffic) would have a significant effect on local air quality if they emit greater than 82 pounds of PM<sub>10</sub> near sensitive receptors. MBUAPCD has determined that when minimal earthmoving (grading) takes place, disturbance of greater than 8 acres can exceed the 82-pound-per-day threshold. A construction site with earthmoving activity would have potentially significant PM<sub>10</sub> impacts when active construction covers 2.2 acres or more per day.

Construction of projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors, and front-end loaders, which temporarily emit precursors of O<sub>3</sub> (i.e., reactive organic gases (ROG) or nitrogen oxides [NO<sub>x</sub>]), are accommodated in the emissions inventories of State and federally required air plans and would not have a significant impact on the attainment and maintenance of O<sub>3</sub> Ambient Air Quality Standards (AAQS).

Construction projects that may cause or substantially contribute to the violation of other State or national AAQS or that could emit toxic air contaminants could result in temporary significant impacts.

The total area of disturbance (grading and excavation) for construction of the entire proposed project is anticipated to be approximately 3.25 acres. Per the MBUAPCD threshold, the proposed project is prohibited from disturbing more than 2.2 acres per day during construction. Since grading would take



several weeks, the daily area of disturbance would cover less than 2.2 acres per day and, therefore, would be below the MBUAPCD threshold of significance. In addition, MBUAPCD standard construction practices would be implemented (refer to Standard Conditions AQ-1 and AQ-2, below) as part of the proposed project to ensure that construction activities would not disturb more than 2.2 acres per day or contribute to substantial short-term air pollution. Therefore, with the implementation of Standard Conditions AQ-1 and AQ-2, air quality impacts associated with the proposed project during construction would be less than significant, and no mitigation is required.

**Long-Term (Operational) Emissions.** Long-term air pollutant emission impacts are associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that substantially increase emissions. Stationary source emissions include emissions associated with electricity consumption and natural gas usage. Mobile source emissions would result from vehicle trips associated with the proposed project.

The daily operational emissions “significance” thresholds for criteria pollutants with regional effects established by the MBUAPCD are identified below in Table VI.III.1.

**Table VI.III.1: Thresholds of Significance for Criteria Pollutants of Concern: Operational Impacts<sup>1</sup>**

| Pollutant                          | Threshold(s) of Significance                                                                                                                                                                                                                                                                                             |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ROGs                               | 137 lbs/day (direct + indirect)                                                                                                                                                                                                                                                                                          |
| NO <sub>x</sub> as NO <sub>2</sub> | 137 lbs/day (direct + indirect)                                                                                                                                                                                                                                                                                          |
| PM <sub>10</sub>                   | 82 lbs/day (on site) <sup>2</sup>                                                                                                                                                                                                                                                                                        |
|                                    | AAQS exceeded along unpaved roads (off site)                                                                                                                                                                                                                                                                             |
| CO                                 | LOS at intersection/road segment degrades from D or better to E or F; v/c ratio at intersection/road segment at LOS E or F increases by 0.05 or more; delay at intersection at LOS E or F increases by 10 seconds or more; <u>or</u> reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more |
|                                    | 550 lbs/day (direct) <sup>3</sup>                                                                                                                                                                                                                                                                                        |
| SO <sub>x</sub> as SO <sub>2</sub> | 150 lbs/day (direct)                                                                                                                                                                                                                                                                                                     |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

<sup>1</sup> Projects that emit other criteria pollutant emissions would have a significant impact if emissions would cause or substantially contribute to the violation of State or national AAQS. Criteria pollutant emissions could also have a significant impact if they would alter air movement, moisture, temperature, or climate or create objectionable odors in substantial concentrations. When estimating proposed project emissions, local or proposed project-specific conditions should be considered.

<sup>2</sup> MBUAPCD-approved dispersion modeling can be used to refute (or validate) a determination of significance if modeling shows that emissions would not cause or substantially contribute to an exceedance of State and national AAQS.

<sup>3</sup> Modeling should be undertaken to determine whether the proposed project would cause or substantially contribute (550 lbs/day) to the exceedance of CO AAQS. If not, the proposed project would not have a significant impact.

AAQS = ambient air quality standards

CO = carbon monoxide

lbs/day = pounds per day

LOS = level of service

MBUAPCD = Monterey Bay Unified Air Pollution Control District

NO<sub>2</sub> = nitrogen dioxide

NO<sub>x</sub> = nitrogen oxides

PM<sub>10</sub> = particulate matter less than 10 microns in diameter

ROG = reactive organic gases

SO<sub>2</sub> = sulfur dioxide

SO<sub>x</sub> = sulfuric oxides

v/c = volume-to-capacity

Projects in the Basin with operations-related emissions that exceed any of the emission thresholds are considered potentially significant by the MBUAPCD. Implementation of the proposed project would generate 447 daily trips. Long-term operational emissions associated with project-related mobile and stationary sources were calculated with the CalEEMod model, and are shown in Table VI.III.2, below.

**Table VI.III.2: Project Operational Emissions**

| Source                          | Pollutants (lbs/day) |            |                 |                 |                  |                   |
|---------------------------------|----------------------|------------|-----------------|-----------------|------------------|-------------------|
|                                 | CO                   | ROCs       | NO <sub>x</sub> | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Stationary Source Emissions     | 3.5                  | 0.25       | 7.0             | 0.0015          | 0.052            | 0.052             |
| Mobile Source Emissions         | 2.1                  | 5.5        | 26              | 0.043           | 2.8              | 0.79              |
| <b>Total Emissions</b>          | <b>5.6</b>           | <b>5.8</b> | <b>33</b>       | <b>0.045</b>    | <b>2.9</b>       | <b>0.84</b>       |
| <b>MBUAPCD Threshold</b>        | <b>550</b>           | <b>137</b> | <b>137</b>      | <b>150</b>      | <b>82</b>        | <b>N/A</b>        |
| Exceed MBUAPCD Threshold?       | No                   | No         | No              | No              | No               | N/A               |
| Significant Air Quality Impact? | No                   | No         | No              | No              | No               | N/A               |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

CO = carbon monoxide

lbs/day = pounds per day

MBUAPCD = Monterey Bay Unified Air Pollution  
Control District

N/A = Not Applicable

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter

PM<sub>10</sub> = particulate matter less than 10 microns in diameter

ROCs = reactive organic compounds

SO<sub>x</sub> = sulfur oxide

As shown in Table VI.III.2, project emissions (both stationary source and vehicular source) would not exceed the MBUAPCD daily emissions thresholds. Therefore, the long-term air quality impacts of the proposed project are less than significant, and no mitigation measure is required.

**CO Hot-Spot Analysis.** Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is carbon monoxide (CO), a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (residents, school children, the elderly, and hospital patients, etc.). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service (LOS E or F) or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended, to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Salinas Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.8 parts per million (ppm) (State standard is 20 ppm) and a highest 8-hour concentration of 1.4 ppm (State standard is 9 ppm) during the past 3 years (see Table E in the *Air Quality Analysis* in Appendix A). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

The proposed project would generate net increases of 29 trips in the a.m. peak hour and 47 trips in the p.m. peak hour. All intersections analyzed in the project traffic study (Hatch Mott MacDonald, October 8, 2015) were found to operate at LOS A and B (other than the SR-1 ramps). LOS A and B represent acceptable levels of traffic flow and vehicle delay. Intersections functioning at LOS E or F are the most conducive to the formation of CO hotspots. "Projects that are likely to worsen air quality at signalized intersections having a level of service E, or F, represent a potential for a CO violation and need further analysis" (Caltrans 1977).

Given the relatively low level of CO concentrations in the project area, and no traffic impacts at any intersections, project-related vehicles are not expected to contribute significantly to an increase in CO concentrations such that the CO concentrations would exceed the State or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations.

In summary, operation of the proposed project would not violate any air quality standards or contribute to an existing or projected air quality violation. Therefore, operation of the proposed project would result in a less than significant impact, and no mitigation is required.

#### **Standard Conditions:**

**Standard Condition AQ-1: Dust Control Measures.** The City of Seaside (City) Engineer shall ensure, per the Monterey Bay Unified Air Pollution Control District *CEQA Air Quality Guidelines* that the following dust mitigation measures shall be implemented by the Construction Contractor during construction of the proposed project:

- The Construction Contractor shall water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- The Construction Contractor shall apply chemical soil stabilizers on inactive construction areas (disturbed lands within the proposed project's construction footprint that are unused for at least four consecutive days).
- The Construction Contractor shall apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and shall hydroseed the area.
- The Construction Contractor shall cover all trucks hauling dirt, sand, or loose materials to and from the project site.
- The Construction Contractor shall plant vegetative ground cover in disturbed areas as soon as possible.
- The Construction Contractor shall cover inactive storage piles.
- The Construction Contractor shall sweep streets if visible soil material is carried out from the construction site.

- The Construction Contractor shall limit the area under construction at any one time and limit grading to 2.2 acres per day.

**Standard Condition AQ-2: Air Pollution Reduction Measures.** The City Resource Management Services shall ensure, prior to final site plan approval, that the proposed project site plans include the following written specifications to reduce air pollutants generated by vehicle and equipment exhaust during construction:

- The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment shall be tuned and maintained in accordance with the manufacturers' specifications.
- The Construction Contractor shall ensure that construction grading plans include a statement that work crews shall shut off equipment when not in use.
- The Construction Contractor shall time the construction activities so as not to interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.
- The Construction Contractor shall support and encourage ridesharing and transit incentives for the construction crew.
- California Air Resources Board-approved on-road diesel fuel shall be used in all diesel construction equipment when available.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**III(c). Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?** As discussed in Response III(b), above, no exceedance of MBUAPCD criteria pollutant emission thresholds would be anticipated for the proposed project. The projected emissions of criteria pollutants as a result of the proposed project are expected to be below the emissions thresholds established for the region. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, implementation of the proposed project would result in a less

than significant impact associated with creating a cumulatively considerable net increase of the criteria pollutants that are in non-attainment status in the Basin, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

### III(d). Expose sensitive receptors to substantial pollutant concentrations?

**Short-Term (Construction).** Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates as well as to a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). These sensitive receptors are not expected to experience a substantial increase in pollutant concentrations during construction of the proposed project due to the small daily area of soil disturbance (less than 2.2 acres). In addition, MBUAPCD standard construction practices would be implemented as part of the proposed project to further reduce or eliminate emissions.

Therefore, with the implementation of Standard Condition AQ-1, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during construction, potential short-term impacts are considered less than significant, and no mitigation is required.

**Long-Term (Operational).** Operation of the proposed project would not result in higher concentrations of criteria pollutants that would create or worsen an existing air quality violation. Short-term emissions are of concern for analyzing acute health impacts. The acute inhalation, carcinogenic, and chronic inhalation health risks from all nearby pollutant sources to the future residents of the proposed project are shown in Table VI.III.3, below.

**Table VI.III.3: Health Risk Levels for Residents of the Proposed Project**

| Location                              | Maximum Cancer Risk (risk per million) | Maximum Non-cancer Chronic Risk (Hazard Index) | Maximum Non-cancer Acute Risk (Hazard Index) |
|---------------------------------------|----------------------------------------|------------------------------------------------|----------------------------------------------|
| 30-year resident exposure             | 1.9                                    | 0.0081                                         | 0.032                                        |
| 25-year worker exposure               | 0.91                                   |                                                |                                              |
| <b>MBUAPCD Significance Threshold</b> | <b>10</b>                              | <b>1.0</b>                                     | <b>1.0</b>                                   |
| <b>Significant?</b>                   | <b>No</b>                              | <b>No</b>                                      | <b>No</b>                                    |

Source: LSA Associates, Inc. *Health Risk Assessment* (September 2015).  
MBUAPCD = Monterey Bay Unified Air Pollution Control District

As shown in Table VI.III.3, the acute hazard index (HI) for both residents and workers would be 0.032, which is less than the MBUAPCD threshold of 1.0. In addition both maximum cancer risk and chronic HI would be below the established MBUAPCD thresholds.

Therefore, operation of the proposed project would result in a less than significant impact associated with exposing sensitive receptors to substantial pollutant concentrations, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Conditions AQ-1 and AQ-2 in Response III(b), above. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**III(e). Create objectionable odors affecting a substantial number of people?** During construction of the proposed project, some objectionable odors may be present due to diesel-powered construction equipment. However, these odors would be temporary, limited to the construction period (i.e., 18 months), and are not anticipated to be substantial due to the intermittent use of construction equipment. In addition, the proposed uses would follow good waste management procedures and are not anticipated to emit any objectionable odors that would cause a public nuisance. Therefore, implementation of the proposed project would result in a less than significant impact associated with creating objectionable odors affecting a substantial number of people, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION IV: BIOLOGICAL RESOURCES                                                                                                                                                                                                                                                                                     | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                   |                                |                                                    |                                     |                                     |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                                                                   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                                  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Biotic Resources Assessment* (Thompson Wildland Management, October 2015) and the *Arborist Report* (Thompson Wildland Management, October 2015) (refer to Appendix A).



**IV(a). Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?** The project site consists of a 5,000 sf vacant structure, asphalt parking area, existing parking lot lights, and undeveloped land. There are three bluegum eucalyptus and 94 Monterey cypress on the project site. Ice plant is the predominant groundcover. The land uses surrounding the project site are primarily residential.

The California Natural Diversity Data Base (CNDDDB) was reviewed for special-status plant and wildlife species that are known or have the potential of occurring on the project site. In addition, field surveys in the fall of 2014 and a field survey in the spring of 2015 were conducted to map and describe existing habitats, prepare a floristic list, and survey the project site for the presence of special-status plants and wildlife species.

Based on review of the CNDDDB, 47 special-status plant and wildlife species have the potential to occur on the project site. Of the 47 special-status species identified as having the potential to occur on the project site, only one special-status plant species, Michael's rein orchid (*Piperia michaelii*), was observed in the southeast portion of the project site during the field survey conducted during the spring of 2015. This small patch consisted of less than a dozen plants. This species has a California Native Plant Society (CNPS) rare plant rank of 4.2 (i.e., this species is fairly uncommon and of limited distribution but does not have a State or federal protection status). Though CNPS monitors the status of this species, there is currently no protection or preservation requirements for Michael's rein orchid. No other suitable habitat or special-status species were found to be present on the project site during the 2014 and 2015 field surveys.

The project site has an extremely low likelihood to support California tiger salamander (*Ambystoma californiense*; CTS) or California red-legged frog (*Rana draytonii*; CRLF). Both are listed as threatened species under the Federal Endangered Species Act (FESA) and are California Species of Special Concern (SSC); CTS is also listed as a threatened species under the California Endangered Species Act (CESA). Although the project site is within the historic range of CTS and CRLF, the project site contains no aquatic habitat (for breeding) and would not be considered suitable upland habitat due to the ruderal conditions present on the site, being situated between two major roadways (SR-1 and Monterey Road), and the lack of connectivity to suitable habitat for CTS or CRLF. The closest known records of CTS and CRLF to the project site are from approximately 3 miles to the east and 5 miles to the south, respectively. The maximum reported movement distance from upland burrows to breeding ponds is approximately 1.3 miles (CDFG 2010). Additionally, dispersal from one of these recorded locations to the project site would require traversing vast tracts of developed areas (e.g., housing developments and heavily-traveled roads). Given that neither suitable breeding nor upland habitat occurs within or adjacent to the project site, the recorded locations for CTS and CRLF are greater than the documented movement distances from the project site, and because the project site is isolated by development from occupied or suitable habitat, CTS and CRLF are not expected to occur within the project site. Therefore, no impacts to CTS or CRLF are anticipated as a result of this project.

The project site is not located within designated critical habitat for any special-status species. Due to the lack of suitable habitat and based on the results of the field surveys, implementation of the proposed project would not have a substantial adverse effect on any candidate, sensitive, or special-



status species, as defined by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Therefore, any potential impacts to sensitive or special-status species resulting from implementation of the proposed project would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(b). Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?** The project site is dominated by non-native ruderal species and does not contain any riparian habitat or sensitive natural communities identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS. No impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from project implementation, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IV(c). Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?** The project site is dominated by non-native ruderal species, and no natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act occur on site. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur from implementation of the proposed project. The proposed project would not result in any impacts to wetlands, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IV(d). Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?** The project site is bounded by SR-1 to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to

the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. The project site is dominated by non-native ruderal species. Because the project site is surrounded by residential development and a freeway, the project site does not function as a wildlife movement corridor.

There are a total of 97 mature (6-inch or larger diameter at breast height [DBH]) trees on the project site (94 Monterey cypress and 3 bluegum eucalyptus). Implementation of the proposed project would remove 44 trees, of which 42 trees would be replaced. The existing grove of Monterey cypress trees may provide suitable habitat for migratory birds and raptors such as Ferruginous hawk (*Buteo regalis*) and Northern harrier (*Circus cyaneus*), which are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. In addition, on-site trees may provide roosting habitat for bats. If construction of the proposed project occurs during the nesting bird season or bat maternity season, construction activities could result in impacts to nesting birds and roosting bats. Impacts to birds and bats could also occur from the removal of trees on the project site, which could result in loss of nesting and/or roosting habitat. In addition, indirect impacts may occur as a result of noise and increased human activity in the area associated with construction of the proposed project. If construction activities are scheduled during the nesting bird season or bat maternity season, pre-construction nesting bird and roosting bat surveys would be required in order to prevent any impacts to nesting birds or roosting bats, as specified in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential construction-related impacts to nesting birds and roosting bats could be avoided. And therefore, potentially significant impacts would be reduced to less than significant.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure BIO-1: Pre-construction Nesting Bird and Roosting Bat Surveys.** To avoid impacts to native bird or roosting bat species that may utilize the project site, if feasible, construction (at a minimum, vegetation clearing and/or preliminary ground disturbance) should take place outside the nesting bird and roosting bat season (i.e., September through mid-January). If these activities are scheduled within the active bird nesting season (January 15 through July 31) or recognized bat maternity season (April 1 through August 31), within 14 days prior to commencement of construction activities, a nesting bird survey and bat roosting survey shall be conducted by a qualified biologist. This requirement shall be reflected as notes on all construction documents to be approved by the City of Seaside (City).

If no active nests or roosts are located, construction activities can proceed. If active nests are located, then construction work should be conducted outside an exclusion zone to be developed by the qualified biologist in coordination with the appropriate regulatory agency based on the geographic setting of the nest and the species (i.e., 50 feet (ft) for common passerine species and up to 500 ft for raptor species). Construction activities should avoid the exclusion zones until the qualified biologist determines that

the young have successfully fledged or the nest is no longer considered active. A qualified biologist should conduct periodic site inspections to ensure that the exclusion zone is maintained and to monitor the nesting progression. Should roosting bats be found in any of the trees, bats will be humanely evicted from their roosts using a site- and/or species-specific tree trimming protocol developed in coordination and consultation with the California Department of Fish and Wildlife (CDFW).

If applicable, within 1 week of completing the pre-construction nesting bird and bat roosting survey, the qualified biologist shall prepare a memorandum documenting the survey results and submit to the City for review and approval.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(e). Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?** The Conservation and Open Space Element of the City's General Plan establishes policies for the City's Tree Ordinance (Municipal Code Chapter 8.54) and landscaping performance standards (Zoning Ordinance Section 17.30.40). The City's Tree Ordinance prohibits removal of any tree on private property in the City without a permit. The ordinance also contains a list of trees, which may not be planted without a permit (including Monterey pine, Monterey cypress, coast redwood, bluegum eucalyptus, willow, cottonwood, and poplar). Any protected tree that is removed must be replaced with a species and at a location approved by the City's BAR.

There are a total of 97 mature (6-inch or larger DBH) trees on the project site including 94 Monterey cypress and 3 bluegum eucalyptus that were planted on the property by Caltrans and the U.S. Army Corps of Engineers (Corps) for landscape improvement and vegetation screening. In addition, there are cypress seedlings and saplings (4-inch DBH or less) on the project site that developed from natural recruitment.

Construction of the proposed project would require the removal of 84 trees – three bluegum and 81 Monterey cypress trees. Thirteen of the existing Monterey cypress located adjacent to SR-1 would remain and would be integrated into the proposed project. Sixty-three (63) of the Monterey cypress trees to be removed by the proposed project but would be replaced, in-kind, on the site, with a minimum 5-gallon container. Eighteen (18) of the Monterey cypress trees would be replaced, on the project site, with a different tree species, with a minimum 5-gallon container. The 3 bluegum trees would be replaced, on the project site, with a different tree species also with a minimum 5-gallon container.

While the City's Tree Ordinance specifies that all trees that are removed shall be replaced on a 1:1 basis, Section 8.54.070 of the City's Tree Ordinance states that this requirement may be modified or waived if it is determined that replacement on a one-for-one basis constitutes an unreasonable hardship. In the case of the proposed project, the location of the proposed project site improvements (e.g., buildings, parking lots, and underground utilities) preclude the feasible placement of all 81 Monterey cypress trees. The Landscape Plan, proposed tree replacement percentage, types of

replacement trees to be planted, and locations for replacement trees will require approval from the City's BAR. Therefore, the BAR will need to approve the modification of the City's tree replacement policy for the proposed project. Therefore, as specified in Standard Condition BIO-1, the project's Landscaping Plans will be submitted to the BAR for review and approval to ensure compliance with the City's Tree Ordinance prior to the City Planning Commission's review of the proposed project.

Construction on the west side of the project site adjacent to SR-1 would be in close proximity to the existing Monterey cypress trees being preserved. Therefore, construction activities would have the potential to impact these existing trees. Therefore, Mitigation Measure BIO-3 would be implemented to reduce impacts to existing Monterey cypress trees during construction of the proposed project. With implementation of Standard Condition BIO-2 and Mitigation Measure BIO-3, the proposed project would not conflict with local policies or ordinances protecting biological resources and impacts would be less than significant.

**Standard Conditions:**

**Standard Condition BIO-2: Board of Architectural Review.** Prior to project level review by the City Planning Commission, the Developer shall submit the project's Landscaping Plans to the City Board of Architectural Review (BAR) for review and approval. The Landscape Plans shall incorporate all Conditions of Approval as required for the proposed project by the BAR prior to the issuance of a building permit.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure BIO-3: Contracted Arborist.** Prior to the issuance of a tree removal permit, the Developer shall submit proof to the City of an executed agreement with a qualified Arborist. The agreement shall include a schedule of the proposed construction timeline for the Project Arborist to ensure compliance with the following measures as detailed in the Arborist Assessment;

- **Exclusionary Fencing:** Prior to commencing grading and construction activities, the Construction Contractor shall install high visibility exclusionary fencing in a manner that clearly defines the work area, limits unnecessary disturbance and protects the critical root zone (i.e., canopy dripline) of individual trees and tree groupings to be preserved by the proposed project. The Project Arborist shall identify and delineate sensitive root zone areas within and beyond the canopy dripline of retained trees to ensure these trees will be protected and preserved for the duration of the project. The Construction Contractor shall conduct necessary repairs, modifications, and maintenance to canopy driplines on an as needed basis for the duration of construction.

- **Sedimentation Control:** The Construction Contractor shall install appropriate sedimentation control measures (e.g., silt fence) along the downslope perimeter of the project site, and, if necessary, apply soil stabilization and erosion control measures (e.g., rice straw mulch, erosion control blankets, all-weather surfaces) to exposed soil surfaces to prevent erosion and sediment runoff around preserved trees during rain events. The Construction Contractor shall conduct routine monitoring and necessary maintenance to ensure the erosion control and sedimentation control measures are functioning effectively for the duration of construction.
- **Trunk and Stem Protection:** Where grading and construction activities are occurring within 3 ft of preserved trees, the Construction Contractor shall install trunk and stem protection measures (e.g., weed free rice straw bales or construction lumber). Tree protection measures shall be securely installed to trees with rope and surrounded by high visibility exclusionary fencing. If it is necessary to perform any pruning, the Construction Contractor shall use proper tree pruning practices in consultation with the Project Arborist.
- **Root Zone Protection:** To the greatest extent feasible, the Construction Contractor shall avoid damaging or severing roots located within the critical root zone (i.e., canopy dripline) of preserved trees, especially roots that are 2 inches in diameter or larger. Construction footings shall be designed and excavation cuts performed in a manner to minimize impacts to primary roots. If roots are encountered, efforts shall be made to carefully excavate (e.g., tunnel or dig) under or around primary lateral roots. Trenching operations that may occur in close proximity to preserved trees shall be performed under the guidance and monitoring of the Project Arborist. Tree roots severed or damaged during grading or excavating operations shall be cleanly cut and promptly covered with moist burlap fabric or equivalent until roots are permanently covered with backfill material or until the exposed grading cut and soil profile is permanently stabilized and protected. If burlap-covered cut roots are exposed to the outside environment for a prolonged period of time, the Construction Contractor shall assign a site attendant the task of regularly wetting burlap-covered roots to prevent root desiccation.
- **Trees Damage:** In accordance with established tree care and preservation Best Management Practices, if protected trees are damaged during construction of the proposed project, the Construction Contractor shall promptly repair and/or treat

the trees as prescribed by the Project Arborists. Remedial or corrective treatments shall depend largely on the condition of the specific tree and the damage or injury sustained.

- **Natural Grade Protection:** To the greatest extent feasible, the Construction Contractor shall avoid altering the natural grade and applying excessive fill material within the critical root zone of the protected trees to reduce the likelihood of crown rot and root decay disorders from developing. Specifically, applying fill material against the lower trunk and root crown of protected trees should be avoided.
- **Irrigation:** The Construction Contractor shall irrigate protected trees on a schedule as determined by the Project Arborist at the start of construction. Tree irrigation shall wet the soil within the tree protection zone to a depth of 30 inches. Irrigation shall continue for the duration of construction of the proposed project.
- **Pruning:** If tree pruning is necessary, the Construction Contractor shall conduct pruning at the direction of the Project Arborist. The Project Arborist shall oversee pruning activities to ensure that pruning is conducted in a manner that minimizes harmful impacts to trees and reduces potential tree hazards. If feasible, tree pruning shall be performed during the fall through early winter months. Pruning shall be conducted so that cuts are as small as possible and as few living branches as possible are removed.
- **Woodchip Mulch:** The Construction Contractor shall retain woodchip mulch produced during tree removal operations on the site. This sourced mulch shall be utilized for erosion control (i.e., mulch can be effective at stabilizing and protecting exposed soil surfaces) as well as preventing soil compaction within tree root zones and may be used for future landscaping activities on the project site.
- **Storage:** The Construction Contractor shall avoid storing construction tools, materials, and equipment within the dripline of protected trees. The Construction Contractor shall not wash out or dispose of excess materials (e.g., paint) or temporarily store or stockpile materials and/or equipment within the critical root zones of protected trees. If it is unavoidable and necessary to temporarily store or stockpile materials and/or equipment within the dripline of protected trees, the Construction Contractor shall apply 6–12 inches of clean and properly sourced woodchip mulch within the dripline to prevent substantial soil compaction and root zone disturbance. Once construction activities are complete, the temporary mulch layer shall be removed and reduced to a 3–

4 inch layer of woodchip mulch to allow for increased water and oxygen penetration into the subgrade.

- **Site Inspections:** For the duration of construction, the Construction Contractor shall regularly perform construction site inspections to monitor the condition of protected trees and resource protection measures and to determine if any repairs, adjustments, or modifications are necessary. Additionally, trees impacted by site development shall be periodically monitored and assessed during and following construction to determine if any tree care and management actions are necessary and to make certain trees do not present a hazard to property and/or nearby structures.

The Project Arborist shall submit monthly memorandums to the City during construction and within 2 weeks of the completion of construction, and shall submit a final report summarizing the project's compliance with the measures prescribed above.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(f). Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?** There is presently no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan in the City. Implementation of the proposed project would not interfere with any current local, regional, or State HCPs or NCCPs, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact



| SECTION V: CULTURAL RESOURCES                                                                                  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                             |                                |                                                    |                                     |                                     |
| a) Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5?    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?        | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

#### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Preliminary Archaeological Reconnaissance for the Seaside Senior Living Project* (Archaeological Consulting, 2014) (refer to Appendix A). The project area for cultural resources, includes the entirety of the parcel (APN 031-141-004), located at 550 Monterey Road in Seaside, Monterey County, California.

**V(a). Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5?** CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined in California Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project’s Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)).

In addition, a resource must retain enough of its historic character and appearance to be recognizable as an historical resource and be able to convey the reasons for its significance (California Code of Regulations [CCR] Title 14 Section 4852(c)). Generally, a cultural resource must be 50 years or older to be eligible for the California Register. The existing facility in the project area consists of a vacant gas station and convenience store constructed circa 1990. The gas station and its ancillary facilities are not of sufficient age to be considered a historical resource, nor do they exhibit any extraordinary characteristics to be considered as an exception to minimum age requirements (i.e., >50 years old). Therefore, implementation of the proposed project would not result in any impacts to historical resources as defined in Section 15064.5, and no mitigation is required.



**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**V(b). Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?** Based on the results of the background research and cultural resources field survey conducted for the proposed project, the project site does not contain surface evidence of archaeological resources. In addition, the review of publications and maps for archaeological and environmental information (e.g., geologic setting), records search, and field survey identified no indication of elevated sensitivity for the presence of previously undocumented buried archaeological resources to occur in the project area. Furthermore, according to the City's General Plan, the project area is not within an area of high sensitivity for possessing archaeological resources.<sup>1</sup> Therefore, the potential for unknown subsurface resources to be encountered during construction activities is low. Construction of the proposed project would require excavation during demolition of the existing gas station and development of three new facilities at the project site (Assisted Living Facility, a Memory Care Facility, and a Co-Housing Facility). If any archaeological resources are discovered during grading and construction activities, work in the area would be required to cease and deposits would be treated in accordance with federal, State, and local guidelines as specified in Standard Condition CULT-1. Compliance with existing regulations as specified in Standard Condition CULT-1 would ensure that potential project-related impacts associated with impacting unknown archaeological resources would be less than significant, and no mitigation is required.

**Standard Conditions:**

**Standard Condition CULT-1: Discovery of Archaeological Resources.** If unknown deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The developer and the City of Seaside Planning Department should also be notified. Project personnel should not collect or move any archaeological materials. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources (California Register) eligibility. If the deposit is not eligible, a determination should be made as to whether it qualifies as a "unique archaeological resource" under the California Environmental Quality Act (CEQA). If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for listing in the California

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<sup>1</sup> City of Seaside Planning Division. 2004. *Seaside General Plan*.

Register, or is a unique archaeological resource, it will need to be avoided by adverse impacts or such impacts must be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. The data recovery will avoid or substantially reduce the severity of the impact through the professional recovery and analysis of archaeological deposits, and the synthesis of those findings with current archaeological research questions to realize the information potential of the resource. The report should be submitted to City of Seaside and the Northwest Information Center.

Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric sites often contain human remains. Historical materials can include wood, stone, concrete footings, walls, and other structural remains; and deposits of wood, glass, ceramics, metal, and other refuse.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**V(c). Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?** Geologic maps of the project area and relevant geological and paleontological literature were consulted to determine which geologic units are present within the project area and whether fossils have been recovered from those or similar geologic units elsewhere in the region. A search for known fossil localities was conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project area.

The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because excavation during the course of the proposed project would reach depths of these paleontologically sensitive deposits, there is a potential for the project to impact paleontological resources. Implementation of

Mitigation Measure CULT-2 requires the development of a Paleontological Resource Impact Mitigation Program (PRIMP), the presence of a qualified paleontological monitor during excavation and grading activities in deposits with a high paleontological sensitivity rating, and the methods to be used if a paleontological resource is encountered. Therefore, with implementation of Mitigation Measure CULT-2, project-related impacts to paleontological resources would be reduced to less than significant levels.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure CULT-2: Paleontological Impact Mitigation Program.** Prior to the issuance of a grading permit, the Developer shall submit proof of an executed agreement with a qualified Paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) in order to mitigate adverse impacts to paleontological resources that may exist on the site in on-site sediments. The PRIMP shall follow guidelines developed by the Society For Vertebrate Paleontology (SVP; 1995) and include the methods that shall be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following the PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the proposed project. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected from the field and transported to the laboratory for evaluation and curation.

**Significance Determination After Mitigation:** Less than Significant Impact

**V(d). Disturb any human remains, including those interred outside of formal cemeteries?** No human remains are present on the project site, and there are no facts or evidence to support the idea that Native Americans or people of European descent are buried on the project site. However, ground-disturbing activities associated with the project have the potential to disturb previously unknown human remains. In the unlikely event that human remains are encountered during construction activities, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be implemented, as specified by Standard Condition CULT-3. Therefore, compliance with Standard Condition CULT-3 would ensure that potential project-related impacts to unknown buried human remains are less than significant, and no mitigation is required.

**Standard Conditions:**

**Standard Condition CULT-3:** **Discovery of Human Remains.** If human remains are encountered, work within 25 feet of the discovery shall be redirected, and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The Developer shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Recommendations for the proper treatment of the remains and associated grave goods consist primarily of notifying the MLD and involving the descendant community. Descendant community involvement will ensure that the cultural values of those who ascribe traditional or religious significance to human remains and associated grave goods are considered in the disposition of such remains and goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Developer, the City, and the Northwest Information Center.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION VI: GEOLOGY AND SOILS                                                                                                                                                                                                                                                          | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                     |                                |                                                    |                                     |                                     |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                                                                                       |                                |                                                    |                                     |                                     |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii) Strong seismic ground shaking?                                                                                                                                                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii) Seismic-related ground failure, including liquefaction?                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iv) Landslides?                                                                                                                                                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?                                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

The discussion and analysis provided in this section is based on the *Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California* (Haro, Kasunich, and Associates, Inc., December 2014) (refer to Appendix A).

**VI(a). Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**VI(a)(i). Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.** The project site is located in a region characterized by moderate to high seismic activity. Therefore, similar to all of Northern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. According to the *Geotechnical Investigation Report*, there are no known active or potentially active faults crossing or trending towards the project site. In addition, the project site does not lie within the boundaries of an Alquist-Priolo Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. Therefore, the potential for ground rupture to affect the project site is considered to be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(a)(ii). Strong seismic ground shaking?** The project site is located in a region characterized by moderate to high seismic activity, which could result in damage to the proposed buildings. There are several faults in the vicinity of the project site that are capable of producing strong ground motion. A fault search conducted as part of the *Geotechnical Investigation Report* identified 24 active faults and potentially active faults mapped within a 62-mile radius of the project site. These 24 faults, their distance from the site, and their estimated mean moment magnitude are listed in Table VI.VI.1. During an earthquake along any of these faults, seismically induced ground shaking at the project site would be expected to occur. The severity of the shaking would be influenced by the distance of the project site to the seismic source, the soil conditions, and the depth to groundwater.

According to the *Geotechnical Investigation Report*, the Rinconada Fault is the closest known fault to the project site and, because of the fault's proximity, has the greatest potential to generate the highest level of ground shaking at the project site. The probabilistic maximum considered earthquake (MCE)<sup>1</sup> for the project site is estimated to result in a peak ground acceleration of 0.56 g.<sup>2</sup> Due to the proximity of the project site to the Rinconada Fault, the Blanco section of the Reliz Fault and the Monterey Bay-Tularcitos Fault and other active faults in the area, it is likely that the project site would be subjected to strong ground shaking from at least one moderate to severe earthquake during the lifespan of the proposed project. Therefore, strong seismic ground shaking generated by seismic activity is considered a potential constraint that may affect the proposed project. All applicable guidelines, including compliance with the California Building Code and the City of Seaside Building Code, accepted industry standards, and other regional and local regulations that address seismic hazards, would be incorporated into the project's building plans. With compliance with State and local building code requirements and Standard Condition GEO-1, potential project-related impacts associated with seismic ground shaking would be less than significant, and no mitigation is required.

<sup>1</sup> A maximum considered earthquake is defined as an earthquake that is expected to occur once in approximately 2,500 years, that is, it has a 2 percent probability of being exceeded in 50 years.

<sup>2</sup> g = acceleration due to gravity 9.8 (m/s<sup>2</sup>)

**Table VI.VI.1: Potential Fault Earthquake Sources in Site Vicinity**

| Fault Name                                  | Distance to Fault Trace (mi) | Distance to Fault Trace (km) | Compass Direction to Fault | Maximum Earthquake Moment Magnitude (Mw) | UBC Fault Class |
|---------------------------------------------|------------------------------|------------------------------|----------------------------|------------------------------------------|-----------------|
| Blanco Section of Reliz (Part of Rinconada) | 2.9                          | 4.7                          | North                      | 6.5                                      | B               |
| Rinconada                                   | 2.5                          | 4.0                          | East                       | 7.5                                      | B               |
| Monterey Bay-Tularcitos                     | 5.7                          | 9.2                          | Southwest                  | 7.3                                      | B               |
| Palo Colorado Sur                           | 13.2                         | 21.3                         | West                       | 7.0                                      | A               |
| Zayante-Vergeles                            | 14.6                         | 23.5                         | Northeast                  | 7.0                                      | B               |
| San Andreas 1906 Section                    | 19.5                         | 31.3                         | Northeast                  | 7.9                                      | A               |
| San Andreas, Pajaro Section                 | 19.5                         | 31.3                         | East                       | 7.0                                      | A               |
| San Gregorio                                | 20.6                         | 33.1                         | Northeast                  | 7.2                                      | A               |
| San Andreas, SCM Section                    | 21.1                         | 33.9                         | Northeast                  | 7.0                                      | A               |
| Sargent                                     | 23.7                         | 38.1                         |                            | 6.8                                      | B               |
| Calaveras, South                            | 25.6                         | 41.2                         | Northeast                  | 5.8                                      | B               |
| Quien Sabe                                  | 30.6                         | 49.3                         | Northeast                  | 6.4                                      | B               |
| Hosgri                                      | 35.7                         | 57.5                         | South                      | 7.5                                      | B               |
| San Andreas (Peninsula)                     | 36.8                         | 59.2                         | Northwest                  | 7.1                                      | A               |
| Monte Vista-Shannon                         | 37.6                         | 60.2                         | Northeast                  | 6.7                                      | B               |
| Hayward (SE Extension)                      | 42.3                         | 68.1                         | North                      | 6.4                                      | B               |
| Ortogonalita                                | 46.6                         | 75                           | Northeast                  | 6.7                                      | B               |
| Calaveras North of Calaveras Res            | 53.7                         | 86.4                         | North                      | 6.8                                      | B               |
| Hayward (Total Length)                      | 53.7                         | 86.4                         | North                      | 6.7                                      | A               |
| Hayward South                               | 53.7                         | 86.2                         | North                      | 6.7                                      | A               |
| Great Valley 8                              | 54.2                         | 87.2                         | Northeast                  | 6.6                                      | B               |
| Great Valley 9                              | 54.7                         | 88.2                         | East                       | 6.6                                      | B               |
| Greenville                                  | 54.7                         | 88.1                         | North                      | 6.6                                      | B               |
| Great Valley 10                             | 59.0                         | 95.0                         | East                       | 6.4                                      | B               |

Source: Haro, Kasunich, and Associates, Inc. *Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California* (December 2014).

km = kilometer

mi = mile/miles

UBC = Uniform Building Code

#### Standard Conditions:

##### Standard Condition GEO-1:

**Geotechnical Requirements.** All grading operations and construction activities shall be conducted in accordance with governing building codes and in conformance with the recommendations included in the *Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California* (December 2014). Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code. Prior to issuance of a grading permit, the City's Building Official, or designee, shall review and approve final project design plans and the recommendations of the project geotechnical consultant as summarized in a final written report.



**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant

**VI(a)(iii). Seismic-related ground failure, including liquefaction?** Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these conditions may cause a loss of shear strength and, in many cases, ground settlement. Seismically induced liquefaction and settlement were investigated as part of the *Geotechnical Investigation Report* prepared for the proposed project. Groundwater was not encountered to the maximum depth explored as part of the geotechnical investigation (51.5 ft below ground surface [bgs]). Given the potential depth to groundwater is likely greater than 90 ft bgs and the high soil density above and below the groundwater table, the potential for liquefaction at the project site is considered very low.

Seismically induced settlement of sufficient magnitude to cause structural damage is normally associated with sufficiently strong earthquake shaking combined with poorly consolidated, predominantly sandy soils, or variable consolidation characteristics within the structure area. Although seismic settlement is not a form of liquefaction, it is a related phenomenon that can occur in conjunction with liquefaction. Test borings conducted as part of the *Geotechnical Investigation Report* indicate that the project site is underlain by up to a couple feet of manmade fill consisting of sandy silt. Beneath the existing sandy fill, sands range from loose to very dense as the depth increases. Seismically induced settlement of dry sands can occur and cause ground subsidence during earthquakes in sandy soils with low-to-medium density. In general, the on-site materials range from loose-to-medium-dense sand, with silt, and silty sand, which may be susceptible to seismic settling. Therefore, seismic-related ground failure is considered a potential constraint that may affect the proposed project. Standard Condition GEO-1 requires compliance with the recommendations of the project's *Geotechnical Investigation Report* and the most current California Building Code and City of Seaside Building Code, which contain specific recommendations for addressing seismic-related ground failure. With implementation of Standard Condition GEO-1, potential project-related impacts associated with seismic ground failure, including liquefaction, would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition GEO-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(a)(iv). Landslides?** Due to the absence of steep slopes on or adjacent to the project site, the potential for landslides to impact the proposed project is considered low. Therefore, the potential for people or structures on the project site to be adversely affected by landslides is considered to be less than significant, and no mitigation is required.



**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(b). Result in substantial soil erosion or the loss of topsoil?** On-site slopes composed of cohesionless dune sand materials may be subject to erosion. Concentration of surface runoff from natural topography, historical grading, or development of impermeable surfaces has the potential to result in severe erosion where the ground is included and unprotected.

During construction of the proposed project, soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts as identified in Section IX, Hydrology and Water Quality. Under the Construction General Permit, the proposed project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) as well as implement construction Best Management Practices (BMPs) during construction activities. Construction BMPs would include Erosion Control BMPs designed to minimize erosion. In compliance with the Zoning Ordinance (Title 17 of the Municipal Code), graded areas shall be revegetated within 30 days, and disturbed areas of the construction site that are to remain inactive longer than 3 months shall be seeded and watered until grass cover is grown and maintained. With implementation of Mitigation Measure BIO-3 and Standard Condition GEO-2, potential project-related impacts associated with erosion during construction would be less than significant, and no mitigation is required.

As proposed, 54.8 percent of the project site would be impervious surface area and not prone to erosion. The remaining 45.2 percent of the project site would consist of landscaping, swales, and rain gardens that would collect and infiltrate runoff and minimize erosion. Therefore, operational impacts related to erosion would be less than significant, and no mitigation is required.

**Standard Conditions:**

**Standard Condition GEO-2:**

**Construction General Permit.** Prior to issuance of a grading permit, the Construction Contractor shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). The Construction Contractor shall provide the Waste Discharge Identification Number (WDID) to the City of Seaside Public Works Department to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the

proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The construction BMPs identified in the SWPPP shall comply with the revegetation requirements outlined in the Zoning Ordinance (Title 17 of the Municipal Code).

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(c). Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?** As discussed in Response VI(a)(iv), above, due to the absence of steep slopes on or adjacent to the project site, the potential for landslides to impact the proposed project is considered low.

Lateral spreading is a phenomenon that is associated with liquefaction. Slopes may become unstable during liquefaction, and level areas near descending slopes may move laterally toward the slope as the slope becomes unstable. Because the potential for liquefaction on the project site is considered to be low, the potential for lateral spreading does not represent a geologic hazard to the proposed project.

As discussed in Response VI(a)(iii), the soils on the site range from loose-to-medium dense sand, with silt, and silty sand, which may be susceptible to subsidence. Therefore, subsidence is considered a potentially significant impact that may affect the proposed project. However, given the potential depth to groundwater and the high soil density above and below the groundwater table, the potential for liquefaction at the project site is considered very low.

Hydroconsolidation, or collapse, is a geologic hazard where soil materials undergo settlement when they become saturated. According to the *Geotechnical Investigation Report*, the potential for soil collapse is low, especially in areas where the near surface soils are compacted.

Because soils on site are potentially susceptible to subsidence, impacts related to the project site being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, are considered a potential constraint of the proposed project. Standard Condition GEO-1 requires compliance with the recommendations of the project *Geotechnical Investigation Report* and the most current California Building Code and City of Seaside Building Code, which contain specific recommendations for addressing soil instability. With implementation of Standard Condition GEO-1, impacts related to soil instability would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition GEO-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(d). Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?** The soils at the project site are comprised of sands and silty sands that are expected to have little, if any expansion potential. Therefore, potential project-related impacts associated with expansive soils would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(e). Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?** The proposed project does not include construction of or connections to septic tanks or alternative waste water disposal systems. Wastewater generated from the project site would be served by the Marina Coast Water District (MCWD) sewer system. Therefore, the proposed project would not result in impacts related to the soil capability to adequately support the use of septic tanks or alternative wastewater disposal systems, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION VII: GREENHOUSE GAS EMISSIONS                                                                                            | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                               |                                |                                                    |                                     |                          |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Air Quality Analysis* (LSA, September 2015) (refer to Appendix A).

Global climate change (GCC) is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures.

Climate change refers to any change in measures of weather (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from natural factors, such as changes in the sun's intensity; natural processes within the climate system (e.g., changes in ocean circulation) or human activities, such as the burning of fossil fuels, land clearing, or agriculture. The primary observed effect of GCC has been a rise in the average global tropospheric<sup>1</sup> temperature of 0.36 degrees Fahrenheit (°F) per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling shows that further warming may occur, which may induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns, or more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones. Specific effects in California might include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the San Joaquin Delta.

<sup>1</sup> The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced GCC are:<sup>1</sup>

- Carbon dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous Oxide (N<sub>2</sub>O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF<sub>6</sub>)

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time that the gas remains in the atmosphere (“atmospheric lifetime”). GWP of each gas is measured relative to CO<sub>2</sub>, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO<sub>2</sub> over a specified time period. GHG emissions are typically measured in terms of metric tons (MT)<sup>2</sup> of “CO<sub>2</sub> equivalents” (CO<sub>2</sub>e). For example, N<sub>2</sub>O is 265 times more potent at contributing to global warming than CO<sub>2</sub>. Table VI.VII.1 identifies the GWP for each type of GHG analyzed in this report.

**Table VI.VII.1: Global Warming Potential of Greenhouse Gases**

| Gas                               | Atmospheric Lifetime (Years) | Global Warming Potential (100-year Time Horizon) |
|-----------------------------------|------------------------------|--------------------------------------------------|
| Carbon Dioxide (CO <sub>2</sub> ) | ~100                         | 1                                                |
| Methane (CH <sub>4</sub> )        | 12                           | 28                                               |
| Nitrous Oxide (N <sub>2</sub> O)  | 121                          | 265                                              |

Source: California Air Resources Board. *First Update to the Climate Change Scoping Plan: Building on the Framework* (2014). Website: [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf) (accessed September 2015).

Currently, neither the CEQA statutes nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing a GHG emissions impact analysis. Significance criteria are left to the judgment and discretion of the Lead Agency. The discussion below provides an overview of the regulatory considerations and methodological approach related to GHGs for this Initial Study/Mitigated Negative Declaration (IS/MND).

In June 2005, Governor Schwarzenegger established California’s GHG emissions reduction targets in Executive Order (EO) S-3-05. The EO established the following goals for California: GHG emissions

<sup>1</sup> The GHGs listed are consistent with the definition in Assembly Bill 32 (Government Code 38505), as discussed later in this section.

<sup>2</sup> A metric ton is equivalent to approximately 1.1 tons.

were to be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. AB 32 required the California Air Resources Board (ARB) to:

- Establish a statewide GHG emissions cap for 2020, based on 1990 emissions, by January 1, 2008;
- Adopt mandatory reporting rules for significant sources of GHG emissions by January 1, 2008;
- Adopt an emissions reduction plan by January 1, 2009, indicating how emissions reductions would be achieved via regulations, market mechanisms, and other actions; and
- Adopt regulations to achieve the maximum technologically feasible and cost-effective reduction of GHGs by January 1, 2011.

To assist public agencies in the mitigation of GHG emissions or analyzing the effects of GHGs under CEQA, including the effects associated with transportation and energy consumption, Senate Bill (SB) 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop *State CEQA Guidelines* on how to minimize and mitigate a project's GHG emissions. The OPR was required to prepare, develop, and transmit these *State CEQA Guidelines* on or before July 1, 2009, and the Natural Resources Agency was required to certify and adopt them by January 1, 2010. On January 8, 2009, the OPR released preliminary draft *State CEQA guideline* amendments. The Natural Resources Agency adopted the *State CEQA Guidelines* Amendments and transmitted them to the Office of Administrative Law (OAL) on December 31, 2009. On February 16, 2010, the OAL approved the Amendments and filed them with the Secretary of State for inclusion in the CCR. The Amendments became effective on March 18, 2010. The Amendments encourage Lead Agencies to consider many factors in conducting a CEQA analysis, but preserve the discretion granted by CEQA to Lead Agencies in making their determinations.

*State CEQA Guidelines* Section 15064.4 states:

"(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

- (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or
- (2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project."

*State CEQA Guidelines* Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

As such, currently neither the CEQA statutes, OPR guidelines, nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing a GHG impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

The recommended approach for GHG analysis included in the Governor's OPR June 2008 Technical Advisory is to: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below significance. The June 2008 OPR guidance provides some additional direction regarding planning documents as follows: "CEQA can be a more effective tool for GHG emissions analysis and mitigation if it is supported and supplemented by sound development policies and practices that would reduce GHG emissions on a broad planning scale and that can provide the basis for a programmatic approach to project-specific CEQA analysis and mitigation. For local government lead agencies, adoption of general plan policies and certification of general plan EIRs that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews."

Emissions estimates for the proposed project are discussed below. GHG emissions estimates are provided herein for informational purposes only because there is no established quantified GHG emissions threshold. The MBUAPCD is proposing to adopt GHG thresholds to provide guidance to lead agencies for evaluating GHG impacts in accordance with the requirements of CEQA. Under the guidance for consideration by the MBUAPCD, the GHG threshold applicable to this project would be the bright line threshold of 2,000 MT CO<sub>2</sub>e per year. While this threshold is still in the proposal phase, and bearing in mind that CEQA does not require "perfection" but instead "adequacy, completeness, and a good faith effort at full disclosure," the analysis below is based on methodologies and information available to the City and the Applicant at the time this analysis was prepared.



Estimation of GHG emissions in the future does not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is worse than that which is likely to be encountered (after energy-efficient technologies have been implemented).

Construction and operation of proposed project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the proposed project's operation (as opposed to during its construction). Typically, more than 80 percent of the total energy consumption takes place during the use of buildings, and less than 20 percent of energy is consumed during construction.<sup>1</sup> As of yet, there is no study that quantitatively assesses all of the GHG emissions associated with each phase of the construction and the use of an individual development.

**VII(a). Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Construction GHG Emissions.** GHG emissions associated with the proposed project would occur over the short term from construction activities and would consist primarily of emissions from construction equipment exhaust. Construction activities produce combustion emissions from various sources such as on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Table VI.VII.2 below includes annual construction GHG emissions.

**Table VI.VII.2: Short-Term Regional Construction Emissions**

| Construction Phase                  | Peak Annual Emissions (MT/yr) |                 |                  |                   |
|-------------------------------------|-------------------------------|-----------------|------------------|-------------------|
|                                     | CO <sub>2</sub>               | CH <sub>4</sub> | N <sub>2</sub> O | CO <sub>2</sub> e |
| <b>2016</b>                         |                               |                 |                  |                   |
| Demolition                          | 41                            | 0.01            | 0                | 41                |
| Site Preparation                    | 19                            | 0.0056          | 0                | 19                |
| Grading                             | 29                            | 0.0086          | 0                | 29                |
| Building Construction               | 320                           | 0.067           | 0                | 330               |
| Architectural Coating               | 27                            | 0.0028          | 0                | 27                |
| <b>2017</b>                         |                               |                 |                  |                   |
| Building Construction               | 29                            | 0.0059          | 0                | 29                |
| Architectural Coating               | 3.3                           | 0.00032         | 0                | 3.3               |
| Paving                              | 22                            | 0.0064          | 0                | 22                |
| <b>Total Construction Emissions</b> |                               |                 |                  | <b>500</b>        |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

CH<sub>4</sub> = methane

MT/yr = metric tons per year

CO<sub>2</sub> = carbon dioxide

N<sub>2</sub>O = nitrous oxide

CO<sub>2</sub>e = carbon dioxide equivalent

<sup>1</sup> United Nations Environment Programme (UNEP). 2007. *Buildings and Climate Change: Status, Challenges and Opportunities*. Paris, France. Website: <http://www.unep.fr/shared/publications/pdf/DTIx0916xPA-BuildingsClimate.pdf> (accessed September 2015).



Architectural coatings used in construction of the proposed project may contain volatile organic compounds (VOCs) that are similar to ROGs and are part of O<sub>3</sub> precursors. However, there are no significant emissions of GHGs from architectural coatings. The architectural coating phase in Table VI.VII.2 shows GHG emissions from equipment exhaust and energy use.

**Operational GHG Emissions.** The following activities associated with the proposed project operation could directly or indirectly contribute to the generation of GHG emissions and they are quantitatively shown in Table VI.VII.3:

**Table VI.VII.3: Greenhouse Gas Emissions from Proposed Project Operations**

| Emission Source                | Emissions (MT/yr) |                 |                  |                   |                  |
|--------------------------------|-------------------|-----------------|------------------|-------------------|------------------|
|                                | CO <sub>2</sub>   | CH <sub>4</sub> | N <sub>2</sub> O | CO <sub>2</sub> e | Percent of Total |
| Area                           | 1.4               | 0.0014          | 0                | 1.4               | 0.19%            |
| Energy                         | 120               | 0.0045          | 0.0015           | 120               | 16.0%            |
| Mobile                         | 580               | 0.03            | 0                | 580               | 77.0%            |
| Waste                          | 15                | 0.91            | 0                | 34                | 4.5%             |
| Water                          | 14                | 0.18            | 0.0043           | 19                | 2.5%             |
| <b>Total Project Emissions</b> | <b>730</b>        | <b>1.1</b>      | <b>0.0058</b>    | <b>750</b>        |                  |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

Note: Numbers in table may appear to not add up correctly due to rounding to two significant digits.

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e = carbon dioxide equivalent

MT/yr = metric tons per year

N<sub>2</sub>O = nitrous oxide

- **Area Sources:** Area sources include architectural coatings, consumer products, and landscaping.
- **Energy and Natural Gas Use:** Buildings represent 39 percent of the United States primary energy use and 70 percent of electricity consumption.<sup>1</sup> The proposed project would increase the demand for electricity and natural gas due to the increased building area and number of residents and employees.
- **Mobile Sources:** Mobile sources (vehicle trips and associated miles traveled) are the largest source of GHG emissions in California and represent approximately 38 percent of annual CO<sub>2</sub> emissions generated in the State. As for most land use development projects, vehicle miles traveled (VMT) is the most direct indicator of CO<sub>2</sub> emissions from the proposed project, and associated CO<sub>2</sub> emissions function as the best indicator of total GHG emissions. The proposed project would generate 447 daily trips. Assuming an average trip length of 8.5 miles, the project would generate approximately 3,800 VMT per day.

<sup>1</sup> United States Department of Energy. 2012. *2011 Buildings Energy Data Book*. March. Website: [http://buildingsdatabook.eren.doe.gov/docs/DataBooks/2011\\_BEDB.pdf](http://buildingsdatabook.eren.doe.gov/docs/DataBooks/2011_BEDB.pdf) (accessed September 2015).

- **Solid Waste Disposal:** The proposed project would also generate solid waste during project operation. Average waste generation rates from a variety of sources are available from the California Integrated Waste Management Board (CIWMB).<sup>1</sup>

**Water Use:** Water-related energy use consumes 19 percent of California's electricity every year.<sup>2</sup> Energy use and related GHG emissions are based on electricity used for water supply and conveyance, water treatment, water distribution, and wastewater treatment. The proposed project would generate up to 750 tons of CO<sub>2</sub>e/yr of new emissions. The emissions from vehicle exhaust would comprise approximately 77 percent of the proposed project's total CO<sub>2</sub>e emissions. The emissions from vehicle exhaust are controlled by the State and federal governments and are outside the control of the City of Seaside.

The remaining CO<sub>2</sub>e emissions are primarily associated with building heating systems and increased regional power plant electricity generation due to the proposed project's electrical demands. The proposed project would comply with existing State and federal regulations regarding the energy efficiency of buildings, appliances, and lighting, which would reduce the proposed project's electricity demand.

At present, there is a federal ban on chlorofluorocarbons (CFCs); therefore, it is assumed the proposed project would not generate emissions of CFCs. The proposed project may produce a small amount of hydrofluorocarbon (HFCs) emissions from leakage and service of refrigeration and air-conditioning equipment and from disposal at the end of the life of the equipment. However, the details regarding refrigerants to be used in the proposed project site are unknown at this time. PFCs and SF<sub>6</sub> are typically used in industrial applications, none of which would occur on the proposed project site. Therefore, it is not anticipated that the proposed project would contribute significant emissions of these additional GHGs.

As described above, the only significance threshold for GHG emissions is a proposed MBUAPCD threshold of 2,000 MT CO<sub>2</sub>e per year. This analysis shows that the construction of the proposed project could generate a one-time release of 500 MT of CO<sub>2</sub>e, and that the operation of the proposed project could release 750 MT/yr of CO<sub>2</sub>e. This amount of CO<sub>2</sub>e emissions is well below the proposed MBUAPCD threshold of 2,000 MT/yr of CO<sub>2</sub>e. Further, it is also below other, more conservative, GHG emissions thresholds in place, such as the Bay Area Air Quality Management District (BAAQMD) bright line threshold of 1,100 MT/yr of CO<sub>2</sub>e. Thus, the level of CO<sub>2</sub>e emissions anticipated from construction and operation of the proposed project would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

<sup>1</sup> California Integrated Waste Management Board (CIWMB). 2015. Residential Developments: Estimated Solid Waste Generation Rates. Website: <http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm> (accessed September 2015).

<sup>2</sup> California Energy Commission. 2005. California's Water-Energy Relationship. November. Website: <http://www.energy.ca.gov/2005publications/CEC-700-2005-011/CEC-700-2005-011-SF.PDF> (accessed September 2015).

**VII(b). Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?** As identified above, the amount of CO<sub>2</sub>e emissions anticipated from construction and operation of the proposed project would be well below the proposed MBUAPCD GHG threshold of 2,000 MT CO<sub>2</sub>e per year. The Climate Action Team and ARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (CalEPA 2010), the *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration* (ARB 2007), and the *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006* (ARB 2014).

These reports identify strategies to reduce California's emissions to the levels proposed in EO S-3-05 and AB 32 that are applicable to the proposed project. The Scoping Plan that was adopted in 2008 and updated in 2014 is the most recent document, and the strategies included in the Scoping Plan that apply to the project are contained in Table VI.VII.4, below, which also summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets.

**Table VI.VII.4: Project Compliance with Greenhouse Gas Emission Reduction Strategies**

| Strategy                                                                                                                                                                                                                                                                                                                                                                                            | Project Compliance                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Energy Efficiency Measures                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                  |
| <b>Energy Efficiency.</b> Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).                    | <b>Compliant with Incorporation of Project Features.</b> The proposed project will comply with the updated Title 24 standards, including the 2013 CBC, for building construction. In addition, the project would implement Standard Condition GHG-1 including measures to incorporate energy-efficient building design features. |
| <b>Renewables Portfolio Standard.</b> Achieve a 33 percent renewable energy mix statewide.                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                  |
| <b>Green Building Strategy.</b> Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                  |
| Water Conservation and Efficiency Measures                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                  |
| <b>Water Use Efficiency.</b> Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute, and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. | <b>Compliant.</b> The project would implement Standard Condition GHG-1 including measures to increase water use efficiency.                                                                                                                                                                                                      |

**Table VI.VII.4: Project Compliance with Greenhouse Gas Emission Reduction Strategies**

| Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Project Compliance                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Solid Waste Reduction Measures</b>                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                              |
| <b>Increase Waste Diversion, Composting, and Commercial Recycling, and Move Toward Zero-Waste.</b> Increase waste diversion from landfills beyond the 50 percent mandate to provide for additional recovery of recyclable materials. Composting and commercial recycling could have substantial GHG reduction benefits. In the long term, zero-waste policies that would require manufacturers to design products to be fully recyclable may be necessary.                        | <b>Compliant.</b> Data available from the CIWMB indicates that the City of Seaside (Monterey County) has achieved the 50 percent diversion rate. <sup>1</sup> The proposed project would implement Standard Condition GHG-1 including measures to increase solid waste diversion, composting, and recycling. |
| <b>Transportation and Motor Vehicle Measures</b>                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                              |
| <b>Vehicle Climate Change Standards.</b> AB 1493 (Pavley) required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles and light-duty trucks. Regulations were adopted by the ARB in September 2004.                                                                                                                                                                               | <b>Compliant.</b> The project does not involve the manufacture of vehicles. However, vehicles that are purchased and used within the project site would comply with any vehicle and fuel standards that the ARB adopts.                                                                                      |
| <b>Light-Duty Vehicle Efficiency Measures.</b> Implement additional measures that could reduce light-duty GHG emissions. For example, measures to ensure that tires are properly inflated can both reduce GHG emissions and improve fuel efficiency.                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                              |
| <b>Adopt Heavy- and Medium-Duty Fuel and Engine Efficiency Measures.</b> Regulations to require retrofits to improve the fuel efficiency of heavy-duty trucks that could include devices that reduce aerodynamic drag and rolling resistance. This measure could also include hybridization of and increased engine efficiency of vehicles.                                                                                                                                       |                                                                                                                                                                                                                                                                                                              |
| <b>Low Carbon Fuel Standard.</b> ARB identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.                                                                                                                                                                                                                                                              | <b>Compliant.</b> Specific regional emission targets for transportation emissions do not directly apply to this project; regional GHG reduction target development is outside the scope of this project. The project will comply with any plans developed by the City of Seaside and Monterey County.        |
| <b>Regional Transportation-Related Greenhouse Gas Targets.</b> Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel. |                                                                                                                                                                                                                                                                                                              |
| <b>Measures to Reduce High-GWP Gases.</b> ARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. ARB has also identified potential reduction opportunities for future commercial and industrial refrigeration, changing the refrigerants used in auto air conditioning systems, and ensuring that existing car air conditioning systems do not leak.   | <b>Compliant.</b> New products used or serviced on the project site (after implementation of the reduction of GHGs) would comply with future ARB rules and regulations.                                                                                                                                      |

Source: Compiled by LSA Associates, Inc. (2015).

AB = Assembly Bill

ARB = California Air Resources Board

CBC = California Building Code

CIWMB = California Integrated Waste Management Board

GHG = greenhouse gas

GWP = Global Warming Potential

<sup>1</sup> CalRecycle. Website: <http://www.calrecycle.ca.gov/LGCentral/reports/jurisdiction/reviewreports.aspx> (accessed on January 12, 2016).

The strategies listed in Table VI.VII.4 are either part of the project design or requirements under local or State ordinances. With implementation of these strategies/measures, the project's contribution to cumulative GHG emissions would be reduced. In order to ensure that the proposed project complies with and would not conflict with or impede the implementation of reduction goals identified in AB 32, the Governor's EO S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor, Standard Condition GHG-1 shall be implemented.

**Standard Conditions:**

**Standard Conditions GHG-1:** To the extent feasible and to the satisfaction of the City of Seaside, the project architect, project engineer, and Construction Contractor shall incorporate the following measures into the design and construction of the proposed project:

- **Construction and Building Materials**
  - Use locally produced and/or manufactured building materials for construction of the proposed project;
  - Recycle/reuse demolished construction materials; and
  - Use "Green Building Materials," such as those materials that are resource-efficient, and recycled and manufactured in an environmentally friendly way, including low-volatile organic compound materials.
- **Energy Efficiency Measures**
  - Design all proposed project buildings to exceed the California Building Code's Title 24 energy standard, including, but not limited to, any combination of the following:
    - Increase insulation such that heat transfer and thermal bridging are minimized;
    - Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and
    - Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.
  - Provide a landscape and development plan for the proposed project that takes advantage of shade, prevailing winds, and drought-resistant landscaping.
  - Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.

- Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.
- Install solar or light-emitting diodes (LEDs) for outdoor lighting.
- **Water Conservation and Efficiency Measures**
  - Devise a comprehensive water conservation strategy appropriate for the proposed project and location. The strategy may include the following, plus other innovative measures that might be appropriate:
    - Create water-efficient landscapes within the development;
    - Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
    - Use reclaimed water for landscape irrigation within the proposed project and install the infrastructure to deliver and use reclaimed water;
    - Design buildings to be water-efficient and install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals; and
    - Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- **Solid Waste Measures**
  - Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
  - Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
  - Provide employee education about reducing waste and available recycling services.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION VIII: HAZARDS AND HAZARDOUS MATERIALS                                                                                                                                                                                                                    | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                               |                                |                                                    |                                     |                                     |
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



## Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Phase I Environmental Site Assessment* (Phase 1 ESA) (Weber, Hayes & Associates, Inc., April 2015) (refer to Appendix A).

**VIII(a). Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? and (b). Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?** Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or strong sensitizer. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the use, transport, or disposal of hazardous materials is affected by the type of substance, quantity used or managed, and the nature of the activities and operations.

Construction of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction would be limited and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, in the unlikely event that a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials used during construction. Construction of the proposed project would result in the disturbance of soils on the project site, which was once a gas station for Fort Ord. The project site previously contained three 1,000 gallon underground storage tanks (USTs) and associated product piping. The USTs and product piping located on site were properly removed in January 1997. Additionally, soil and soil vapor sampling was conducted to confirm soils on site do not contain any significant residual impacts from the gas station operations. Based on soil and soil vapor sampling conducted, there is no evidence of a petroleum hydrocarbon or VOC release resulting from the former gas station operation. Therefore, impacts associated with the potential release of hazardous materials that could occur during construction of the proposed project are considered less than significant, and no mitigation is required.

Project operation would involve the use of potentially hazardous materials (e.g., cleaning agents, paints, fertilizers, or pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to residents or workers in the vicinity of the project site. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, impacts resulting in a significant hazard to the public and environment through the routine transport use or disposal of hazardous materials are considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact



**VIII(c). Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?** Central Coast High School, located at 200 Coe Avenue, is located approximately 0.21 mile to the south of the project site. Seaside High School, located at 2200 Noche Buena Street, is located approximately 0.27 mile to the east of the project site. However, as stated previously, construction and operation of the proposed project would involve the use of potentially hazardous materials that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to students or faculty at schools in the vicinity of the proposed project. The amount of hazardous chemicals present would be limited and in compliance with existing government regulations. In addition, the proposed project would not produce or handle acutely hazardous materials, substances, or waste. Therefore, potential impacts to schools within 0.25 mile resulting from hazardous materials used on the project site are considered to be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VIII(d). Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?** As part of the Phase I ESA prepared for the proposed project, an environmental database report prepared by Environmental Data Resources, Inc. (EDR) was reviewed for local, State, and federal listings for the project site and properties in the vicinity of the project site. Regulatory database lists were reviewed for cases pertaining to leaking USTs and aboveground storage tanks, hazardous waste sites, and abandoned sites within the specified radii of standards established by the American Society for Testing and Materials (ASTM) guidelines.

According to the EDR report, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, the proposed project would not create a significant hazard to the public or the environment. However, the project site is located within the historical Fort Ord military base boundary and is, therefore, part of the study area for the United States Environmental Protection Agency (EPA) National Priorities List (NPL) or Superfund cleanup case that encompasses an area of 24,492 acres that spans portions of the present-day cities of Seaside and Marina. An Environmental Baseline Survey (EBS) conducted in 1997 included the project site. The project site was determined to be free of lead-based paint, radon, radiological contamination, ordnance and explosives, and polychlorinated biphenyls. The USTs located on the project site were removed, and the project site was transferred out of Department of Defense ownership. A number of point sources for soil and groundwater contamination were identified, attributed to historical operations of the former military. Multiple groundwater plumes exist within the former military base from multiple source areas and consist of chlorinated VOCs. The plumes have been evaluated, monitored and remediated. The project site is located at least 2 miles from the nearest detection of these groundwater contaminants. Therefore, because the project site does not contain any recognized environmental conditions and is located 2 miles away from the nearest

groundwater contamination, impacts related to hazardous materials sites would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VIII(e). For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? and (f). For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?** The project site is not located within an airport land use plan or located within 2 miles of a public or private airstrip. The closest nearby public airports are the Monterey Regional Airport, which is located approximately 3 miles south of the project site, and the Marina Municipal Airport, which is located approximately 4 miles northeast of the project site. No private airstrips are located within 2 miles of the project site. Therefore, the proposed project would not result in a safety hazard related to its proximity to an airstrip, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**VIII(g). Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?** The proposed project would not physically interfere with any adopted emergency or evacuation plans. According to the City's General Plan Safety Element, the nearest evacuation corridor is SR-1. As discussed in Section XVI, Transportation/Traffic, implementation of the proposed project would not result in any significant traffic impacts at intersections or along roadway segments within the project area. In addition, the proposed project would be developed in accordance with the City's emergency access standards. Access to, from, and on the project site for emergency vehicles would be reviewed and approved by the City and the City of Seaside Fire Department prior to project construction. All proposed structures would be required to comply with all applicable codes and ordinances for emergency vehicle access, which would ensure adequate access to, from, and on the project site for emergency vehicles. Furthermore, the two driveways of the proposed project would be built in accordance with all applicable City standards allowing safe and efficient ingress and egress of emergency vehicles. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VIII(h). Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?** According to the City's General Plan Safety Element, the project site is located within a Fire Hazard Area. There is a potential for construction vehicles and equipment to ignite wildfires in areas with dry vegetation. However, Standard Condition AQ-1 in Section III, Air Quality, would require frequent watering (e.g., minimum twice per day) of construction areas for dust control. With implementation of Standard Condition AQ-1, impacts related to wildfires during construction would be less than significant, and no mitigation is required.

Although located in a Fire Hazard Area, the project site is surrounded by residential development to the east and south and SR-1 to the west and north. During operation, the project site would be developed with structures and landscaping and surrounded by urban development and roadways. In addition, the proposed use of the site would be typical of urban development and would have a low risk of igniting a wildfire. Because of the urban nature of the project site and surrounding development, and the proposed on-site uses, the risk of wildfire during operation would be low. Therefore, operational impacts related to wildfires would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition AQ-1 in Section III, Air Quality.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION IX: HYDROLOGY AND WATER QUALITY                                                                                                                                                                                                                                                                                                                                                       | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                            |                                |                                                    |                                     |                                     |
| a) Violate any water quality standards or waste discharge requirements?                                                                                                                                                                                                                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?                                                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?                                                                                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?                                                                                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?                                                                                                                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?                                                                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

## Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* (JF Construction and Engineering Company, September-October 2015) and the *Hydrology Assessment* (Webber, Hayes & Associates, September 2015) (refer to Appendix A).

**IX(a). Violate any water quality standards or waste discharge requirements?** Pollutants of concern during construction of the proposed project include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters.

During construction of the proposed project, the total disturbed soil area would be approximately 5.27 acres. Because the proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit).

As specified in Standard Condition GEO-2, coverage under the Construction General Permit would have to be obtained for the proposed project. Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

During operation, pollutants of concern associated with the proposed development include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris. In the existing condition, the project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres. As a result, in the proposed condition, the project site would contain approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site).

A *Preliminary Stormwater Control Plan* has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be

required to be prepared for the proposed project. The LID BMPs proposed in the *Preliminary Stormwater Control Plan* include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project.

With incorporation of construction and post-construction BMPs that would target pollutants of concern, as specified in Standard Conditions GEO-2 and WQ-1, impacts related to violation of water quality standards or waste discharge requirements would be less than significant, and no mitigation is required.

#### **Standard Conditions:**

##### **Standard Condition WQ-1:**

**Final Stormwater Control Plan.** Prior to the issuance of a grading permit, the project engineer shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the storm water controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The project engineer shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(b). Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?** The project site is not in a designated groundwater recharge area. Groundwater was not encountered during geotechnical borings for the proposed project, which were advanced to depths ranging from 15 to 51.5 ft bgs. In addition, according to the *Hydrology Assessment*, based upon depth to groundwater data from nearby groundwater monitoring wells for other sites at the former Fort Ord, it appears that groundwater is found at a depth approximately equal to mean sea level (MSL). As such, the depth to first groundwater at the project site is likely to be greater than 90 ft bgs. Due to the depth of groundwater, groundwater is not anticipated to be encountered during construction of the proposed project. The proposed project would increase impervious surface areas on site, which would decrease infiltration. However, this decrease in infiltration would be offset by implementation of the LID BMPs, which would infiltrate all storm water on the site. In addition, operation of the proposed project would not require groundwater extraction. Therefore, impacts related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(c). Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? and (d). Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?** During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in Response IX(a) and specified in Standard Condition GEO-2, the Construction General Permit requires preparation of a SWPPP to identify Construction BMPs to be implemented as part of the proposed project to reduce impacts to water quality during construction, including those impacts associated with soil erosion, siltation, and flooding. With implementation of the Construction BMPs as specified in Standard Condition GEO-2, impacts related to on- or off-site erosion or siltation and flooding would be less than significant, and no mitigation is required.

The proposed project would not alter the path of a stream or river. The existing topography generally slopes toward the west and would not substantially alter the topography or existing drainage patterns on the project site. As discussed above, the proposed project would increase the impervious surface area on site by approximately 1.66 acres, which, without stormwater controls to infiltrate runoff, would increase the volume of runoff from the site. However, the Fort Ord Reuse Authority, which governs reuse of the former Fort Ord Military Base, requires that 100 percent of the on-site storm



water from a 24-hour 100-year storm event be infiltrated on the site. In compliance with this requirement, the proposed project includes rain gardens that would be designed to infiltrate all of the on-site storm water from a 24-hour 100-year storm. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be prepared to demonstrate that the design of the rain gardens would achieve infiltration of a 24-hour 100-year storm event. The rain gardens would include space above the biofiltration media to contain a 100-year storm event of 4.71 inches in 24 hours. Therefore, with implementation of Standard Condition WQ-1, operation of the proposed project would not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation on or off the site, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Conditions GEO-2 and WQ-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(e). Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?** As discussed in Response IX(c) and IX(d), above, the rain gardens would be designed to percolate all of the on-site storm water from a 24-hour 100-year storm. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be prepared to demonstrate that the design of the rain gardens would achieve infiltration of a 24-hour 100-year storm event. Because stormwater runoff would be contained on the site, the proposed project would not exceed the capacity of the storm drain lines. Therefore, with implementation of Standard Condition WQ-1, the proposed project would not contribute runoff water that would exceed the capacity of an existing or planned stormwater drainage system, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition WQ-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(f). Otherwise substantially degrade water quality?** Refer to Response IX(a) above.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition WQ-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact



**IX(g). Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?** and

**IX(h). Place within a 100-year flood hazard area structures which would impede or redirect**

**flood flows?** According to the City's General Plan Safety Element (2004), the project site is not located within a 100-year flood zone. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year special flood hazard area. The project site is mapped as Zone X, Other Flood Areas, which is defined as areas of 0.2 percent annual chance floodplain (500-year floodplain), areas of 1 percent annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Map No. 06053C0290G; April 2, 2009). Therefore, implementation of the proposed project would not place housing or structures within a 100-year flood hazard area. No impacts would occur, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IX(i). Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

The Salinas River, which is the river located closest to the project site, is identified in the County of Monterey General Plan as one of two rivers facing the greatest risk of dam failure from two County-owned dams – Nacimiento and San Antonio. According to the Monterey County Dam Inundation Zone map, the project site is not within any of these dam inundation zones. Therefore, implementation of the proposed project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation from failure of a dam or levee, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IX(j). Inundation by seiche, tsunami, or mudflow?** Seiches are standing waves created by seismically-induced ground shaking (or volcanic eruptions or explosions) that occur in large, freestanding bodies of water. Roberts Lake and Laguna Grande Lake are located approximately 2 miles to the west of the project site within the City. The Seaside General Plan Safety Element (2004), concludes that the Laguna Grande Lake and Roberts Lake areas are susceptible to flooding and other impacts from seiches. However, the project site is located 2 miles away from Roberts Lake and Laguna Grande Lake. These lakes would not create a large enough seiche that would put the project site at risk of inundation. Therefore, the risk associated with possible seiche waves is not considered a

potential constraint or a potentially significant impact of the proposed project, and no mitigation is required.

Tsunamis are a series of ocean waves generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rockfalls, and exploding volcanic islands. Tsunamis can damage property through direct wave impacts and wave-associated flooding, but the greater threat is to human health and safety. Although the project site is located approximately 1,350 ft from Monterey Bay, according to the Tsunami Inundation Map for Emergency Planning for the Seaside Quadrangle (2009), the project site is not located within the Tsunami inundation zone. The project site is approximately 1,000 ft away from the Tsunami inundation zone, and elevations on the site range from 88 to 115 ft above mean sea level; therefore, the project site is at an elevation above and at a distance from the ocean that is not known to have historical tsunami impacts. The risk associated with tsunamis is, therefore, not considered a potential hazard or a potentially significant impact, and no mitigation is required.

Mudslides and slumps are described as a shallower type of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface saturation. The project site is relatively flat, and no existing landslides are present on the property. Therefore, the risk associated with possible mudflows and mudslides is not considered a potential constraint or a potentially significant impact of the proposed project, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION X: LAND USE AND PLANNING                                                                                                                                                                                                                                                                            | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                          |                                |                                                    |                                     |                                     |
| a) Physically divide an established community?                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**X(a). Physically divide an established community?** The project site is bounded by SR-1 to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. In the existing condition, the 5.47-acre project site is partially developed with a 5,000 sf vacant structure that was formerly operated as a convenience store and gas station. The project site is currently designated and zoned as Community Commercial in the City's General Plan and Zoning Ordinance (Title 17 of the Municipal Code), respectively, and no general plan amendment or zone change is required for project implementation. Implementation of the proposed project would not physically divide an established community, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**X(b). Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?** The proposed project was reviewed for consistency with the City's General Plan and zoning ordinance and found to be consistent subject to the issuance of a Use Permit. Additionally, the proposed project was reviewed for consistency with the MBUAPCD and the Fort Ord Base Reuse Plan and was found to be consistent with all applicable objectives and policies (refer to Section III, Environmental Factors Potentially Affected and Determination). Therefore,

implementation of the proposed project would not conflict with any land use plans, policies or regulations. A less than significant impact would occur, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**X(c). Conflict with any applicable habitat conservation plan or natural community conservation plan?** There is presently no adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan in the City. Implementation of the proposed project would not interfere with any current local, regional, or State HCPs or NCCPs, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION XI: MINERAL RESOURCES                                                                                                                                         | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                    |                                |                                                    |                              |                                     |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

Refer to Section IV, Environmental Factors Potentially Affected and Determination. The proposed project would have no impact on mineral resources.

| SECTION XII: NOISE                                                                                                                                                                                                                                                  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                  |                                |                                                    |                                     |                                     |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                                                 | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                          | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

The following provides an overview of the characteristics of sound-related impacts associated with the proposed project and the regulatory framework that applies to noise within the vicinity of the project site. The discussion and analysis provided in this section are based on the *Noise and Vibration Assessment*, prepared by Illingworth & Rodkin, Inc., January 2016 (refer to Appendix A).

**Characteristics of Sound.** Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in decibels are calculated on a logarithmic basis. Audible increases in noise levels generally refer to a change of 3.0 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1.0 dB, which are inaudible to the human ear. An increase of 10 dB represents a tenfold increase in

acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements, which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy; therefore, the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise-sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level ( $L_{eq}$ ) is the total sound energy of time-varying noise over a sample period. The predominant rating scales for human communities in the State of California are the  $L_{eq}$ , the community noise equivalent level (CNEL), and the day-night average level ( $L_{dn}$ ) based on A-weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly  $L_{eq}$  for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).  $L_{dn}$  is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and  $L_{dn}$  are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to noise events occurring during the more sensitive hours.

**Noise Element of the City of Seaside General Plan.** The Noise Element of the City of Seaside General Plan addresses noise sources in the community and identifies ways to reduce the impacts of these noise sources. The Noise Element contains policies and programs to achieve and maintain noise levels compatible with various types of land uses.

One of the policies contained in the Noise Element of the City's General Plan (N-1.1.1 Compatible Development) endeavors to ensure that new development and reuse/revitalization projects are compatible with the noise environment and existing development. Implementation of the policy focuses on the following:

Review discretionary development proposals for potential on- and offsite stationary and vehicular noise impacts per the California Environmental Quality Act (CEQA). Any proposed development located within a 60 dB or higher noise contour shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Ordinance, Noise Ordinance, the Noise Contours Map, and Table VI.XII.1 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise reduction designs/structures will be required to reduce the impact to a level less than significant. If the impact cannot be reduced to a level less than significant or avoided with accepted noise reduction methods, the proposed project will be determined "Clearly Unacceptable" and will not be approved.

**Table VI.XII.1: City of Seaside Interior and Exterior Noise Standards**

| Land Use              | Noise Standards |             |
|-----------------------|-----------------|-------------|
|                       | Exterior        | Interior    |
| Residential           | 65 dBA CNEL     | 45 dBA CNEL |
| Mixed-Use Residential | 70 dBA CNEL     | 45 dBA CNEL |
| Commercial            | 70 dBA CNEL     | –           |
| Office                | 70 dBA CNEL     | 50 dBA CNEL |
| Industrial            | 75 dBA CNEL     | 55 dBA CNEL |
| Public Facilities     | 70 dBA CNEL     | 50 dBA CNEL |
| Schools               | 50 dBA CNEL     | 50 dBA CNEL |

Source: City of Seaside General Plan. 2004.  
CNEL = Community Noise Equivalent Level  
dBA = A-weighted decibel(s)

The Noise Element also specifies outdoor and indoor noise limits for residential, commercial, office, industrial, public facility, and educational uses. As shown in Table VI.XII.1, City of Seaside Interior and Exterior Noise Standards, the noise standard for exterior living areas is 65 dBA CNEL for residential uses. The indoor residential noise standard is 45 dBA CNEL, which is consistent with the California Noise Insulation Standard.

In addition to establishing exterior and interior noise standards, the City General Plan states that for a proposed project to be approved, the results of an acoustical analysis “must demonstrate that the project is designed to attenuate noise to meet the City’s noise standards.”

**City of Seaside Municipal Code.** The City has adopted a noise ordinance (Chapter 9.12 of the Municipal Code), which seeks to control noise by setting forth time periods when activities are allowed or prohibited. For example, excessive unnecessary or unusually loud construction noise activity before 7:00 a.m. or after 7:00 p.m. daily (except Saturday, Sunday, and holidays when the hours are before 9:00 a.m. and after 7:00 p.m.) are prohibited. The City’s Municipal Code does not contain quantitative noise limits.

**CEQA Significance Criteria-Noise.** A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria provided in the City’s General Plan Noise Element and the City’s Noise Ordinance. For purposes of this IS/MND, the proposed project would create a significant noise impact if the noise increase is greater than 3 dBA with the proposed project and the resulting noise level is greater than the established City of Seaside noise standard; or if the noise increase is greater than 5 dBA with the proposed project, but the overall noise level after project implementation is less than the established City of Seaside noise standard.

**Vibration.** Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Vibration amplitude can be expressed in peak particle velocity (PPV). PPV is defined as the maximum instantaneous positive or negative peak of vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings; both are expressed in inches per second (inch/sec).



Vibration velocity is expressed in vibration velocity decibels (VdB). Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible; however, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. The occupants may perceive building vibration as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The vibrating walls, floors, and ceilings that radiate sound waves cause the rumbling noise.

A typical source of groundborne vibration is construction activities (e.g., pavement breaking and operating heavy-duty earth-moving equipment) and occasional traffic on rough roads. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. Caltrans produced one of the seminal works relating to construction-induced vibration. Table VI.XII.2 lists the reactions of people and damage to buildings from continuous or frequent intermittent vibration levels taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2013). While the proposed project is not subject to Caltrans regulations the following groundborne vibration and noise thresholds are commonly used for projects in the State of California.

**Table VI.XII.2: Reactions of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels**

| Velocity Level, PPV (inch/sec) | Human Reaction                                 | Effect On Building                                                                                              |
|--------------------------------|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 0.01                           | Barely Perceptible                             | No effect                                                                                                       |
| 0.04                           | Distinctly Perceptible                         | Vibration unlikely to cause damage of any type to any structure                                                 |
| 0.08                           | Distinctly Perceptible to Strongly Perceptible | Recommended upper level of the vibration to which ruins and ancient monuments should be subjected               |
| 0.1                            | Strongly Perceptible                           | Virtually no risk of damage to normal buildings                                                                 |
| 0.3                            | Strongly Perceptible to Severe                 | Threshold at which there is a risk of damage to older residential dwellings such as plastered walls or ceilings |
| 0.5                            | Severe – Vibrations considered unpleasant      | Threshold at which there is a risk of damage to newer residential structures                                    |

Source: California Department of Transportation. 2013. *Transportation and Construction Vibration Guidance Manual*. September.

inch/sec = inches per second

PPV = peak particle velocity

**CEQA Significance Criteria-Vibration.** While the proposed project is not subject to Caltrans regulations in this IS/MND, a significant vibration impact would occur if construction of the proposed project results in vibration levels that exceed 0.3 inch/sec PPV, as such levels could result in cosmetic damage to normal buildings.

**Existing Noise Environment.** The project site is located between State Route 1 (SR-1) and Monterey Road just north of the Monterey Road and Coe Avenue intersection in the City of Seaside. To

quantify existing ambient noise levels, noise monitoring was completed at the site on December 8-9, 2015. The noise monitoring survey included two long-term and two short-term measurements. Please refer to Figure XII-1 showing the noise monitoring locations. The results of the long-term noise measurements are shown in Table VI.XII.3 while the results of the short-term measurements are shown in Table VI.XII.4. The primary existing noise source in the vicinity of the project site is vehicular traffic along SR-1 and local traffic along Monterey Road. Neighborhood traffic along Coe Avenue also affects the noise environment.

**Table VI.XII.3: Long-Term Noise Measurement (dBA)-Existing Conditions**

| Location | Description                                                                                                                 | Daytime Noise Levels<br>(7 a.m. to 7 p.m.) | Nighttime Noise Levels<br>(7 p.m. to 7 a.m.) | Community Noise Equivalent Level (CNEL) |
|----------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------------------------------------|-----------------------------------------|
| LT-1:    | Located near the northwestern boundary of the project site, approximately 135 feet from the nearest lane on northbound SR-1 | 69 – 73 dBA<br>L <sub>eq</sub>             | 61 – 69 dBA L <sub>eq</sub>                  | 74 dBA CNEL                             |
| LT-2:    | Located northeast of the Monterey Road/Coe Avenue intersection, approximately 40 feet from the Monterey Road centerline     | 64 – 69 dBA<br>L <sub>eq</sub>             | 56 – 66 dBA L <sub>eq</sub>                  | 69 dBA CNEL                             |

Source: Illingworth & Rodkin, Inc. 2016. *Noise and Vibration Assessment*. January.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel

L<sub>eq</sub> = the average noise level during a specific hour

SR-1 = State Route 1

**Table VI.XII.4: Summary of Short-Term Noise Measurements (dBA)-Existing Conditions**

| Noise Measurement Location<br>(Date, Time)                            | L <sub>max</sub> | L <sub>(1)</sub> | L <sub>(10)</sub> | L <sub>(50)</sub> | L <sub>(90)</sub> | L <sub>eq(10)</sub> | CNEL |
|-----------------------------------------------------------------------|------------------|------------------|-------------------|-------------------|-------------------|---------------------|------|
| ST-1: ~145 feet from State Route 1<br>(12/8/2015, 9:30-9:50 a.m.)     | 75               | 75               | 73                | 71                | 68                | 71                  | 74   |
|                                                                       | 76               | 75               | 73                | 71                | 69                | 71                  |      |
| ST-2: ~95 feet from Monterey<br>Road (12/8/2015, 10:00-10:20<br>a.m.) | 69               | 66               | 64                | 62 <sup>1</sup>   | 60 <sup>1</sup>   | 62 <sup>1</sup>     | 66   |
|                                                                       | 69               | 66               | 63                | 61                | 59                | 61                  |      |

<sup>1</sup> Slightly elevated due to influence of State Route 1 (SR-1) traffic.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel

L<sub>(1)</sub> = noise level exceeded for 1 percent of the measurement period

L<sub>(10)</sub> = noise level exceeded for 10 percent of the measurement period

L<sub>(50)</sub> = noise level exceeded for 50 percent of the measurement period

L<sub>(90)</sub> = noise level exceeded for 90 percent of the measurement period

L<sub>eq</sub> = the average noise level during a specific hour

L<sub>eq(10)</sub> = the average noise level during a specific hour

L<sub>max</sub> = maximum sound level during a noise event



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**Discussion/Conclusion/Mitigation:****XII(a). Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?**

**Short-Term Construction Noise Impacts.** Short-term noise impacts would be associated with excavation, grading, and the erection of buildings on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area at the present time, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. As shown in Table VI.XII.5, a single truck passing at a distance of 50 ft would generate a noise level of 84 dBA maximum continuous level ( $L_{max}$ ). However, the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA).

**Table VI.XII.5: Typical Maximum Construction Equipment Noise Levels ( $L_{max}$ )**

| Type of Equipment       | Acoustical Usage Factor | Suggested Maximum Sound Levels for Analysis (dBA $L_{max}$ at 50 ft) |
|-------------------------|-------------------------|----------------------------------------------------------------------|
| Backhoe                 | 40                      | 80                                                                   |
| Cement Mixer            | 50                      | 80                                                                   |
| Concrete/Industrial Saw | 20                      | 90                                                                   |
| Crane                   | 16                      | 85                                                                   |
| Excavator               | 40                      | 85                                                                   |
| Generator               | 50                      | 82                                                                   |
| Grader                  | 40                      | 85                                                                   |
| Loader                  | 40                      | 80                                                                   |
| Paver                   | 50                      | 85                                                                   |
| Roller                  | 20                      | 85                                                                   |
| Rubber Tire Dozer       | 40                      | 85                                                                   |
| Scraper                 | 40                      | 85                                                                   |
| Tractor                 | 40                      | 84                                                                   |
| Truck                   | 40                      | 84                                                                   |

Source: Federal Highway Administration. 2006. *Highway Construction Noise Handbook*.

dBA = A-weighted decibel

ft = feet

$L_{max}$  = maximum continuous noise level

The second type of short-term noise impact is related to noise generated during project construction, during which time there is a substantial, albeit temporary, increase in noise levels at nearby sensitive land uses. Construction activities can generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used.

The proposed project would be built over the course of 24 months. Construction of the proposed project would be undertaken in three discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. Phase 1 would include demolition of the existing building and pavement, site clearing, and foliage removal. Phase 2 would include grading and trenching. Phase 3 would involve constructing the building foundations, structures, and interior details. These various sequential phases would change the character of the noise generated on the site. Therefore, noise levels would vary as construction progresses. Table VI.XII.5 shows the average noise level ranges for each type of construction equipment, based on a distance of 50 ft between the equipment and a noise receptor. Despite the variety in the type and size of construction equipment used during each phase, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table VI.XII.6 shows the average noise level ranges, by construction activity, based on a distance of 50 ft between the equipment and a noise receptor. As shown in Table VI.XII.6, typical ~~maximum~~ **hourly** noise levels range from ~~75-81~~ to 88 dBA  $L_{eq}$  at a distance of 50 ft **when all pertinent equipment is in operation on-site**. Hourly average construction noise levels associated with the erection of the proposed senior assisted-living facility, such as hammer- and drilling-related noise, range from approximately 63 to 71 dBA at a distance of 50 ft. The noise levels associated with construction of the buildings would be substantially less than the noise levels associated with grading and pavement activities during project site preparation.

**Table VI.XII.6: Typical Ranges of Construction Noise Levels at 50 Feet ( $L_{eq}$  dBA)**

|                 | Domestic Housing |    | Office Building, Hotel, Hospital, School, Public Works |    | Industrial, Parking Garage, Religious Amusement & Recreations, Store, Service Station |    | Public Works, Roads & Highways, Sewers, and Trenches |    |
|-----------------|------------------|----|--------------------------------------------------------|----|---------------------------------------------------------------------------------------|----|------------------------------------------------------|----|
|                 | I                | II | I                                                      | II | I                                                                                     | II | I                                                    | II |
| Ground Clearing | 83               | 83 | 84                                                     | 84 | 84                                                                                    | 83 | 84                                                   | 84 |
| Excavation      | 88               | 75 | 89                                                     | 79 | 89                                                                                    | 71 | 88                                                   | 78 |
| Foundations     | 81               | 81 | 78                                                     | 78 | 77                                                                                    | 77 | 88                                                   | 88 |
| Erection        | 81               | 65 | 87                                                     | 75 | 84                                                                                    | 72 | 79                                                   | 78 |
| Finishing       | 88               | 72 | 89                                                     | 75 | 89                                                                                    | 74 | 84                                                   | 84 |

Source: United States Environmental Protection Agency. 1973. Legal Compilation on Noise, Vol. 1, p. 2-104.

I- All pertinent equipment present at site.

II- Minimum required equipment present at site.

Construction of the proposed project is anticipated to include the use of gas engine chain saws, a tree chipper, pneumatic jackhammers, loaders, heavy trucks, small bulldozers, backhoes, haul trucks, cranes, pumps, auxiliary engines, generators, and compressors. This equipment would be used on the project site. The nearest existing residential structures, Seaside Highlands, are located approximately 60 ft southeast of the project site. During construction along the southern boundary of the project site, these residences would be exposed to hourly average noise levels ranging from 79 to 86 dBA  $L_{eq}$ . When construction occurs along the eastern boundary of the project site, residences located 250 ft northeast of the project boundary would experience construction noise levels that would range from 67 to 74 dBA  $L_{eq}$ . Construction activities would be conducted in accordance with the provisions of the City of Seaside Municipal Code, which exempts noise level impacts when construction work occurs between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday and between the hours of 7:00 p.m. and 9:00 a.m. on weekends and holidays. This exemption recognizes that construction



activity is typically short-term in duration and a normal part of the daytime urban environment. Therefore, the threshold of significance associated with short-term construction noise is time dependent. Construction activities would only occur during the hours specified above. Therefore, impacts associated with short-term construction noise would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation:** No mitigation is required.

**Significance Determination after Mitigation:** Less than Significant Impact

**Long-Term Project-Generated Traffic Noise Impacts.** Traffic-related noise conditions in the vicinity of the project site were calculated as part of the *Noise and Vibration Assessment* (Illingworth & Rodkin, Inc. 2016). The existing and build-out traffic volumes were compared to calculate the project-related increase in traffic noise. A comparison of these two scenarios demonstrated that traffic volumes on all roadways serving the site would increase by 1 dBA CNEL as a result of project implementation. Therefore, existing traffic noise levels would not substantially increase over existing conditions. Therefore, a substantial increase in ambient noise levels in the project vicinity above existing noise levels without the project would not occur and impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation required.

**Significance Determination after Mitigation:** Less than Significant Impact

**Long-Term Project-Generated Stationary Noise Impacts.** The proposed project includes the operation of mechanical ventilation as well as emergency vehicles that may periodically assist residents. The potential noise impacts are discussed below:

**Mechanical Equipment.** The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA  $L_{eq}$ , and during nighttime hours, existing noise levels range from 56 to 66 dBA  $L_{eq}$ . The nearest mechanical equipment room is proposed to be located near the southern property line would be at a distance of more than 180 ft away from the southern property line on-site residential units. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA  $L_{eq}$  at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA  $L_{eq}$ . Given the nearest noise sensitive residential land uses are beyond the southern boundary of the project site and are therefore more than 180 ft from the proposed mechanical equipment room, noise levels at the nearest noise-sensitive receptors would not change from the existing conditions. Therefore, Any other identified locations for mechanical equipment would be located further than 180 ft from the nearest noise sensitive receptors.

~~Because these levels are below the existing ambient noise levels at the project site, impacts associated with the operation of mechanical equipment on the site would be less than significant, and no mitigation is required.~~

**Emergency Response.** The proposed senior assisted-living facility may, on occasion, require emergency vehicle assistance, which may include the use of a siren. At a distance of approximately 50 ft, sirens could reach levels of 92 to 94 dBA  $L_{max}$ . The nearest existing residences would be located approximately 125 ft from the entrance driveway of the project site, which would result in maximum instantaneous noise levels of 88 to 90 dBA  $L_{max}$ . While these levels could be considered to be excessive, they would occur within short time spans and would be in response to emergencies. According to Chapter 9.12.040 of the City's Municipal Code, excessive, unnecessary, or unusually loud noise is exempt from the established noise regulations. Therefore, impacts associated with emergency vehicles would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** Less than Significant Impact

**Long-Term On-Site Exterior Traffic-Related Noise Impacts.** The project site plan identifies seven outdoor use areas: three courtyards and four outdoor patios. Figure XII-2 shows each of the courtyards, labeled C1 through C3, and each of the outdoor patios, labeled P1 through P4.

**Courtyards:** Courtyards C1 and C2 would be located within the Memory Care Facility, and Courtyard C3 would be located in the Assisted Living Building. All three courtyards would be completely surrounded by the proposed senior living center and would not have direct line-of-sight to either SR-1 or Monterey Road. The future exterior noise levels at Courtyards C1, C2, and C3 would be below 65 dBA CNEL when accounting for the acoustical shielding provided by the buildings.

**Patios:** Outdoor Patios P1 and P2 would be located along the western façade of the Memory Care Facility, as shown in Figure XII-2. While Patio P1 would be shielded from traffic along SR-1 by the proposed buildings, the orientation of the building with respect to Monterey Road would expose part of the exterior of the patio to the traffic noise from Monterey Road. The future calculated exterior noise levels at Patios P1 and P2 would reach 64 dBA CNEL and 67 dBA CNEL, respectively.

Two additional outdoor patios are located along the western façade of the Co-Housing Building on the western boundary of the project site. Patio P3 would have direct line-of-sight to both SR-1 and Monterey Road. Due to the orientation of the proposed Co-Housing Building, P4 would be shielded from SR-1, but would have direct line-of-sight to Monterey Road, with a setback of 45 ft. The future calculated exterior noise levels at Patios P3 and P4 would reach 74 dBA CNEL and 69 dBA CNEL, respectively.



The future calculated noise levels at outdoor Patios P2, P3, and P4 would exceed the 65 dBA CNEL threshold by up to 2 dBA, 9 dBA, and 4 dBA CNEL, respectively. Traffic-related exterior noise impacts at the proposed project site would be significant, and mitigation is required.

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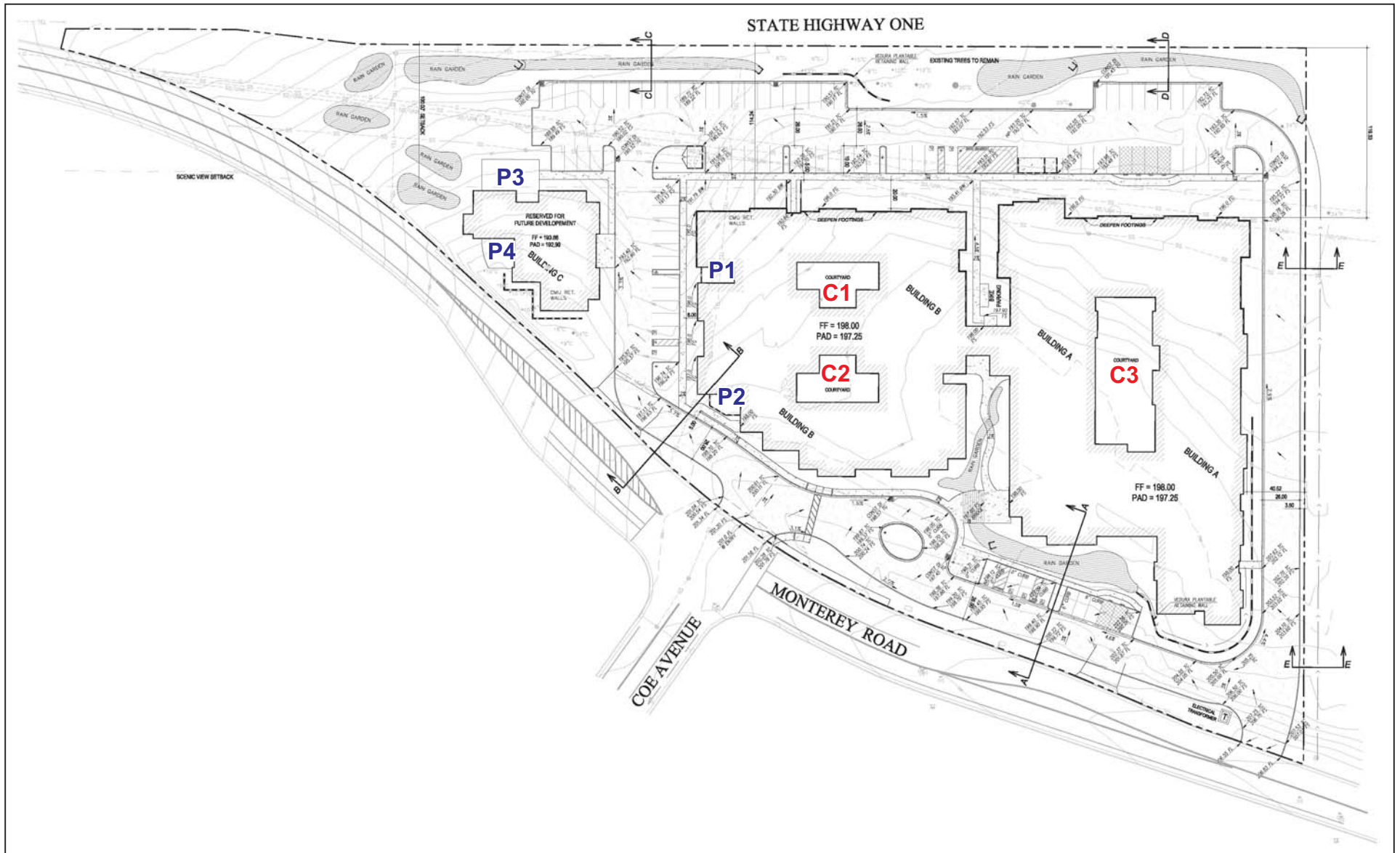


FIGURE XII-2

LSA



0 50 100  
FEET

SOURCE: JF Consulting (12-7-2015)

I:\SEZ1402\G\Noise\Noise Sensitive OUA.cdr (3/4/2016)

LEGEND

- P** = Patio  
**C** = Courtyard

Seaside Senior Living Project  
Noise Sensitive Outdoor-Use Areas

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Mitigation Measure NOI-1 requires the construction of sound walls varying in type, height, and length to reduce exterior noise levels at Patios P2, P3, and P4 (refer to Figure XII-3: Proposed Soundwall Locations). With implementation of Mitigation Measure NOI-1, exterior noise levels would be reduced to a level below the City's 65 dBA CNEL noise threshold.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure NOI-1:**

**Sound Barriers.** Prior to the issuance of an approved grading plan, the City of Seaside (City) Building Official, or designee, shall confirm that the site plan for the proposed project includes the design and construction of the following sound walls:

- **Patio P2:** The Construction Contractor shall construct a sound wall around the perimeter of Patio P2 that shall be attached to the proposed building on both ends. The total length of the sound wall shall be approximately 30 feet (ft). The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 pounds per square foot (lbs/ft<sup>2</sup>) (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass concrete masonry units (CMU)). The sound wall shall be at least 5 ft high as measured relative to the base elevation of the outdoor patio.
- **Patio P3:** The Construction Contractor shall construct an 8-inch thick wall, measuring 6 ft tall around the perimeter of Patio P3. The sound wall shall be at least 9 to 10 ft high and shall be at least 85 ft in length.
- **Patio P4:** The Construction Contractor shall construct a sound wall that surrounds the perimeter of the patio that shall be attached to the proposed building on both ends. The total length of the wall shall be at least 40 ft. The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 lbs/ft<sup>2</sup> (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass CMU). The sound wall shall be at least 5 ft high.

**Significance Determination After Mitigation:** Less than Significant Impact

**Long-Term On-Site Interior Traffic Related Noise Impacts.** The City of Seaside General Plan requires that interior noise levels be maintained at or below 45 dBA CNEL for residential uses.

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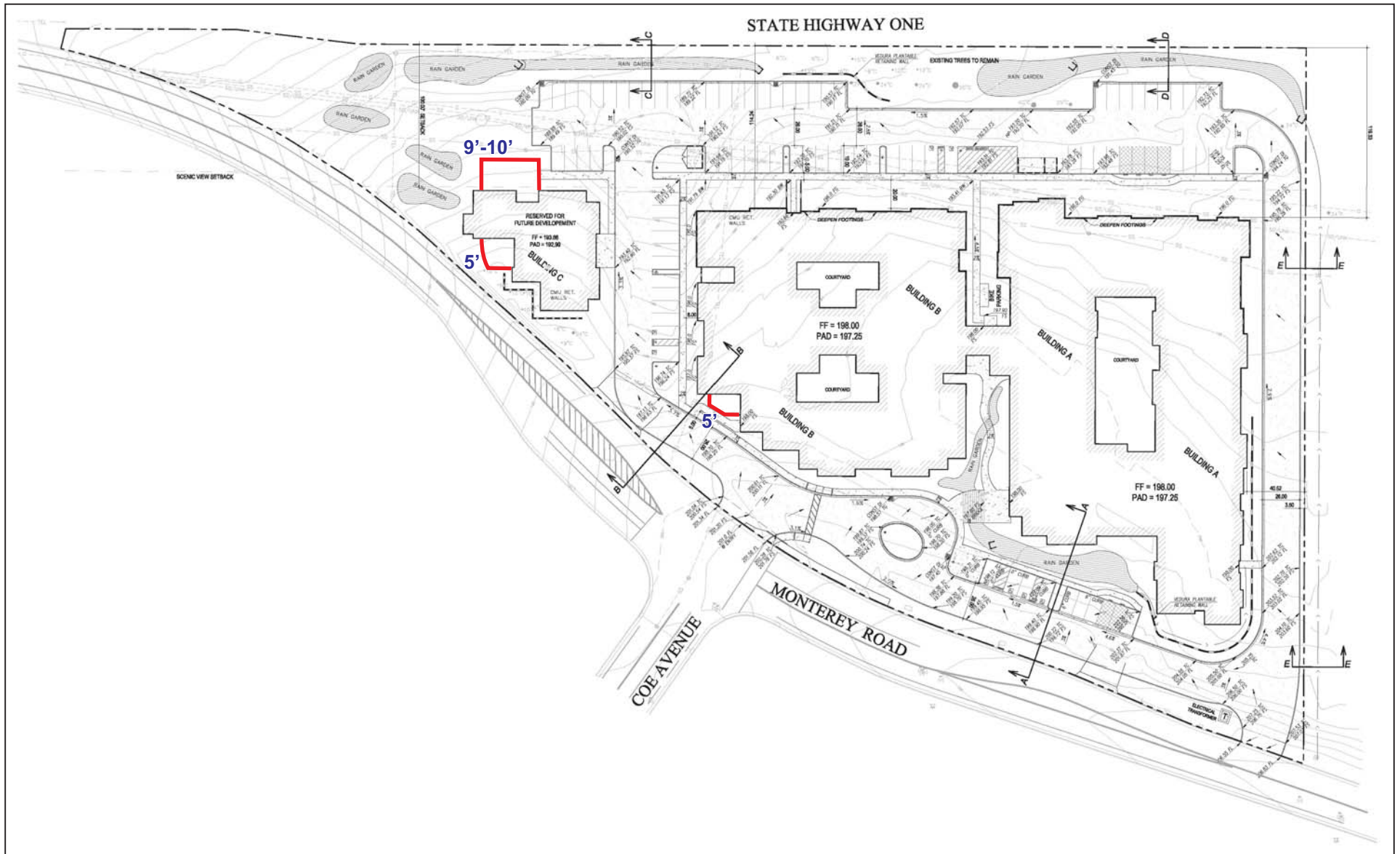


FIGURE XII-3

LSA



0 50 100  
FEET

SOURCE: JF Consulting (12-7-2015)

LEGEND

- = Proposed Soundwall Location
- 5' = Proposed Soundwall Height (in feet)

*Seaside Senior Living Project*  
Proposed Soundwall Locations

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Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA CNEL, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA CNEL, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

For the proposed project, the interior noise levels would be up to 59 dBA CNEL at the Co-Housing Building and up to 58 dBA CNEL at the Memory Care and Assisted Living Facilities, which exceeds the City's threshold for interior noise by 7 dBA. Therefore, traffic-related interior noise impacts at the proposed project site would be significant, and mitigation is required.

Mitigation Measure NOI-2 requires the installation of doors and windows with varying Sound Transmission Class (STC) ratings in residential units subjected to potentially high interior noise levels. Mitigation Measure NOI-2 also requires the installation of forced-air mechanical ventilation in all residential units proposed as part of the project. Therefore, with implementation of Mitigation Measure NOI-2, interior noise levels would be reduced to a level below the City's 45 dBA CNEL noise threshold.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure NOI-2:**

Prior to the issuance of a grading permit, the City shall ensure that the Developer's project plans include the design and construction of building treatments including the following:

- **Co-Housing Building:** The Construction Contractor shall install windows and doors with a minimum Sound Transmission Class (STC) rating of 30 with adequate forced-air mechanical ventilation in the residential units with direct line-of-sight to State Route 1 along the northern, eastern, and western sides of the Co-Housing Building. The Construction Contractor shall also install windows and doors with a minimum STC rating of 26 in all residential units proposed along the southern façade of the Co-Housing Building.
- **Memory Care Facility:** The Construction Contractor shall install windows and doors with a minimum STC rating of 30 in all exterior-facing units along the

northern façade of the Memory Care Facility. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in units proposed along the eastern and western façades and windows and doors with minimum STC ratings of 26 in units proposed along the Monterey Road-facing units on the southern façade of the Memory Care Facility.

- **Assisted Living Building:** The Construction Contractor shall install doors and windows with minimum STC ratings of 30 in all exterior-facing units along the northern façade of the Assisted Living Building. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in all exterior-facing units along the eastern and western façades and windows and doors with a minimum 26 STC rating for units proposed along the southern façade of the Assisted Living Building.
- **All Buildings:** All rooms/units shall include forced-air mechanical ventilation.

**Significance Determination After Mitigation:** Less than Significant Impact

#### **XII(b). Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Construction Vibration.** Construction of the proposed project may generate perceptible vibration associated with the use of heavy equipment or impact tools (e.g. jackhammers, hoe rams, etc.). Construction activities would include site clearing and vegetation removal, demolition of existing building and concrete removal, excavation, grading and trenching, site preparation work, foundation work, and new building framing and finishing. The proposed project is not expected to require pile driving, which can cause excessive vibration.

Table VI.XII.7 presents typical vibration levels that could be expected from construction equipment at a distance of 25 ft. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Vibration levels from typical construction activities would be expected to be 0.2 inch/sec PPV or less at a distance of 25 ft, below the 0.3 inch/sec PPV significance threshold. The nearest residential structures to the site are located 60 ft or further from the nearest property line of the project site. Vibration levels at a distance of 60 ft would be 0.08 inch/sec PPV or less. Vibration generated by construction activities near the southern and eastern property line of the project site would at times be perceptible to the nearby residences; however, it would be infrequent and only occur during the allowable daytime construction period. Therefore, project-related impacts associated with the generation of excessive groundborne vibration would be less than significant, and no mitigation is required.

**Table VI.XII.7: Vibration Source Levels for Construction Equipment**

| Equipment               |             | PPV at 25 Ft (inch/sec) | Approximate $L_v$ at 25 Ft (VdB) |
|-------------------------|-------------|-------------------------|----------------------------------|
| Pile Driver (Impact)    | upper range | 1.158                   | 112                              |
|                         | typical     | 0.644                   | 104                              |
| Pile Driver (Sonic)     | upper range | 0.734                   | 105                              |
|                         | typical     | 0.170                   | 93                               |
| Clam shovel drop        |             | 0.202                   | 94                               |
| Hydromill (slurry wall) | in soil     | 0.008                   | 66                               |
|                         | in rock     | 0.017                   | 75                               |
| Vibratory Roller        |             | 0.210                   | 94                               |
| Hoe Ram                 |             | 0.089                   | 87                               |
| Large bulldozer         |             | 0.089                   | 87                               |
| Caisson drilling        |             | 0.089                   | 87                               |
| Loaded trucks           |             | 0.076                   | 86                               |
| Jackhammer              |             | 0.035                   | 79                               |
| Small bulldozer         |             | 0.003                   | 58                               |

Source: Illingworth & Rodkin, Inc. 2016. *Transit Noise and Vibration Impact Assessment*, January;  
United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration,  
May 2006.

ft = feet

inch/sec = inches per second

PPV = peak particle velocity

VdB = vibration velocity decibels

**Construction Vibration.** Operation of the proposed project would not involve any uses that would generate groundborne vibration or groundborne noise levels. Therefore, no impact associated with the generation of excessive groundborne vibration would occur, and no mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation Measures:** No mitigation required.

**Significance Determination after Mitigation:** Less Than Significant Impact

**XII(c). A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

A substantial permanent increase in ambient noise levels associated with the proposed project would occur if the proposed project would cause noise levels to increase by 3 dBA or more. As shown in Section XII(a) above, long-time traffic noise sources would not cause an increase in ambient noise levels of more than 3 dBA.

As for stationary noise sources that might permanently increase ambient noise levels in the project vicinity, the proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The mechanical equipment would be located either within the proposed on-site buildings or near the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA  $L_{eq}$ , and during nighttime hours, existing noise

levels range from 56 to 66 dBA  $L_{eq}$ . Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA  $L_{eq}$  at a distance of 5 ft. At a distance of 35 ft from the proposed mechanical equipment, the noise level impact would be below 46 dBA  $L_{eq}$ , which is more than 10 dBA less than the existing noise levels. When a noise level impact is more than 10 dBA less than existing noise levels, it is assumed that it would not provide an increase in noise levels. All uses, both on-site and off-site, are located more than 35 ft away from the proposed mechanical rooms. Because the noise levels associated with mechanical equipment are below the existing ambient noise levels at the project site and at the off-site residential uses, impacts associated with the operation of mechanical equipment would be less than significant, and no mitigation is required. Therefore, impacts associated with a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project from mobile and stationary noise sources would be less than significant, and no mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** Less Than Significant Impact

**XII(d). A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Implementation of the proposed project would include construction activities that would result in a substantial temporary increase in ambient noise levels in the project site vicinity above levels existing without the project, but would no longer occur once construction is completed. The closest sensitive receptors in the project vicinity are 60 ft from proposed construction areas. During construction along the southern boundary of the project site, these residences would be exposed to hourly construction-related noise levels ranging from 79 to 86 dBA  $L_{eq}$ . When comparing the noise levels related to construction activities to existing ambient noise levels ranging from 64 to 69 dBA  $L_{eq}$ , it is expected that temporary daytime noise levels may increase by as much as 15 dBA. When construction occurs along the eastern boundary of the project site, residences located 250 ft northeast of the project boundary would experience construction noise levels that would range from 67 to 74 dBA  $L_{eq}$ , approximately 12 dBA less than that of the impacts to the residence to the south, due to distance. As noted above under XII(a), the City of Seaside Municipal Code exempts noise level impacts when construction work occurs between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 7:00 p.m. and 9:00 a.m., on weekends and holidays. This exemption recognizes that construction activity is typically short-term in duration and a normal part of the daytime urban environment. Furthermore, implementation of Mitigation Measure NOI-3, which prescribes the implementation of reasonable and feasible best management noise reduction practices to reduce construction noise impacts on adjacent noise sensitive land uses, will greatly reduce construction noise impacts at adjacent noise-sensitive land uses. Therefore, with implementation of Mitigation Measure NOI-3 and adherence to the required hours of construction as prescribed in the City of Seaside's Municipal Code, the substantial temporary increase in ambient noise levels in the project vicinity during construction activities would be less than significant.

**Significance Determination:** Potentially Significant Impact

## Mitigation Measures:

### Mitigation Measure NOI-3:

**Best Management Noise Reduction Practices.** Prior to issuance of a grading permit, the construction contractor shall develop and implement a construction noise control plan that includes, but is not limited to, the following available Best Management Practices:

- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 ft of adjoining sensitive land uses.
- All construction equipment must have appropriate sound-muffling devices, which shall be properly maintained and used at all times such equipment is in operation.
- The Construction Contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Unnecessary idling of internal combustion engines shall be prohibited.
- The Construction Contractor shall locate on-site equipment staging areas, material stockpiles, and construction parking areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period.
- The Construction Contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Ensure noise from construction workers, such as radios, is not audible at existing residences near the project site.
- Neighbors located within a 300 ft radius to the construction site shall be notified of the construction schedule in writing.
- Designate a project liaison that shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. The liaison shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the project contractor, and the liaison shall coordinate with the

contractor to modify any construction activities generating excessive noise levels to the greatest extent feasible.

- Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.
- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise controls and practices (including construction hours, construction schedule, and noise coordinator) are being implemented.

**Significance Determination after Mitigation:** Less than Significant Impact

**XII(e). For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Monterey Regional Airport is a public-use airport located approximately 2.75 miles south of the project site. Although aircraft-related noise would occasionally be audible at the project site, noise from aircraft would not substantially increase ambient noise levels at the project site. Therefore, there would be less than significant noise impacts due to public airports, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** Less than Significant Impact

**XII(f). For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The project site is not in the vicinity of a private airstrip. There would be no impacts related to excessive noise levels from private airstrips, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** No Impact

| SECTION XIII: POPULATION AND HOUSING                                                                                                                                                                      | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                        |                                |                                                    |                                     |                                     |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:****XIII(a). Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Construction.** Construction of the proposed project would provide short-term jobs over an approximately 18-month period. Many of the construction jobs would be temporary or seasonal and would be specific to the variety of construction activities. Although the proposed project would increase the number of employees at the project site during construction activities, it is expected that local and regional construction workers would be available to serve the proposed project's construction needs.

Project-related construction workers would not be expected to relocate their household's place of residence as a consequence of working on the proposed project. Therefore, the proposed project would not induce substantial population growth or demand for housing through increased construction employment, and no mitigation is required.

**Operation.** Implementation of the proposed project would include the construction of three new residential facilities including an Assisted Living Facility, a Memory Care Facility, and Co-Housing. The three proposed senior living facilities would provide a total of 144 residential units and would be designed to accommodate approximately 174 senior residents. It is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City but who are in need of assisted living care. Although it is expected that some senior residents would relocate to obtain assisted living care in this location, the number of people that would relocate to the area would not be substantial. Since the proposed project would primarily serve people already living in the area, the provision of senior assisted living housing would not cause or result in direct population growth.

The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. According to the 2010–2014



American Community Survey 5-Year Estimates,<sup>1</sup> the County has a labor force of 200,196 people, with approximately 18,709 people unemployed.<sup>2</sup> This suggests an available labor pool to serve the long-term employment opportunities offered by the proposed project. Because of the general availability of labor resources and the current unemployment rates in the County, there would be an opportunity to hire local employees to fill the proposed project's employment needs. It is unlikely that a substantial number of employees would need to be relocated from outside the region to meet the need for 54 employees. Any increase in population associated with proposed project would be limited and would not represent a substantial increase in the City's population.

Furthermore, the proposed project would be located within a developed area that is already served by all utilities. The existing regional infrastructure and the established roadway network would be utilized by employees accessing the project site.

Therefore, project operations would not induce population growth either directly or indirectly, and no mitigation is required.

The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. A majority of the employees, including maintenance and administrative staff positions, would likely be filled by existing City residents. It is possible that the upper management positions and skilled nurses would be filled by relocating individuals or families from elsewhere. However, the addition of a few individuals or families to the City would be accommodated by the existing homes and businesses located in the City and would not result in a substantial direct population growth in the area.

Additionally, the proposed project is located in a developed residential area of the City. The proposed project would tie into existing infrastructure (e.g., access roads, and sewer systems, etc.) and would not include the development of any infrastructure that would induce substantial indirect population growth in the project area. Therefore, implementation of the proposed project would result in a less than significant impact associated with inducing substantial population growth either directly or indirectly, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

<sup>1</sup> United States Department of Commerce, U.S. Census, American Fact Finder. Website: <http://factfinder.census.gov> (accessed January 13, 2016).

<sup>2</sup> Ibid.



**XIII(b). Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?** Implementation of the proposed project would include removing one existing vacant structure that was formerly used as a convenience store and gas station by the U.S. Army. No housing currently exists on the project site, and housing displacement would not occur as a result of implementation of the proposed project. Therefore, implementation of the proposed project would not result in an impact related to housing displacement, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**XIII(c). Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?** Implementation of the proposed project would include removing one existing vacant structure that was formerly used as a convenience store and gas station by the U.S. Army. No housing units or other forms of temporary housing are located on the project site, and no people would be displaced as a result of implementation of the proposed project. Therefore, implementation of the proposed project would not result in an impact related to the displacement of people, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION XIV: PUBLIC SERVICES                                                                                                                                                                                                                                                                                                                                                                                             | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                    |                                     |                                     |
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: |                                |                                                    |                                     |                                     |
| a) Fire protection?                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Police protection?                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Schools?                                                                                                                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Parks?                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Other public facilities?                                                                                                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Discussion/Conclusion/Mitigation:

**XIV. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**(a). Fire protection?** and **(b). Police protection?** Fire and police protection services for the project site are provided by the Seaside Police Department and the Seaside Fire Department, respectively. Both departments have sole rights to provide service to the entirety of the City. The City operates one fire station located at 1635 Broadway Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication).

Police Services are provided by the Seaside Police Department. The Police Department is separated into two divisions. The first division is the Field Operations division that provides patrol, drug enforcement, animal control, and reserve officer service. The second division is the Support Services division that operates as the administrative wing of the department. This division also handles any investigations, acts as record keepers, and provides school resource officers to the local schools. The department staffs 51 full-time equivalent personnel with 40 of those being sworn-in officers and the other 11 being non-sworn support staff (Shannon Oster-Gabrielson, Personal Communication).

Construction of the proposed project would not result in any road closures that would interfere with the fire and police departments' abilities to provide services to the City. All construction activities would take place off the road and would not represent an obstacle to these emergency vehicles as they travel the area around the project site.

The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. As noted previously, it is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City, although some of the senior residents would relocate to obtain assisted living care in this location. Furthermore, the proposed project will include in-house skilled nursing staff that could address basic health emergencies that might have otherwise resulted in a request for police or fire services. Nevertheless, it is likely that developing a senior living facility will increase calls for emergency services beyond existing conditions. The fire department has indicated that it will be able to handle any increase in call volume (Chief Brian Dempsey, Personal Communication). The Fire Department's current staffing levels allow for a single fire response or two simultaneous emergency medical service calls. If additional assistance is needed beyond what the Fire Department can provide, the Fire Department receives assistance from either the Presidio of Monterey Fire Department or the Monterey Fire Department. As well, American Medical Response responds to all emergency medical service calls and provides advanced life support service and hospital transport. Furthermore, the proposed project would be designed to comply with all Fire Department access requirements and California Fire Code requirements, would not impair emergency response vehicles or increase response times, and would not substantially increase calls for service. Therefore, the Fire and Police Departments would be able to serve the project site at the same levels provided to this area of the City before proposed project implementation, and impacts to fire and police protection services are expected to be less than significant. In addition, the proposed project would not require new or physically altered public facilities for fire protection, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XIV(c). Schools?** The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. Because the residential units would only be occupied by senior residents, the occupants of the proposed project would not directly cause an increase on the demand for school facilities. The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. As noted in Section XIII, because of the general availability of local and regional labor resources and the current unemployment rates in the County, there would be an opportunity to hire local employees to fill the proposed project's employment needs. It is unlikely that a substantial number of employees would need to be relocated from outside the region to meet the need for 54 employees. Any increase in population associated with the proposed project would be limited and would not represent a substantial increase in the City's population. Therefore, it is not anticipated that the proposed project would result in a substantial increase in students within the City's school district.

Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The project Developer would be required to pay such fees to reduce any impacts of residential construction on school services as provided in Section 65995 of the California Government Code. Section 65995 of the California Government Code states that in the case of residential construction, fees, charges, dedications, or other requirements authorized under Section 17620 of the Education Code shall not exceed the one dollar and ninety-three cents (\$1.93) per square foot of assessable space. "Assessable space," for this purpose, means all of the square footage within the perimeter of a residential structure, not including any carport, covered or uncovered walkway, garage, overhang, patio, enclosed patio, detached accessory structure, or similar area. The amount of square footage within the perimeter of a residential structure shall be calculated by the City of Seaside building department. Pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued. Therefore, with payment of the required fees, potential impacts to school services and facilities associated with implementation of the proposed project would be less than significant, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**XIV(d). Parks?** As stated above, the project proposes to construct 144 new senior living residential units and would be designed to accommodate approximately 174 senior residents. The proposed project would include amenities such as on-site recreational activities as well as outdoor courtyards and gardens. It is anticipated that the majority of senior residents would utilize the on-site facilities and amenities. However, it is plausible that residents and employees on their breaks may utilize neighborhood parks and recreational facilities. The closest neighborhood park to the proposed project is located less than 0.5 mile northeast of the project site on Monterey Road between Buena Road and Corregidor Road. The park was designed to accommodate the adjacent residential neighborhoods and includes a basketball court, tennis courts, play structures, and several grass fields. The potential increase in the number of people utilizing this neighborhood park from the proposed project would result in a nominal impact to the maintenance and upkeep of the park. The potential increase in the number of people utilizing park facilities would not result in an adverse impact to these facilities. Therefore, the proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XIV(e). Other public facilities?** The proposed project has been designed as a comprehensive living community with full amenities for senior citizens in need of assisted care. The proposed facilities' amenities include activity areas, a theater, outdoor spaces, and a wellness clinic. It is anticipated that the majority of the needs of the 174 senior residents would be accommodated on the site, and the proposed project would not generate an increased demand for public facilities such as libraries. No impact to public facilities would occur, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION XV: RECREATION                                                                                                                                                                       | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                                                                                           |                                |                                                    |                                     |                          |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**XV(a). Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?** The proposed project would be designed to accommodate approximately 174 senior residents. As stated in Section XIII, Population and Housing, the proposed facilities would likely accommodate seniors currently living in the City who are in need of assisted living care as well as senior residents who would relocate to obtain assisted living care. The proposed project has been designed to provide recreational facilities on the site for residents including a number of activity areas and outdoor recreational and therapeutic spaces. It is anticipated that the senior residents would utilize the on-site facilities and amenities for all recreational purposes. It is not anticipated that the senior residents would utilize any off-site recreational facilities.

As discussed in Section XIII, Population and Housing, the proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. A majority of the employees, including maintenance and administrative staff positions, would likely be filled by existing City residents. It is possible that the upper management positions and skilled nurses would be filled by relocating individuals or families from elsewhere. However, the addition of a few individuals or families to the City would be accommodated by the existing neighborhood and regional parks. Therefore, physical deterioration or other impacts to existing neighborhood or regional parks are not anticipated. Impacts would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XV(b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?** The proposed project has been designed to provide on-site recreational facilities for residents, including a number of activity areas and outdoor recreational and therapeutic spaces. The provision of these on-site recreational amenities as part of the proposed project have been considered as an integral part of the environmental analysis presented in this IS/MND. Furthermore, the proposed project would not require the construction or expansion of additional recreational facilities. Therefore, project-related impacts on recreational facilities would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION XVI: TRANSPORTATION/<br>TRAFFIC                                                                                                                                                                                                                                                                                                                                                                                       | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No<br>Impact                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-------------------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                                                            |                                      |                                                             |                                     |                                     |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/>             | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?                                                                                                                                                                | <input type="checkbox"/>             | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?                                                                                                                                                                                                                                                               | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?                                                                                                                                                                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?                                                                                                                                                                                                                                                                                                                                                                                     | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?                                                                                                                                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section are based on the *Traffic Report* (Hatch Mott MacDonald, October 2015) (refer to Appendix A).

**XVI(a). Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?** Roadway performance is most often controlled by the performance of intersections, specifically during peak traffic periods. This is because traffic



control at intersections interrupts traffic flow that would otherwise be relatively unimpeded except for the influences of on-street parking, access to adjacent land uses, or other factors resulting in interaction of vehicles between intersections. For this reason, traffic analyses for individual projects typically focus on peak-hour operating conditions for key intersections. Operating conditions at intersections are typically described in terms of level of service (LOS). LOS is a measure of a roadway's operating performance and is a tool used in defining thresholds of significance as well as measuring a project's consistency with such thresholds. LOS is described with letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst conditions. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result (gridlock conditions), and operations are designated as LOS F.

The 2010 *Highway Capacity Manual* (HCM 2010) signalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle). The HCM 2010 unsignalized methodology presents LOS in terms of total intersection control delay and approach delay of the major and minor streets (in seconds per vehicle). The relationship between LOS and delay at signalized and unsignalized intersections is summarized in Table VI.XVI.1.

**Table VI.XVI.1: Intersection Level of Service Criteria**

| LOS | Signalized Intersection Delay (Seconds) | Unsignalized Intersection Delay (Seconds) |
|-----|-----------------------------------------|-------------------------------------------|
| A   | $\leq 10.0$                             | $\leq 10.0$                               |
| B   | $> 10.0$ and $\leq 20.0$                | $> 10.0$ and $\leq 15.0$                  |
| C   | $> 20.0$ and $\leq 35.0$                | $> 15.0$ and $\leq 25.0$                  |
| D   | $> 35.0$ and $\leq 55.0$                | $> 25.0$ and $\leq 35.0$                  |
| E   | $> 55.0$ and $\leq 80.0$                | $> 35.0$ and $\leq 50.0$                  |
| F   | $> 80.0$                                | $> 50.0$                                  |

Source: Transportation Research Board. *Highway Capacity Manual* (2010).

LOS = level of service

The City considers LOS C to be the upper limit of satisfactory operations for signalized intersections. Mitigation is required for any signalized intersection where project traffic causes the LOS to deteriorate from satisfactory (LOS C or better) to unsatisfactory (LOS D, E, or F); or the addition of project traffic increases the average delay more than 2.0 seconds when an intersection is operating at LOS D; or the addition of project traffic increases the average delay by more than 1.0 second at intersections operating at LOS E or F.

For unsignalized intersections, mitigation is required in which the addition of project traffic causes the LOS to deteriorate from satisfactory (LOS E or better for two-way stop-controlled [TWSC] intersections, LOS C or better for all-way stop-controlled [AWSC] intersections) to unsatisfactory (LOS F for TWSC intersections; LOS D for AWSC intersections), or the addition of project traffic exacerbates unsatisfactory operations (LOS F for TWSC intersections; LOS D for AWSC intersections).

The HCM 2010 LOS threshold volumes for a two-lane Collector Street are summarized in Table VI.XVI.2 below.

**Table VI.XVI.2: Level of Service Threshold Volumes for Various Roadway Types**

| Roadway Type     | Lanes | Peak-Hour Threshold Volumes |       |       |       |       |
|------------------|-------|-----------------------------|-------|-------|-------|-------|
|                  |       | LOS A                       | LOS B | LOS C | LOS D | LOS E |
| Collector Street | 2     | 600                         | 750   | 900   | 1,050 | 1,200 |

Source: Transportation Research Board. *Highway Capacity Manual* (2010).  
LOS = level of service

The Synchro 8 software was used to determine the LOS at the study area intersections.

The following study area intersections were analyzed in the *Traffic Report*:

1. Coe Avenue–Project Driveway/Monterey Road (AWSC)
2. Fremont Boulevard–SR-1 ramps/Monterey Road (signalized)
3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp (signalized)
4. Secondary Project Driveway/Monterey Road (proposed)

The study area also includes the roadway segment of Monterey Road between Fremont Boulevard and Coe Avenue.

The following analysis periods were evaluated to determine impacts associated with the proposed project:

- Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
- Weekday p.m. peak hour (between 4:00 p.m. and 6:00 p.m.)

Existing a.m. and p.m. peak-hour traffic volumes were collected in October 2014 for the study area intersections and roadway segment. The weekday peak hours (i.e., highest 1-hour period between 7:00 a.m. and 9:00 a.m. and the highest 1-hour period between 4:00 p.m. and 6:00 p.m.) are evaluated because they represent peak commute times (i.e., employees driving to work in the morning and driving home in the evening).

The proposed project includes construction of a 144-unit assisted living facility with memory care services on the project site. Project trips associated with the 163 beds within the 144 assisted living units were generated using trip rates from Land Use Code 254 (Assisted Living) from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition (2012), as presented in Table VI.XVI.3.

**Table VI.XVI.3: Project Trip Generation**

| Land Use                | Size | Units         | ADT  | AM Peak Hour |      |       | PM Peak Hour |      |       |
|-------------------------|------|---------------|------|--------------|------|-------|--------------|------|-------|
|                         |      |               |      | In           | Out  | Total | In           | Out  | Total |
| Trip Rates <sup>1</sup> |      |               |      |              |      |       |              |      |       |
| Assisted Living         | 163  | Occupied beds | 2.74 | 0.12         | 0.06 | 0.18  | 0.15         | 0.14 | 0.29  |
| Project Trip Generation |      |               |      |              |      |       |              |      |       |
| Assisted Living         | 163  | Occupied beds | 447  | 20           | 9    | 29    | 24           | 23   | 47    |

Source: Institute of Transportation Engineers. *Trip Generation Manual*, 9<sup>th</sup> Edition (2012).

<sup>1</sup> Trip rates referenced from Land Use Code 254 (Assisted Living), *Trip Generation Manual*.

ADT = average daily traffic

As Table VI.XVI.3 indicates, the proposed project has the potential to generate approximately 447 average daily trips (ADT), including 29 trips (20 inbound and 9 outbound) in the a.m. peak hour and 47 trips (24 inbound and 23 outbound) in the p.m. peak hour.

Trip distribution and assignment for the project was based on proximity to travel corridors.

Table VI.XVI.4, below, summarizes the results of the existing and existing plus project LOS analysis for study area intersections. Table VI.XVI.5 presents the results of the existing and existing plus project LOS analysis for the study area roadway segment.

**Table VI.XVI.4: Existing and Existing Plus Project Intersection Level of Service Summary**

| Study Area Intersection                                                             | Time Period | Existing |     | Existing Plus Project |          | Delay Increase | Significant Impact? |
|-------------------------------------------------------------------------------------|-------------|----------|-----|-----------------------|----------|----------------|---------------------|
|                                                                                     |             | Delay    | LOS | Delay                 | LOS      |                |                     |
| 1. Coe Avenue/Monterey Road                                                         | AM          | 10.1     | B   | 10.5                  | B        | 0.4            | No                  |
|                                                                                     | PM          | 11.3     | B   | 12.3                  | B        | 1.0            | No                  |
| 2. Fremont Boulevard–SR-1 ramps/Monterey Road                                       | AM          | 30.9     | C   | 31.5                  | C        | 0.6            | No                  |
|                                                                                     | PM          | 43.9     | D   | 47.5                  | D        | 3.6            | Yes                 |
| <i>With Mitigation</i>                                                              | <i>PM</i>   | -        | -   | 45.5                  | <i>D</i> | 1.6            | <i>No</i>           |
| 3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp | AM          | 5.7      | A   | 5.7                   | A        | 0.0            | No                  |
|                                                                                     | PM          | 7.0      | A   | 7.1                   | A        | 0.1            | No                  |
| 4. Secondary Project Driveway/Monterey Road (proposed)                              | AM          | N/A      | N/A | 8.8                   | A        | 8.8            | No                  |
|                                                                                     | PM          | N/A      | N/A | 9.4                   | A        | 9.4            | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

N/A = not applicable

SR-1 = State Route 1

**Table VI.XVI.5: Existing and Existing Plus Project Roadway Segment Level of Service Summary**

| Study Area Roadway Segment                             | Time Period | Existing |     | Existing Plus Project |     | Volume Increase | Significant Impact? |
|--------------------------------------------------------|-------------|----------|-----|-----------------------|-----|-----------------|---------------------|
|                                                        |             | Volume   | LOS | Volume                | LOS |                 |                     |
| Monterey Road between Fremont Boulevard and Coe Avenue | AM          | 433      | A   | 455                   | A   | 22              | No                  |
|                                                        | PM          | 852      | C   | 888                   | C   | 36              | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).  
LOS = level of service

As shown in Table VI.XVI.4, all three existing study area intersections operate at satisfactory LOS (defined as LOS C or better) during both peak hours, with the exception of the Fremont Boulevard–SR-1 ramps/Monterey Road intersection (LOS D in the p.m. peak hour). With implementation of the proposed project, the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would continue to operate at unsatisfactory LOS D in the p.m. peak hour. Because the proposed project would increase the deficient delay from 43.9 to 47.5 seconds (more than 2.0 seconds), this would result in a significant impact. Implementation of Mitigation Measure TRA-1, requiring a specific employee shift schedule, would reduce significant impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.

The proposed project is anticipated to generate 47 trips in the p.m. peak hour (24 inbound and 23 outbound). The *Traffic Report* prepared for the proposed project concluded that the p.m. peak-hour trip generation must be reduced by a minimum of 22 trips (11 inbound and 11 outbound) to reduce the intersection impact, to less than significant. In other words, the proposed project can generate up to 25 p.m. peak-hour trips (13 inbound and 12 outbound) before a significant impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection.

Because employees would generate the majority of the a.m. and p.m. peak-hour project trips, if employee shift start/end times are scheduled outside of the typical peak-hour periods, the number of employee peak-hour vehicular trips would be reduced.

Therefore, in order to mitigate the significant impact at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection, project operations must implement the following shift times and employee numbers:

- Day Shift 1: 6:00 a.m. to 2:00 p.m., with 37 employees
- Day Shift 2 : 9:00 a.m. to 6:00 p.m., with 5 employees
- Evening Shift: 2:00 p.m. to 10:00 p.m., with 33 employees
- Night Shift: 10:00 p.m. to 6:00 a.m., with 12 employees

Based on the above schedule, and if each person represents 2 trips (1 inbound trip within 15 minutes before shift start time and 1 outbound trip within 15 minutes after shift end time), then a total employee trip generation of 174 daily trips (87 inbound and 87 outbound) can be represented as follows:

- 5:45 a.m. to 6:00 a.m.: 37 inbound trips
- 6:00 a.m. to 6:15 a.m.: 12 outbound trips
- 8:45 a.m. to 9:00 a.m.: 5 inbound trips
- 1:45 p.m. to 2:00 p.m.: 32 inbound trips
- 2:00 p.m. to 2:15 p.m.: 37 outbound trips
- 6:00 p.m. to 6:15 p.m.: 5 outbound trips
- 9:45 p.m. to 10:00 p.m.: 12 inbound trips
- 10:00 p.m. to 10:15 p.m.: 32 outbound trips

Employees of Day Shift 1, Evening Shift, and Night Shift would generate trips outside of both the a.m. and p.m. peak hours. The 5 employees of Day Shift 2 are anticipated to generate 5 inbound a.m. peak-hour trips and 5 outbound p.m. peak-hour trips.

As previously discussed, the proposed project is anticipated to generate 47 p.m. peak-hour trips (24 inbound and 23 outbound) using ITE trip rates. A maximum of 25 p.m. peak-hour trips (13 inbound and 12 outbound) could be generated by the project before a significant intersection impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Because the proposed employee shift schedule would limit the p.m. peak-hour trip generation to 5 employee outbound trips, a total of 20 non-employee p.m. peak-hour trips (13 inbound and 7 outbound) could be generated prior to a significant intersection impact occurring at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Therefore, it is anticipated that the proposed operational schedule of Mitigation Measure TRA-1 would reduce the total project p.m. peak-hour trip generation to 25 or fewer p.m. peak-hour trips.

With implementation of Mitigation Measure TRA-1, the delay at the Fremont Boulevard–SR-1 ramps/Monterey Road would only increase by 1.6 seconds from existing conditions (from 43.9 to 45.5 seconds), which is below the 2.0 second threshold. Therefore, with implementation of Mitigation Measure TRA-1, traffic impacts associated with the proposed project would be less than significant.

As shown in Table VI.XVI.5, Monterey Road between Fremont Boulevard and Coe Avenue currently operates at satisfactory LOS (defined as LOS C or better) during both peak hours. With implementation of the proposed project, this roadway segment would continue to operate at satisfactory LOS.

Cumulative (year 2035) plus project conditions were also analyzed. Cumulative conditions were developed based on traffic from area-wide approved and proposed long-term projects (i.e., City projects approved by City Planning Department staff). Table VI.XVI.6 summarizes the results of the cumulative plus project LOS analysis for study area intersections. Table VI.XVI.7 presents the results of the cumulative plus project LOS analysis for the study area roadway segment.

**Table VI.XVI.6: Cumulative Plus Project Intersection Level of Service Summary**

| Study Area Intersection                                                             | Time Period | Cumulative Plus Project |     | Significant Impact? |
|-------------------------------------------------------------------------------------|-------------|-------------------------|-----|---------------------|
|                                                                                     |             | Delay                   | LOS |                     |
| 1. Coe Avenue/Monterey Road                                                         | AM          | 11.1                    | B   | No                  |
|                                                                                     | PM          | 14.1                    | B   | No                  |
| 2. Fremont Boulevard–SR-1 ramps/Monterey Road                                       | AM          | 41.4                    | D   | No                  |
|                                                                                     | PM          | 74.8                    | E   | Yes                 |
| <i>With Mitigation</i>                                                              | AM          | 12.0                    | B   | No                  |
|                                                                                     | PM          | 14.1                    | B   | No                  |
| 3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp | AM          | 5.9                     | A   | No                  |
|                                                                                     | PM          | 7.4                     | A   | No                  |
| 4. Secondary Project Driveway/Monterey Road (proposed)                              | AM          | 8.9                     | A   | No                  |
|                                                                                     | PM          | 9.5                     | A   | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

SR-1 = State Route 1

**Table VI.XVI.7: Cumulative Plus Project Roadway Segment Level of Service Summary**

| Study Area Roadway Segment                             | Time Period | Cumulative Plus Project |     | Significant Impact? |
|--------------------------------------------------------|-------------|-------------------------|-----|---------------------|
|                                                        |             | Volume                  | LOS |                     |
| Monterey Road between Fremont Boulevard and Coe Avenue | AM          | 532                     | A   | No                  |
|                                                        | PM          | 992                     | D   | Yes                 |
| <i>With Mitigation</i>                                 | AM          | 241                     | A   | No                  |
|                                                        | PM          | 605                     | B   | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

As shown in Table VI.XVI.6, three study area intersections are forecast to operate at satisfactory LOS (defined as LOS C or better) during both peak hours under cumulative plus project conditions. The Fremont Boulevard–SR-1 ramps/Monterey Road intersection would operate at an unsatisfactory LOS under the cumulative plus project condition (LOS D in the a.m. peak hour and LOS E in the p.m. peak hour). Because the LOS at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would degrade from LOS C to D in the a.m. peak hour and from LOS D to E in the p.m. peak hour from existing plus project to cumulative plus project conditions, a significant cumulative impact would result at this intersection. Implementation of Mitigation Measure TRA-2, requiring payment into the Fort Ord Reuse Authority (FORA) Fee, would reduce significant cumulative impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.

As shown in Table VI.XVI.7, Monterey Road between Fremont Boulevard and Coe Avenue is forecast to operate at satisfactory LOS A during the a.m. peak hour and unsatisfactory LOS D during the p.m. peak hour under cumulative plus project conditions. Because the p.m. peak-hour LOS would degrade from satisfactory to unsatisfactory from existing plus project to cumulative plus project conditions, a significant cumulative impact would result at this roadway segment.

Caltrans approved the *SR-1 Project Study Report* (PSR) on September 26, 2002, which identified the following improvements:

- Removal of the east leg of the Fremont Boulevard–SR-1 ramps/Monterey Road intersection
- Upgrading the Fremont Boulevard/Military Avenue–Del Monte Boulevard intersection (including signalization and lane modifications)
- Construction of a new SR-1/Monterey Road interchange north of the existing SR-1/Fremont Boulevard interchange

As a result of these improvements, project traffic to and from SR-1 would be diverted from the existing Fremont Boulevard interchange to the new Monterey Road interchange, as well as away from Monterey Road between Fremont Boulevard and Coe Avenue. As shown in Tables VI. XVI.6 and VI.XVI.7, implementation of these improvements would result in satisfactory LOS B during both peak hours at the SR-1 interchange at Fremont Boulevard and satisfactory LOS B or better during both peak hours along Monterey Road between Fremont Boulevard and Coe Avenue.

These improvements are included in the FORA Capital Improvement Program (CIP). FORA administers a Community Facilities District Fee that includes costs for FORA's CIP, including transportation/transit, habitat management, and water augmentation, as well as payment towards the Transportation Agency for Monterey County (TAMC) regional fee program. The FORA Community Facilities District Fee Schedule is based on the property classifications and tax rates provided in Fort Ord Reuse Authority Resolution 14-13. The proposed project cannot clearly be categorized as one of the property classifications identified in the Community Facilities District Fee Schedule. Therefore, the City and FORA will jointly determine which property classification is the most appropriate, and this will determine the proposed project's required FORA fee. Therefore, implementation of Mitigation Measure TRA-2, which requires payment of the FORA Fee, would reduce significant cumulative impacts along Monterey Road between Fremont Boulevard and Coe Avenue to less than significant.

With implementation of Mitigation Measures TRA-1 and TRA-2, the proposed project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

**Significance Determination:** Potentially Significant Impact



## Mitigation Measures:

**Mitigation Measure TRA-1: Employee Shift Schedule of Operations.** Prior to issuance of a Grading Permit, the Developer shall be required to submit an Employee Shift Schedule of Operations to the City of Seaside (City) Director of Public Works, or appropriate designee, for review and approval. The Employee Shift Schedule of Operations shall be as follows:

- Day Shift 1: 6:00 a.m. to 2:00 p.m., with no more than 37 employees
- Day Shift 2: 9:00 a.m. to 6:00 p.m., with no more than 5 employees
- Evening Shift: 2:00 p.m. to 10:00 p.m., with no more than 33 employees
- Night Shift: 10:00 p.m. to 6:00 a.m., with no more than 12 employees

During project operations, the Developer shall submit quarterly reports to the City Planning Division documenting compliance with the Employee Shift Schedule of Operations.

**Mitigation Measure TRA-2: Payment into the FORA Fee.** Prior to issuance of a Grading Permit, the Developer shall be required to pay the Fort Ord Reuse Authority (FORA) Fee, which includes costs for the adopted Capital Improvement Program.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(b). Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

TAMC is the designated Congestion Management Agency (CMA) and the Regional Transportation Planning Agency for Monterey County. However, Monterey County does not have a Congestion Management Program. The mission of TAMC is to proactively plan and fund a transportation system that enhances mobility, safety, access, environmental quality, and economic activities by serving the needs of Monterey County residents, businesses, and visitors. The City of Seaside is within Monterey County. TAMC prepares the Regional Transportation Plan (RTP) every four years, which provides a basis for actions to allocate State and federal funding to transportation projects. Regional transportation improvements of the 2014 Monterey County RTP include locations within the project study area (i.e., SR-1, Fremont Boulevard, and Monterey Road).

As described in Response XVI (a) above, the proposed project would exceed the City's LOS standards at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection and along Monterey Road between Fremont Boulevard and Coe Avenue. Therefore, the project would be required to



implement Mitigation Measures TRA-1 and TRA-2 in order to reduce its impacts to less than significant. The improvements identified in Mitigation Measure TRA-2 are currently included in the 2014 Monterey County RTP. With the prescribed mitigation of both Mitigation Measures TRA-1 and TRA-2, the project would not conflict with any applicable LOS standards, travel demand measures, or other standards by the County CMA (TAMC).

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:** Refer to Mitigation Measures TRA-1 and TRA-2 above.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(c). Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?** The nearest airports to the project site are the Monterey Regional Airport located at 200 Fred Kane Drive, which is approximately 5.5 miles south of the project site, and the Salinas Municipal Airport located at 30 Mortensen Avenue, which is approximately 18 miles east of the project site. Implementation of the proposed project would not result in an increase in air traffic or affect air traffic patterns. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**XVI(d). Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?** The proposed project would not introduce any new sharp curves or intersections that would conflict with existing land uses in the surrounding area. Access to the project site would be provided via two new full-access driveways on Monterey Road. The main driveway would be the fourth leg of the Coe Avenue/Monterey Road intersection, and the secondary driveway would be located approximately 400 ft east of the Coe Avenue/Monterey Road intersection. The proposed project design features (including the new driveways) would comply with all City standards. Furthermore, the proposed project driveways would intersect with the public street (Monterey Road) at approximately 90 degrees, and there are no sight distance obstructions along Monterey Road. Therefore, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(e). Result in inadequate emergency access?** Direct access for emergency vehicles would be provided via the existing intersection of Coe Avenue/Monterey Road, including the main project driveway (i.e., fourth leg of Coe Avenue/Monterey Road), as well as the secondary project driveway

east of the Coe Avenue/Monterey Road driveway on Monterey Road. The project driveways, as well as the internal circulation roadways, would be built in accordance with all applicable City standards allowing safe and efficient ingress and egress of emergency vehicles. Therefore, adequate emergency access would be provided for all vehicles (i.e., employee, visitor, and emergency vehicles). Therefore, implementation of the proposed project would not result in inadequate emergency access. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(f). Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?** Pedestrians accessing the project site may utilize pedestrian facilities (e.g., sidewalks and crosswalks) that are part of the surrounding street system. Sidewalks are located along both sides of Monterey Road and Coe Avenue and can be used to access the site. Monterey-Salinas Transit (MST) Bus Routes 18, 74, 75, and 76 serve the immediate area with stops along Monterey Road and Coe Avenue directly across the project site. The proposed project would not remove or relocate any alternative transportation access points. Furthermore, the proposed project would be subject to compliance with City policies, plans, and programs and other applicable agencies regarding alternative modes of transportation. Therefore, the proposed project does not conflict with and would not affect adopted plans, policies, or programs supporting alternative transportation. Furthermore, the proposed project would not decrease the performance or safety of such facilities. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION XVII: UTILITIES AND SERVICE SYSTEMS                                                                                                                                                                                       | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                                                                                                                                |                                |                                                    |                                     |                          |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?                                                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**XVII(a). Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?** The Central Coast Regional Water Quality Control Board (RWQCB) regulates the treatment of wastewater at treatment facilities and the discharge of treated wastewater into receiving waters. The proposed project is not an industrial facility and is not subject to the wastewater treatment requirements of the Central Coast RWQCB. Local governments and water districts are responsible for complying with federal regulations, both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation

and maintenance is critical for sewage collection and treatment as impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with the water quality regulations set forth by the State. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, record-keeping, and reporting requirements. Each POTW that intends to discharge into the nation's waters must obtain a WDR prior to initiating its discharge.

The Marina Coast Water District (MCWD) serves the City of Marina and the Ord Community (the former Fort Ord where the project site is located). MCWD provides water, wastewater, and recycled water services. The MCWD facilities would receive wastewater generated from the proposed project. The wastewater is ultimately pumped to the Monterey Regional Water Pollution Control Agency (MRWPCA) regional treatment plant for processing, which is located 2 miles north of the City of Marina in northern Monterey County. Any future development on the project site would be serviced by the MRWPCA regional treatment facility. The regional treatment facility is responsible for the disposal of treated wastewater.

Because the MRWPCA regional plant is considered a POTW, operational discharge flows treated at the MRWPCA regional plant would be required to comply with applicable WDRs issued by the Central Coast RWQCB. Compliance with conditions or permit requirements established by the City as well as WDRs outlined by the Central Coast RWQCB would ensure that wastewater discharges coming from the project site and treated by the wastewater treatment facility system would not exceed applicable Central Coast RWQCB wastewater treatment requirements.

The MRWPCA regional treatment facility has been designed to treat typical wastewater flows from different land uses in the region, including within the City. The proposed project would generate wastewater flows typical of residential and commercial uses in the City. Therefore, the proposed project would not produce wastewater atypical of flows received at the MRWPCA regional treatment plant. MRWPCA has provided the Applicant with a will service letter (see Appendix B) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. In addition, as discussed in Response XVII(b), below, the proposed project is anticipated to generate approximately 24,000 gallons of wastewater per day, which is a fraction of 0.1 percent of the available daily treatment capacity at MRWPCA. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the MRWPCA regional treatment plant, would be typical of wastewater flows in the City, and would not result in the MRWPCA regional treatment facility exceeding its wastewater treatment requirements. Therefore, impacts related to wastewater treatment requirements would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(b). Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Water.** There are three water service providers who provide water to the City. The northern areas of the City, north of Military Avenue, are serviced by MCWD. A section of the easterly area is serviced by the Seaside Municipal Water System, and the remaining areas are serviced by California American Water. The project site is located in the MCWD service area. The MCWD has two different service areas: the Central Marina and the Ord Community. The Central Marina's supply wells are supported from three deep groundwater wells located in the 900 ft aquifer of the Salinas Valley Groundwater Basin, and the Ord Community's supply wells are supported from three groundwater wells located in the lower 180 ft and 400 ft aquifers of the Salinas Valley Groundwater Basin. The project site is located in the Ord Community service area.

The Ord Community is allocated 1,012 acre-feet per year (af/yr) from the Salinas Valley Groundwater Basin. According to the Marina Coast Water District's 10 Year Annual Consumption Report, the metered consumption used by the Ord Community ranged from a low of approximately 415 af/yr in 2006 to approximately 865 af/yr in 2013. In 2015, the metered consumption used by the Ord Community was approximately 390 af/yr.

The proposed project may result in a short-term demand for water during demolition, excavation, grading, and construction activities on site. Water demand for soil watering (fugitive dust control), cleanup, painting, and other activities would be temporary. These uses would cease when construction is complete. Overall, demolition and construction activities require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. Therefore, potential project impacts associated with short-term water supply demand during construction activities would be less than significant, and no mitigation is required.

The proposed project includes the expansion of the existing on-site water system; however, the potential impacts associated with installation of utilities has been evaluated as part of the project throughout this IS/MND. Therefore, the proposed project would not require, nor would it result in, the construction of new water distribution facilities or the expansion of existing facilities other than those facilities to be constructed as part of the project, which could cause significant environmental effects. Therefore, project impacts related to the construction of water distribution facilities are less than significant, and no mitigation is required.

Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr.<sup>1</sup> This does not include any reduction that would be obtained through incorporation of the sustainability features listed in Section II.B of this IS/MND. Based on the current and 10-year annual water consumption rates provided by the Marina Coast Water District, there is sufficient water allocation remaining in the 1,012 af/yr Ord Community/City of Seaside water allocation limit to meet the water supply needs of the proposed project. Therefore, water supply is available to meet the incremental increase in demand from the proposed project. The project would

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<sup>1</sup> Water consumption was calculated based on the Marina Coast Water District's Urban Water Management Plan water demand factors. (144 dwelling units x 0.25 af/yr/dwelling unit) + (0.89 ac landscaping x 2.1 af/yr/ac) + (2,000 sf restaurant x 0.00145 af/yr/sf) = 40.8 af/yr.

not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water. Therefore, project impacts associated with an increase in potable water demand are considered less than significant, and no mitigation is required.

**Wastewater.** The MCWD serves the City of Marina and the Ord Community (the former Fort Ord where the project site is located). MCWD provides water, wastewater, and recycled water services. Wastewater collected through the MCWD facilities is ultimately conveyed to the MRWPCA regional treatment plant. Each City or community maintains and operates its own sewage collection system.

Wastewater generated in the City is conveyed to the MRWPCA regional treatment plant, which is located 2 miles north of the City of Marina in northern Monterey County. The MRWPCA owns and operates a sanitary sewer system that serves a population of approximately 250,000 people in 11 jurisdictions. These jurisdictions include the City of Del Rey Oaks, the City of Monterey, the City of Pacific Grove, the City of Salinas, the City of Sand City, the City of Seaside, the Castroville Community Services District, the Marina Coast Water District, the Moss Landing County Sanitation District, the Boronda County Sanitation District, and the County of Monterey. The facility is located on a 100-acre site and has the capacity to treat 29.6 million gallons of wastewater per day. The facility receives approximately 18.5 million gallons of wastewater each day. Approximately 60 percent of all MRWPCA's water intake is recycled each year and used for farmland in northern Monterey County. Recycling water reduces the discharge of treated wastewater into the Monterey Bay. Wastewater generated by the proposed project would be treated at the MRWPCA regional treatment plant.

It is estimated that implementation of the proposed project would generate approximately 24,000 gallons of wastewater per day. The proposed project would require a fraction of 0.1 percent of the available daily treatment capacity at the MRWPCA regional treatment plant. In addition, MRWPCA has provided the Applicant with a will service letter (see Appendix B) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. Increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the treatment plants that serve the project area. Therefore, the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or expansion of existing facilities, which could cause significant environmental effects. Project impacts related to the construction of wastewater treatment or collection facilities are less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(c). Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?** As discussed in Section IX, Hydrology and Water Quality, in compliance with the requirement of the Fort Ord Reuse Authority, 100 percent of the on-site storm water from a 24-hour 100-year storm event must be infiltrated on the site. Because stormwater runoff would be contained



on the site, the proposed project would not exceed the capacity of downstream storm drain lines. Therefore, all storm drainage facilities associated with the project would be provided on site, and no new off-site drainage facilities or expansion of existing facilities would be required. The proposed project would include the construction of bioswales and rain gardens and utilize pervious pavement to contain all storm water on the project site.

These stormwater facilities have been assessed as an integral part of the environmental analysis presented in this IS/MND. Therefore, project-related impacts associated with the construction of new or the expansion of existing stormwater drainage facilities would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(d). Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?** Refer to Response XVII(b), above. Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr. The project would not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water. Therefore, the project would have sufficient water supplies available to serve the project from existing entitlements and resources and would not require new or expanded entitlements. Therefore, impacts related to water supplies are less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(e). Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?** Refer to Response XVII(b), above. Although the proposed project would increase wastewater demand on the site, the increased wastewater flows from the project site can be accommodated within the existing design capacity of the MRWPCA regional treatment plant that serves the City and surrounding area. Therefore, the wastewater treatment provider would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, impacts related to wastewater generation are less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(f). Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?** The project site is located in the City of Seaside, within Monterey County which is under the jurisdiction of the Monterey Regional Waste Management District (MRWMD). The MRWMD operates the Monterey Peninsula Landfill (MPL) and the Materials Recovery Facility (MRF) on a 470-acre site in the City of Marina. The MPL is the location for regional disposal and the MRF provides recycling services for commercial and self-hauled materials. The MPL and MRF are located approximately 10 miles to the northeast of the project site. The MPL is approximately 315 acres in size and receives approximately 300,000 tons per year (less than 1,000 tons per day) of municipal solid waste for disposal. Based on the current operational schedule and tonnage received, the MPL is estimated to be open until the year 2161. The MPL has a capacity of approximately 84 million cubic yards (cy). The remaining landfill waste capacity is estimated to be at 71 million cy, or 48 million tons.<sup>1</sup>

Construction of the proposed project would require the demolition of the 5,000 sf structure currently on the project site, which was previously used as a gas and convenience store by the U.S. Army. The gas pumps were previously removed by the U.S. Army in 1996; therefore, demolition activities would not generate or release any hazardous wastes. The majority of the waste generated during demolition and construction activities would be building materials such as concrete, asphalt, dirt, and waste generated by construction workers. The generation of construction waste would be temporary, would cease when construction is complete, and would not be substantial. Demolition and construction debris would be disposed of at the MPL, which has the capacity to handle the amount of construction waste generated by the proposed project. Therefore, construction of the proposed project would result in a less than significant impact to solid waste and landfill activities, and no mitigation is required.

The proposed project is a senior assisted living development, and no hazardous waste is expected to be generated during operation of the proposed project. As illustrated by Table VI.XVII.1, the proposed project would generate a total of 1,140 pounds per day ((lbs/day) of solid waste (0.57 tons per day). The incremental increase in solid waste generated by the proposed project would constitute approximately 0.057 percent of the average daily available capacity (1,000 tons per day) at the MPL. Therefore, solid waste generated by the proposed project would not exceed the capacity of the MPL, and implementation of the proposed project would result in a less than significant impact to solid waste and landfill activities, and no mitigation is required.

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<sup>1</sup> Monterey Regional Waste Management District. 2014. Monterey Peninsula Landfill. Website: <http://www.mrwmd.org/programs-services/disposal/monterey-peninsula-landfill/> (accessed October 8 2015).



**Table VI.XVII.1: Generation of Solid Waste from Implementation of the Proposed Project**

|                  | Land Use                | Proposed Development     | Estimated Solid Waste Generation Rate | Estimated Solid Waste Generation (lbs/day) |
|------------------|-------------------------|--------------------------|---------------------------------------|--------------------------------------------|
| Proposed Project | Nursing/Retirement Home | 174 <sup>1</sup> persons | 5 lbs/person/day                      | 870                                        |
|                  | Nursing/Retirement Home | 54 employees             | 5 lbs/person/day                      | 270                                        |
| <b>Total</b>     |                         |                          |                                       | <b>1,140</b>                               |

Source: CalRecycle, Public Sector and Institutions: Estimated Solid Waste Generation Rates

<sup>1</sup> Estimated 100 seniors living in the Assisted Living Facility, 55 seniors living in the Memory Care Facility, 1 caretaker in the Co-Housing Facility and 1.5 persons per 12 independent senior living units (1.5 persons per unit x 12 senior residential units = 18 persons + 100 persons + 55 persons = 174 persons).

lbs/day = pounds per day

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

#### **XVII(g). Comply with federal, state, and local statutes and regulations related to solid waste?**

The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies such as source reduction, recycling, and composting. The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. In response to AB 939, the MRWMD's MRF was opened in 1996. Since 1996, the MRF and recycling programs have diverted more than 1.1 million tons of recyclable and reusable materials from landfill disposal. More than 50 percent of the mixed waste that is received at the MRF is recycled, reused, and diverted from landfill disposal, meeting the AB 939 requirements. AB 341 was passed in 2011 and that increased the landfill diversion goal to 75 percent by 2020. MRWMD staff is currently preparing an MRF project that would be capable of recovering up to 75 percent or more of mixed waste,<sup>1</sup> in addition to processing the construction and demolition waste, which would allow the facility to meet the required diversion goal. In addition, the City contracts with Waste Management, which provides curbside trash, recycling, and yard waste collection services that counts towards meeting the City's solid waste diversion goal.

The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal, State, and City law. In addition, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the existing landfill serving the project site. Therefore, the proposed project would result in a less than significant impact related to federal, State, and local statutes and regulations related to solid wastes, and no mitigation is required.

<sup>1</sup> Monterey Regional Waste Management District. 2014. Materials Recovery Facility. Website: <http://www.mrwmd.org/programs-services/recycling/materials-recovery-facility/> (accessed October 8, 2015).

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION XVIII: MANDATORY FINDINGS OF SIGNIFICANCE                                                                                                                                                                                                                                                                                                                                                                                                        | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**XVIII(a). Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?** As stated in Chapter VI, Section IV, Biological Resources, 47 special-status plant and wildlife species have the potential to occur within the project area. Of the 47 special-status species identified, only one special-status plant species, Michael's rein orchid, was observed in the southeast portion of the project site during the field survey conducted during the spring of 2015. This small patch consisted of less than a dozen plants. This species has a California Native Plant Society (CNPS) rating of 4.2 (i.e., this species is fairly uncommon and of limited distribution but does not have a State or federal protection status). In addition, plants with this CNPS ranking should be monitored and, where possible, avoided and preserved; however, protection and preservation of this species is not required. No other suitable habitat or special-status species were found to be present on the project site during the 2014 and 2015 field surveys.

There is a limited potential that the project site may provide suitable upland habitat for special-status amphibian species, such as the California tiger salamander (CTS) and/or California red-legged frog, (CRLF) which are federally and State listed as threatened and federally listed as threatened, respectively, if the large stormwater basin adjacent to the project site begins holding surface water seasonally. Because there is no evidence of the basin holding water in the past, the possibility of this occurring is very remote. However, in the unlikely event that the basin begins to hold water, it is likely that it would occur well after the project has been developed.

The proposed project would remove 84 trees (Monterey cypress and bluegum eucalyptus) that may provide suitable habitat for migratory birds and raptors protected under the Migratory Bird Treaty Act and the California Fish and Game Code. In addition, these trees may provide roosting habitat for bats. Impacts to nesting birds and roosting bats could occur in the form of direct mortality, particularly from the destruction of nests and mortality of young if construction occurs during the nesting bird season or bat maternity season, or from habitat loss. If construction activities are scheduled during the nesting bird season or bat maternity season, pre-construction nesting bird and roosting bat surveys would be required in order to prevent any impacts to nesting birds or roosting bats, as specified in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential project-related impacts to nesting birds and roosting bats would be reduced to less than significant levels.

As stated in Chapter VI, Section V, Cultural Resources, the project site does not contain surface evidence of archaeological resources, is not within an area of high sensitivity for possessing archaeological resources, and has no indication of elevated sensitivity for the presence of previously undocumented buried archaeological resources to occur in the project area. Construction of the proposed project would require excavation; however, the potential for unknown subsurface resources to be encountered during construction activities is low. In the unlikely event that unknown archaeological resources are discovered during construction of the proposed project, compliance with existing regulations as specified in Standard Condition CULT-1 would ensure that potential project-related impacts associated with impacting unknown archaeological resources would be less than significant, and no mitigation is required.

The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because project excavation would reach depths of these paleontologically sensitive deposits, there is a potential for the proposed project to impact paleontological resources. Implementation of Mitigation Measure CULT-2 requiring the development and implementation of a Paleontological Resource Impact Mitigation Program (PRIMP), would reduce potential impacts to paleontological resources to less than significant levels.

No human remains are present on the project site, and there are no facts or evidence to support the theory that Native Americans or people of European descent are buried on the project site. However, project excavation has the potential to disturb previously unknown human remains. In the unlikely event that human remains are encountered during construction of the proposed project, implementation of Standard Condition CULT-3, requiring notification of the proper authorities and proper handling of human remains, would reduce potential impacts to unknown buried human remains to less than significant levels, and no mitigation is required.

Therefore, with implementation of the Mitigation Measures and Standard Conditions noted above, the potential for the proposed project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of a major period of California history or prehistory would be less than significant.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Mitigation Measure BIO-1, and Standard Conditions CULT-1, CULT-3, and Mitigation Measure CULT-2 in Chapter VI, Section IV, Biological Resources, and Section V, Cultural Resources, respectively.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVIII(b). Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?** Section 15065(a)(3) of the *State CEQA Guidelines* states that a project’s cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonable foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects or programs that are not incorporated into baseline or existing conditions. Section 15355 of the *State CEQA Guidelines* defines a cumulative impact as an impact that is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. The projects identified in Table VI.XVIII.1, below, were reviewed to evaluate the potential cumulative impacts associated with implementation of the proposed project. As shown in the discussion above, environmental impacts associated with the proposed project can be reduced to less than significant levels through standard or project-specific mitigation measures. When the impacts associated with the proposed project were evaluated in conjunction with the projected impacts from the Cumulative Project List provided below (Table VI.XVIII.1), it was determined that the proposed project’s cumulative contribution to impacts in the proposed project area would be negligible; therefore, cumulative impacts associated with the proposed project would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**Table VI.XVIII.1: Cumulative Projects List**

| <b>Project Title</b>                        | <b>Project Location and Description</b>                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Current Status</b>                                                                             |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| In-N-Out Burger Drive-Through Restaurant    | The proposed restaurant is located along Del Monte Boulevard adjacent to Laguna Grande Lake in the City of Seaside. The project includes an approximately 3,750 sf In-N-Out Burger Drive-Through Restaurant and associated facilities including outdoor dining, outdoor patio seating, and a drive-through window.                                                                                                                                    | Under construction.                                                                               |
| The Projects at Main Gate Specific Plan/EIR | The proposed development is located at the former Fort Ord Main Gate bordered by SR-1, Light Fighter Drive, 2 <sup>nd</sup> Avenue, and 1 <sup>st</sup> Street in the City of Seaside. The proposed 552,000 sf of regional retail/entertainment is located on approximately 56 acres and would include a department store and restaurants in a Lifestyle Center with a retail center ("The Strand"), hotel/conference center, and a full-service spa. | Specific Plan/EIR adopted in August 2010.                                                         |
| Seaside Resort                              | The proposed resort is located at the Bayonet and Black Horse Golf Course in the northwest area of the City of Seaside on the former Fort Ord Military Base. The proposed resort includes a four-Star Hotel with 275 rooms, 175 timeshare units, 125 custom residential lots, and golf courses.                                                                                                                                                       | The two golf courses and 29 home sites have been developed. No additional development is pending. |

EIR = Environmental Impact Report

sf = square foot/feet

SR-1 = State Route 1

**XVIII(c). Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?** This IS/MND evaluates the proposed project's potential impacts to aesthetics, air quality, agricultural and forestry resources, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. Based on the proposed project description and the environmental analysis provided for each of these issue areas, implementation of the proposed project would not cause substantial adverse effects on human beings as all potentially significant impacts of the proposed project can be mitigated to less than significant levels.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No additional mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

## **VII. FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES**

### **A. Assessment of Fee**

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to California Environmental Quality Act (CEQA) review had a “de minimus” (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife (CDFW). Projects that were determined to have a “de minimus” effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of “de minimus” effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the CDFW determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of “no effect” on fish and wildlife resources, project proponents must submit a form requesting such determination to the CDFW. Forms may be obtained by contacting the department by telephone at (916) 631-0606 or through the CDFW’s website at [www.dfg.ca.gov](http://www.dfg.ca.gov).

### **B. Conclusion**

The City of Seaside will be required to pay the fee.

### **C. Evidence**

Based on the record as a whole as embodied in the attached Initial Study/Proposed Mitigated Negative Declaration.

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## VIII. MITIGATION MONITORING AND REPORTING PROGRAM

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Responsible Party                      | Timing                               | Verification Date |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------------|-------------------|
| <b>Aesthetics</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                        |                                      |                   |
| <b>Mitigation Measure AES-1:</b><br><br><b>Lighting Plan.</b> Prior to issuance of a grading permit, a Final Lighting Plan shall be prepared for the proposed project and be submitted for review and approval to the City of Seaside (City) Board of Architectural Review. The Final Lighting Plan shall be prepared by a qualified engineer and shall comply with the requirements of the California Energy Code set forth in the California Code of Regulations (CCR), Title 24, Part 6 and the City's Municipal Code. The Final Lighting Plan shall include the following components to minimize adverse visual effects during nighttime hours: <ul style="list-style-type: none"> <li>• Lighting fixtures shall be focused downward within the project site boundaries to avoid light spill upward to the night sky or out on adjacent properties.</li> <li>• The Final Lighting Plan shall be reviewed by the City's Police Department for consistency with security and safety requirements.</li> <li>• All proposed interior project lighting shall have a maximum candela value such that the light falls within the buildings.</li> <li>• The Final Lighting Plan shall also include a photometric survey. The photometric survey shall demonstrate that no direct rays shine onto public streets or adjacent sites and that no on-site lighting source produces an illumination level greater than 1-foot-candle on any property within a residential zone except on the site of the source.</li> </ul> | The Project Architect/Project Engineer | Prior to issuance of grading permit. |                   |
| <b>Air Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                        |                                      |                   |
| <b>Standard Condition AQ-1:</b><br><br><b>Dust Control Measures.</b> The City of Seaside (City) Engineer shall ensure, per the Monterey Bay Unified Air Pollution                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The Construction Contractor            | During project construction.         |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responsible Party           | Timing                             | Verification Date |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|------------------------------------|-------------------|
| <p>Control District <i>CEQA Air Quality Guidelines</i> that the following dust mitigation measures shall be implemented by the Construction Contractor during construction of the proposed project:</p> <ul style="list-style-type: none"> <li>• The Construction Contractor shall water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.</li> <li>• The Construction Contractor shall apply chemical soil stabilizers on inactive construction areas (disturbed lands within the proposed project's construction footprint that are unused for at least four consecutive days).</li> <li>• The Construction Contractor shall apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and shall hydroseed the area.</li> <li>• The Construction Contractor shall cover all trucks hauling dirt, sand, or loose materials to and from the project site.</li> <li>• The Construction Contractor shall plant vegetative ground cover in disturbed areas as soon as possible.</li> <li>• The Construction Contractor shall cover inactive storage piles.</li> <li>• The Construction Contractor shall sweep streets if visible soil material is carried out from the construction site.</li> <li>• The Construction Contractor shall limit the area under construction at any one time and limit grading to 2.2 acres per day.</li> </ul> |                             |                                    |                   |
| <p><b>Standard Condition AQ-2:</b></p> <p><b>Air Pollution Reduction Measures.</b> The City Resource Management Services shall ensure, prior to final site plan approval, that the proposed project site plans include the following written specifications to reduce air pollutants generated by vehicle and equipment exhaust during construction:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The Construction Contractor | Prior to final site plan approval. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Party           | Timing                                                               | Verification Date |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------------------------------------------------------|-------------------|
| <ul style="list-style-type: none"> <li>The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment shall be tuned and maintained in accordance with the manufacturers' specifications.</li> <li>The Construction Contractor shall ensure that construction grading plans include a statement that work crews shall shut off equipment when not in use.</li> <li>The Construction Contractor shall time the construction activities so as not to interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.</li> <li>The Construction Contractor shall support and encourage ridesharing and transit incentives for the construction crew.</li> <li>California Air Resources Board-approved on-road diesel fuel shall be used in all diesel construction equipment when available.</li> </ul> |                             |                                                                      |                   |
| <b>Biological Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                             |                                                                      |                   |
| <b>Mitigation Measure BIO-1:</b><br><br><b>Pre-construction Nesting Bird and Roosting Bat Surveys.</b> To avoid impacts to native bird or roosting bat species that may utilize the project site, if feasible, construction (at a minimum, vegetation clearing and/or preliminary ground disturbance) should take place outside the nesting bird and roosting bat season (i.e., September through mid-January). If these activities are scheduled within the active bird nesting season (January 15 through July 31) or recognized bat maternity season (April 1 through August 31), within 14 days prior to commencement of construction activities, a nesting bird survey and bat roosting survey shall be conducted by a qualified biologist. This requirement shall                                                                                                                                                                                                                                                                                                                                                                                  | The Construction Contractor | Within 14 days prior to the commencement of construction activities. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responsible Party       | Timing                               | Verification Date |
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| <p>be reflected as notes on all construction documents to be approved by the City of Seaside (City).</p> <p>If no active nests or roosts are located, construction activities can proceed. If active nests are located, then construction work should be conducted outside an exclusion zone to be developed by the qualified biologist in coordination with the appropriate regulatory agency based on the geographic setting of the nest and the species (i.e., 50 feet (ft) for common passerine species and up to 500 ft for raptor species). Construction activities should avoid the exclusion zones until the qualified biologist determines that the young have successfully fledged or the nest is no longer considered active. A qualified biologist should conduct periodic site inspections to ensure that the exclusion zone is maintained and to monitor the nesting progression. Should roosting bats be found in any of the trees, bats will be humanely evicted from their roosts using a site- and/or species-specific tree trimming protocol developed in coordination and consultation with the California Department of Fish and Wildlife (CDFW).</p> <p>If applicable, within 1 week of the completing the pre-construction nesting bird and bat roosting survey, the qualified biologist shall prepare a memorandum documenting the survey results and submit to the City for review and approval.</p> |                         |                                      |                   |
| <p><b>Standard Condition BIO-2:</b></p> <p><b>Board of Architectural Review.</b> Prior to project level review by the City Planning Commission, the Developer shall submit the project's Landscaping Plans to the City Board of Architectural Review (BAR) for review and approval. The Landscape Plans shall incorporate all Conditions of Approval as required for the proposed project by the BAR prior to the issuance of a building permit.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The Landscape Architect | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Responsible Party                                     | Timing                                                          | Verification Date |
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| <p><b>Mitigation Measure BIO-3:</b></p> <p><b>Contracted Arborist.</b> Prior to the issuance of a tree removal permit, the Developer shall submit proof to the City of an executed agreement with a qualified Arborist. The agreement shall include a schedule of the proposed construction timeline for the Project Arborist to ensure compliance with the following measures as detailed in the Arborist Assessment;</p> <ul style="list-style-type: none"> <li>• <b>Exclusionary Fencing:</b> Prior to commencing grading and construction activities, the Construction Contractor shall install high visibility exclusionary fencing in a manner that clearly defines the work area, limits unnecessary disturbance and protects the critical root zone (i.e., canopy dripline) of individual trees and tree groupings to be preserved by the proposed project. The Project Arborist shall identify and delineate sensitive root zone areas within and beyond the canopy dripline of retained trees to ensure these trees will be protected and preserved for the duration of the project. The Construction Contractor shall conduct necessary repairs, modifications, and maintenance to canopy driplines on an as needed basis for the duration of construction.</li> <li>• <b>Sedimentation Control:</b> The Construction Contractor shall install appropriate sedimentation control measures (e.g., silt fence) along the downslope perimeter of the project site, and, if necessary, apply soil stabilization and erosion control measures (e.g., rice straw mulch, erosion control blankets, all-weather surfaces) to exposed soil surfaces to prevent erosion and sediment runoff around preserved trees during rain events. The Construction Contractor shall conduct routine monitoring and necessary maintenance to ensure the erosion control and sedimentation control measures are functioning effectively for the duration of construction.</li> <li>• <b>Trunk and Stem Protection:</b> Where grading and construction activities are occurring within 3 ft of</li> </ul> | <p>The Construction Contractor/Qualified Arborist</p> | <p>Prior to commencing grading and construction activities.</p> |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Party | Timing | Verification Date |
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| <p>preserved trees, the Construction Contractor shall install trunk and stem protection measures (e.g., weed free rice straw bales or construction lumber). Tree protection measures shall be securely installed to trees with rope and surrounded by high visibility exclusionary fencing. If it is necessary to perform any pruning, the Construction Contractor shall use proper tree pruning practices in consultation with the Project Arborist.</p> <ul style="list-style-type: none"> <li> <b>Root Zone Protection:</b> To the greatest extent feasible, the Construction Contractor shall avoid damaging or severing roots located within the critical root zone (i.e., canopy dripline) of preserved trees, especially roots that are 2 inches in diameter or larger. Construction footings shall be designed and excavation cuts performed in a manner to minimize impacts to primary roots. If roots are encountered, efforts shall be made to carefully excavate (e.g., tunnel or dig) under or around primary lateral roots. Trenching operations that may occur in close proximity to preserved trees shall be performed under the guidance and monitoring of the Project Arborist. Tree roots severed or damaged during grading or excavating operations shall be cleanly cut and promptly covered with moist burlap fabric or equivalent until roots are permanently covered with backfill material or until the exposed grading cut and soil profile is permanently stabilized and protected. If burlap-covered cut roots are exposed to the outside environment for a prolonged period of time, the Construction Contractor shall assign a site attendant the task of regularly wetting burlap-covered roots to prevent root desiccation. </li> <li> <b>Trees Damage:</b> In accordance with established tree care and preservation Best Management Practices, if protected trees are damaged during construction of the proposed project, the Construction Contractor shall promptly repair and/or treat the trees as prescribed by the Project Arborists. Remedial or corrective treatments shall depend largely on the condition of the specific tree and the </li> </ul> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Responsible Party | Timing | Verification Date |
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| <p>damage or injury sustained.</p> <ul style="list-style-type: none"> <li>• <b>Natural Grade Protection:</b> To the greatest extent feasible, the Construction Contractor shall avoid altering the natural grade and applying excessive fill material within the critical root zone of the protected trees to reduce the likelihood of crown rot and root decay disorders from developing. Specifically, applying fill material against the lower trunk and root crown of protected trees should be avoided.</li> <li>• <b>Irrigation:</b> The Construction Contractor shall irrigate protected trees on a schedule as determined by the Project Arborist at the start of construction. Tree irrigation shall wet the soil within the tree protection zone to a depth of 30 inches. Irrigation shall continue for the duration of construction of the proposed project.</li> <li>• <b>Pruning:</b> If tree pruning is necessary, the Construction Contractor shall conduct pruning at the direction of the Project Arborist. The Project Arborist shall oversee pruning activities to ensure that pruning is conducted in a manner that minimizes harmful impacts to trees and reduces potential tree hazards. If feasible, tree pruning shall be performed during the fall through early winter months. Pruning shall be conducted so that cuts are as small as possible and as few living branches as possible are removed.</li> <li>• <b>Woodchip Mulch:</b> The Construction Contractor shall retain woodchip mulch produced during tree removal operations on the site. This sourced mulch shall be utilized for erosion control (i.e., mulch can be effective at stabilizing and protecting exposed soil surfaces) as well as preventing soil compaction within tree root zones and may be used for future landscaping activities on the project site.</li> <li>• <b>Storage:</b> The Construction Contractor shall avoid storing construction tools, materials, and equipment within the dripline of protected trees. The Construction Contractor shall not wash out or dispose of excess materials (e.g.,</li> </ul> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Party                                   | Timing                                      | Verification Date |
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| <p>paint) or temporarily store or stockpile materials and/or equipment within the critical root zones of protected trees. If it is unavoidable and necessary to temporarily store or stockpile materials and/or equipment within the dripline of protected trees, the Construction Contractor shall apply 6–12 inches of clean and properly sourced woodchip mulch within the dripline to prevent substantial soil compaction and root zone disturbance. Once construction activities are complete, the temporary mulch layer shall be removed and reduced to a 3–4 inch layer of woodchip mulch to allow for increased water and oxygen penetration into the subgrade.</p> <ul style="list-style-type: none"> <li>• <b>Site Inspections:</b> For the duration of construction, the Construction Contractor shall regularly perform construction site inspections to monitor the condition of protected trees and resource protection measures and to determine if any repairs, adjustments, or modifications are necessary. Additionally, trees impacted by site development shall be periodically monitored and assessed during and following construction to determine if any tree care and management actions are necessary and to make certain trees do not present a hazard to property and/or nearby structures.</li> </ul> <p>The Project Arborist shall submit monthly memorandums to the City during construction and within 2 weeks of the completion of construction, and shall submit a final report summarizing the project's compliance with the measures prescribed above.</p> |                                                     |                                             |                   |
| <b>Cultural Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                     |                                             |                   |
| <p><b>Standard Condition CULT-1:</b></p> <p><b>Discovery of Archaeological Resources.</b> If unknown deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The Construction Contractor/Qualified Archaeologist | During grading and construction activities. |                   |



| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Responsible Party | Timing | Verification Date |
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| <p>archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The Developer and the City of Seaside Planning Department should also be notified. Project personnel should not collect or move any archaeological materials. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources (California Register) eligibility. If the deposit is not eligible, a determination should be made as to whether it qualifies as a “unique archaeological resource” under the California Environmental Quality Act (CEQA). If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for listing in the California Register, or is a unique archaeological resource, it will need to be avoided by adverse impacts or such impacts must be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. The data recovery will avoid or substantially reduce the severity of the impact through the professional recovery and analysis of archaeological deposits, and the synthesis of those findings with current archaeological research questions to realize the information potential of the resource. The report should be submitted to City of Seaside and the Northwest Information Center.</p> <p>Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric sites often contain human remains.</p> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Responsible Party                                    | Timing                                      | Verification Date |
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| Historical materials can include wood, stone, concrete footings, walls, and other structural remains; and deposits of wood, glass, ceramics, metal, and other refuse.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                      |                                             |                   |
| <p><b>Mitigation Measure CULT-2:</b></p> <p><b>Paleontological Impact Mitigation Program.</b> Prior to the issuance of a grading permit, the Developer shall submit proof of an executed agreement with a qualified Paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) in order to mitigate adverse impacts to paleontological resources that may exist on the site in on-site sediments. The PRIMP shall follow guidelines developed by the Society For Vertebrate Paleontology (SVP; 1995) and include the methods that shall be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following the PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the proposed project. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be</p> | The Construction Contractor/Qualified Paleontologist | During grading and construction activities. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Responsible Party                            | Timing                                      | Verification Date |
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| collected from the field and transported to the laboratory for evaluation and curation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                              |                                             |                   |
| <b>Standard Condition CULT-3:</b><br><br><b>Discovery of Human Remains.</b> If human remains are encountered, work within 25 feet of the discovery shall be redirected, and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The Developer shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Recommendations for the proper treatment of the remains and associated grave goods consist primarily of notifying the MLD and involving the descendant community. Descendant community involvement will ensure that the cultural values of those who ascribe traditional or religious significance to human remains and associated grave goods are considered in the disposition of such remains and goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Developer, the City, and the Northwest Information Center. | The Construction Contractor                  | During grading and construction activities. |                   |
| <b>Standard Condition GEO-1:</b><br><br><b>Geotechnical Requirements.</b> All grading operations and construction activities shall be conducted in accordance with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The Project Engineer/Construction Contractor | Prior to issuance of grading permit.        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Responsible Party           | Timing                               | Verification Date |
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| governing building codes and in conformance with the recommendations included in the <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014). Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code. Prior to issuance of a grading permit, the City's Building Official, or designee, shall review and approve final project design plans and the recommendations of the project geotechnical consultant as summarized in a final written report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                             |                                      |                   |
| <b>Standard Condition GEO-2:</b><br><br><b>Construction General Permit.</b> Prior to issuance of a grading permit, the Construction Contractor shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). The Construction Contractor shall provide the Waste Discharge Identification Number (WDID) to the City of Seaside Public Works Department to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The construction BMPs identified in the SWPPP shall comply with the revegetation requirements outlined in the Zoning Ordinance (Title 17 of the Municipal Code). | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Responsible Party                                              | Timing                                  | Verification Date |
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| <b>Greenhouse Gas Emissions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                |                                         |                   |
| <p><b>Standard Conditions GHG-1:</b></p> <p>To the extent feasible and to the satisfaction of the City of Seaside, the Project Architect, Project Engineer, and Construction Contractor shall incorporate the following measures into the design and construction of the proposed project:</p> <ul style="list-style-type: none"> <li>• <b>Construction and Building Materials</b> <ul style="list-style-type: none"> <li>○ Use locally produced and/or manufactured building materials for construction of the proposed project;</li> <li>○ Recycle/reuse demolished construction materials; and</li> <li>○ Use “Green Building Materials,” such as those materials that are resource-efficient, and recycled and manufactured in an environmentally friendly way, including low- volatile organic compounds (VOC) materials.</li> </ul> </li> <li>• <b>Energy Efficiency Measures</b> <ul style="list-style-type: none"> <li>○ Design all proposed project buildings to exceed the California Building Code’s Title 24 energy standard, including, but not limited to, any combination of the following: <ul style="list-style-type: none"> <li>▪ Increase insulation such that heat transfer and thermal bridging are minimized;</li> <li>▪ Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and</li> <li>▪ Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.</li> </ul> </li> <li>○ Provide a landscape and development plan for the proposed project that takes advantage of shade, prevailing winds, and drought-resistant landscaping.</li> </ul> </li> </ul> | The Project Architect/Project Engineer/Construction Contractor | During project design and construction. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Responsible Party | Timing | Verification Date |
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| <ul style="list-style-type: none"> <li>○ Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.</li> <li>○ Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.</li> <li>○ Install solar or light-emitting diodes (LEDs) for outdoor lighting.</li> <li>• <b>Water Conservation and Efficiency Measures</b> <ul style="list-style-type: none"> <li>○ Devise a comprehensive water conservation strategy appropriate for the proposed project and location. The strategy may include the following, plus other innovative measures that might be appropriate: <ul style="list-style-type: none"> <li>▪ Create water-efficient landscapes within the development;</li> <li>▪ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</li> <li>▪ Use reclaimed water for landscape irrigation within the proposed project and install the infrastructure to deliver and use reclaimed water;</li> <li>▪ Design buildings to be water-efficient and install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals; and</li> <li>▪ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> </ul> </li> </ul> </li> <li>• <b>Solid Waste Measures</b> <ul style="list-style-type: none"> <li>○ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>○ Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.</li> <li>○ Provide employee education about reducing waste and available recycling services.</li> </ul> </li> </ul> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Responsible Party           | Timing                               | Verification Date |
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| <b>Hydrology and Water Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                             |                                      |                   |
| <b>Standard Condition WQ-1:</b><br><br><b>Final Stormwater Control Plan.</b> Prior to the issuance of a grading permit, the Project Engineer shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the stormwater controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Project Engineer shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval. | The Project Engineer        | Prior to issuance of grading permit. |                   |
| <b>Noise</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                             |                                      |                   |
| <b>Mitigation Measure NOI-1:</b><br><br><b>Sound Barriers.</b> Prior to the issuance of an approved grading plan, the City of Seaside (City) Building Official, or designee, shall confirm that the site plan for the proposed project includes the design and construction of the following sound walls:<br><br><ul style="list-style-type: none"> <li>• <b>Patio P2:</b> The Construction Contractor shall construct a sound wall around the perimeter of Patio P2 that shall be</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Party           | Timing                               | Verification Date |
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| <p>attached to the proposed building on both ends. The total length of the sound wall shall be approximately 30 feet (ft). The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 pounds per square foot (lbs/ft<sup>2</sup>) (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass concrete masonry units (CMU)). The sound wall shall be at least 5 ft high as measured relative to the base elevation of the outdoor patio.</p> <ul style="list-style-type: none"> <li>• <b>Patio P3:</b> The Construction Contractor shall construct an 8-inch thick wall, measuring 6 ft tall around the perimeter of Patio P3. The sound wall shall be at least 9 to 10 ft high and shall be at least 85 ft in length.</li> <li>• <b>Patio P4:</b> The Construction Contractor shall construct a sound wall that surrounds the perimeter of the patio that shall be attached to the proposed building on both ends. The total length of the wall shall be at least 40 ft. The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 lbs/ft<sup>2</sup> (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass CMU). The sound wall shall be at least 5 ft high.</li> </ul> |                             |                                      |                   |
| <p><b>Mitigation Measure NOI-2:</b></p> <p>Prior to the issuance of a grading permit, the City shall ensure that the Developer's project plans include the design and construction of building treatments including the following:</p> <ul style="list-style-type: none"> <li>• <b>Co-Housing Building:</b> The Construction Contractor shall install windows and doors with a minimum Sound Transmission Class (STC) rating of 30 with adequate forced-air mechanical ventilation in the residential units with direct line-of-sight to State Route 1 along the northern, eastern, and western sides of the Co-Housing Building. The Construction Contractor shall also install windows and doors with a minimum STC rating of 26 in all residential units proposed along the southern façade of</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The Construction Contractor | Prior to issuance of grading permit. |                   |



| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Responsible Party           | Timing                               | Verification Date |
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| <p>the Co-Housing building.</p> <ul style="list-style-type: none"> <li>• <b>Memory Care Facility:</b> The Construction Contractor shall install windows and doors with a minimum STC rating of 30 in all exterior-facing units along the northern façade of the Memory Care Facility. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in units proposed along the eastern and western façades and windows and doors with minimum STC ratings of 26 in units proposed along the Monterey Road-facing units on the southern façade of the Memory Care Facility.</li> <li>• <b>Assisted Living Building:</b> The Construction Contractor shall install doors and windows with minimum STC ratings of 30 in all exterior-facing units along the northern façade of the Assisted Living Building. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in all exterior-facing units along the eastern and western façades and windows and doors with a minimum 26 STC rating for units proposed along the southern façade of the Assisted Living Building.</li> <li>• <b>All Buildings:</b> All rooms/units shall include forced-air mechanical ventilation.</li> </ul> |                             |                                      |                   |
| <p><b>Mitigation Measure NOI-3:</b></p> <p><b>Best Management Noise Reduction Practices.</b> Prior to issuance of a grading permit, the Construction Contractor shall develop and implement a construction noise control plan that includes, but is not limited to, the following available Best Management Practices:</p> <ul style="list-style-type: none"> <li>• Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 ft of adjoining sensitive land uses.</li> <li>• All construction equipment must have appropriate sound-muffling devices, which shall be properly maintained and used at all times such equipment is in operation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Party | Timing | Verification Date |
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| <ul style="list-style-type: none"> <li>The Construction Contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.</li> <li>Unnecessary idling of internal combustion engines shall be prohibited.</li> <li>The Construction Contractor shall locate on-site equipment staging areas, material stockpiles, and construction parking areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period.</li> <li>The Construction Contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</li> <li>Ensure noise from construction workers, such as radios, is not audible at existing residences near the project site. <ul style="list-style-type: none"> <li>Neighbors located within a 300-foot radius to the construction site shall be notified of the construction schedule in writing.</li> </ul> </li> <li>Designate a project liaison that shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. The liaison shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the project contractor, and the liaison shall coordinate with the contractor to modify any construction activities generating excessive noise levels to the greatest extent feasible.</li> <li>Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.</li> <li>Hold a preconstruction meeting with the job inspectors and the general contractor/on- site project manager to confirm that noise controls and practices (including</li> </ul> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responsible Party | Timing                               | Verification Date |
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| construction hours, construction schedule, and noise coordinator) are being implemented.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |                                      |                   |
| <b>Transportation/Traffic</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                   |                                      |                   |
| <b>Mitigation Measure TRA-1:</b><br><br><b>Employee Shift Schedule of Operations.</b> Prior to issuance of a Grading Permit, the Developer shall be required to submit an Employee Shift Schedule of Operations to the City of Seaside (City) Director of Public Works, or appropriate designee, for review and approval. The Employee Shift Schedule of Operations shall be as follows: <ul style="list-style-type: none"> <li>• Day Shift 1: 6:00 a.m. to 2:00 p.m., with no more than 37 employees</li> <li>• Day Shift 2: 9:00 a.m. to 6:00 p.m., with no more than 5 employees</li> <li>• Evening Shift: 2:00 p.m. to 10:00 p.m., with no more than 33 employees</li> <li>• Night Shift: 10:00 p.m. to 6:00 a.m., with no more than 12 employees</li> </ul> During project operations, the Developer shall submit quarterly reports to the City Planning Division documenting compliance with the Employee Shift Schedule of Operations. | The Developer     | Prior to issuance of grading permit. |                   |
| <b>Mitigation Measure TRA-2:</b><br><br><b>Payment into the FORA Fee.</b> Prior to issuance of a Grading Permit, the Developer shall be required to pay the Fort Ord Reuse Authority (FORA) Fee, which includes costs for the adopted Capital Improvement Program (CIP).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | The Developer     | Prior to issuance of grading permit. |                   |

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## **TECHNICAL APPENDICES**

Provided on enclosed CD.

## RESOLUTION NO. 16-XX

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SEASIDE, STATE OF CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE A USE PERMIT TO ALLOW FOR THE CONSTRUCTION OF A 144-UNIT RESIDENTIAL CARE FACILITY IN THE COMMUNITY COMMERCIAL (CC) ZONING DISTRICT.**

**WHEREAS**, the City of Seaside, property owner, and Seasons Management, applicant, have applied for a use permit to allow for:

1. The proposed development of a two buildings that would house three related senior living uses on the project site including an Assisted Living Facility (81,679 sf), a Memory Care Facility (29,707 sf), and an Assisted Living Co-Housing Facility (10,894 sf) for a total of 122,280 sf of new development.

**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 Seaside Planning Commission considered oral comments and written information concerning the proposed amendment at a duly noticed public hearing at public meeting held on May 25, 2016; and

**WHEREAS**, in accordance with the California Environmental Quality Act the Negative Declaration was circulated for a 30-day public review period beginning on March 18, 2016 and ending on April 18, 2016.

**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission recommends that the City Council adopt the following findings for Use Permit Application No. UP-14-05:

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.**

**Evidence:** Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the

traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 feet (ft) east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.

The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.

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

Seaside General Plan Conformance

**Evidence:** The General Plan designates the project site Community Commercial (CC), to promote pedestrian and transit-oriented activity centers that have a mixture of residential, commercial, office, and civic uses.

**Evidence:** In order to ensure that compatible and complementary development and redevelopment will occur, the City considers whether a project meets the following General Plan Land Use Compatibility Criteria:

- 1) The proposed use is compatible with surrounding development in terms of noise, safety, and other environmental and quality of life concerns.

**Evidence:** The IS/MND evaluates the proposed project's potential impacts to aesthetics, air quality, agricultural and forestry resources, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation,

transportation/traffic, and utilities and service systems. Based on the proposed project description and the environmental analysis provided for each of these issue areas, implementation of the proposed project would not cause substantial adverse effects on human beings as all potentially significant impacts of the proposed project can be mitigated to less than significant levels.

- 2) The project respects, complements, and enhances surrounding development in terms of size, scale, design, architectural features, and access to light and views.

**Evidence:** The proposed project will complement the existing site and enhance the character of the community as follows:

- A. The proposed project will consist of demolishing an abandoned gas station/convenience store and redeveloping the site with an Assisted Living Facility; a Memory Care Facility; and a Co-Housing Assisted Living Facility. The Assisted Living Facility and the Memory Care Facility are contained in an 111,386 sf building. Of the 111,386 sf building, 81,679 sf will be used by the Assisted Living Facility and 29,707 sf will be used by the Memory Care Facility (refer to Building A-1 for the Assisted Living Facility and Building A-2 for the Memory Care Facility on Figure 1-2). The Co-Housing Assisted Living Facility will be 10,894 sf.

The project will be able to fund its share of infrastructure improvements by re-constructing all required gas, water, and sewer lines to serve the development and pay the required Fort Ord Reuse Agency Fees.

- B. The proposed project is being designed such that the height and setback of the buildings are similar to (e.g., two-story) or greater than (e.g., setbacks varying from approximately 16 to 63 ft) the neighboring residential areas. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. The project would be designed in the traditional California Craftsman architectural style. The architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables, flower boxes, and wood fascia. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, and wood castings and head and sill trim around all windows and doors. The roofs would consist of asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The City Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the proposed project is considered and approved by the Planning Commission and the City Council. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.

The proposed project will water conservation measures to comply with Title 24 of the 2013 California Building Code and a planting and irrigation system in compliance with the State Model Landscape Ordinance.

The proposed project would also be designed to conform to Section R2.1 Occupancy, of the most current California Building Code (CBC), which includes building code requirements for residential care facilities for the elderly with more than six non-ambulatory residents.

- C. The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City's standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan. Furthermore, because the proposed project would include the development of residential housing for seniors, the land use character of the project site would be similar to the surrounding residential uses so the proposed project would not substantially change the character of the views currently experienced by off-site viewers. As mentioned above, the proposed project includes landscaping along the perimeter of the project site and around each of the two buildings to buffer the view of the facilities from passing motorists and off-site viewers.

Furthermore, the proposed project will allow for the relocation of existing infrastructure system on-site and will not require any expansion in the capacity of the existing infrastructure system.

- 3) The uses proposed complement surrounding existing and planned land uses (e.g., visitor serving uses, higher density affordable rental units and community-serving services and retail near CSUMB)

***Evidence: See Evidence under Item 2 above.***

- 4) The project design and proposed uses minimize impacts to natural resources such as cultural and biological resources, natural landforms, and views.

***Evidence:*** The site is classified as a Development site in the Habitat Management Plan; however, the initial study includes several mitigation measures to protect biological and paleontological resources that could potentially be located on the site and disturbed by project construction. The initial study also includes mitigation measures to protect archaeological resources, in the event they are discovered during project construction. The site is gently sloping, and no significant grading is proposed. Views from the site would not be affected.

- 5) The project will be able to either provide or fund its share of community services and facilities so that they are not negatively impacted by the development.

***Evidence:*** The project would pay the development impact fees that are required by the Fort Ord Reuse Agency.

- 6) The project will allow the efficient use of the existing infrastructure system, will require only the minor improvement or expansion of utilities, or provide the improvements needed to ensure an adequate infrastructure system.

**Evidence:** The proposed project is located on existing streets on the former Fort Ord. Water, sewer, storm drainage, and electrical infrastructure are already provided to the site.

- 7) The project includes sustainable building and energy conservation features in its design and landscaping.

**Evidence:** The proposed project will incorporate the following sustainable features to the greatest extent possible to minimize its water and energy use:

- Use of “Green Building Materials,” such as those materials that are resource-efficient, recycled, and manufactured in an environmentally friendly way, including low-volatile organic compound materials and materials free from formaldehyde;
- Installation of energy-efficient mechanical systems and solar systems;
- Supplying of electric auto chargers on site;
- Installation of water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals. Plum for recycled water (purple water) and on site gray-water systems;
- Designing buildings to promote the use of natural daylight and increase natural ventilation;
- Installation of occupancy sensor controlling lights in facility hallways, stairwells, offices, restrooms, and amenity areas;
- Installation of shading devices on south and west facing windows to reduce heat transfer from the sun;
- Installation of air conditioning systems free from chlorofluorocarbons (CFCs) and hydrofluorocarbons (HFCs) as part of the refrigerant system;
- Provision of a landscape and development plan for the proposed project that includes:
  - Native and/or drought-tolerant plants;
  - Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
  - Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and
- Provision of interior and exterior storage areas for recyclables and green waste from kitchen uses.

## Fort Ord Reuse Plan Conformance

The proposed project is consistent with the following applicable objectives and policies of the Fort Ord Base Reuse Plan.

### Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p><b>Residential Objective B:</b> Ensure compatibility between residential development and surrounding land Uses.</p> <p><b>Residential Land Use Policy B-1:</b> Residential Land Use Policy B-1: The City of Seaside shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.</p> | <p><b>Evidence:</b> The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> |
| <p><b>Residential Objective C:</b> Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.</p> <p><b>Residential Land Use Policy C-1:</b> The City of Seaside shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.</p>                                                 | <p><b>Evidence:</b> The proposed project will provide Senior Housing, which is identified as an underserved housing type within the City of Seaside. By providing an underserved housing type to help maintain a variety of housing types in the City commensurate with projected housing needs, the proposed project would be consistent with the Seaside General Plan.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Institutional Land Use Objective D:</b> Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.</p> <p><b>Institutional Land Use Policy D-2:</b> The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.</p>                                                                            | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> |
| <p><b>Conservation Element: Soils and Geology</b><br/> <b>Objective A:</b> Prevent the loss and transport of soil resulting from wind and water erosion and promote construction practices that recognize soils with development limitations.</p> <p><b>Conservation Element Soils and Geology Policy A-2:</b> The City shall require developers to prepare and implement erosion control and landscape plans for projects that involve high erosion risk. Each plan shall be prepared by a registered civil engineer or certified professional in the field of erosion and sediment control and shall be Fort Ord subject to the approval of the public works director for the City of Seaside. The erosion component of the plan must at least meet the requirements of Storm Water Pollution Prevention Plans (SWPPPs) required by the California State Water Resources Control Board.</p> | <p><b>Evidence:</b> During construction of the proposed project, the total disturbed soil area would be approximately 5.47 acres. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. Because the proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Conservation Element: Hydrology and Water Objective C:</b> Control nonpoint and point water pollution sources to protect the adopted beneficial uses of water.</p> <p><b>Hydrology and Water Quality Policy C-2:</b> At the project approval stage, the City shall require new development to demonstrate that all measures will be taken to ensure that on-site drainage systems are designed to capture and filter out urban pollution.</p> | <p><b>Evidence:</b> The project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres to approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site). Pollutants of concern associated with project operations include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris.</p> <p>A <i>Preliminary Stormwater Control Plan</i> has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. The LID BMPs proposed in the <i>Preliminary Stormwater Control Plan</i> include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project. As a Condition of Approval, the Developer will be required to prepare a Final Stormwater Control Plan</p> |

## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | that includes LID BMPs to ensure that on-site drainage systems are designed to capture and filter out urban pollution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>Noise Element Objective A:</b> Ensure that application of land use compatibility criteria for noise and enforcement of noise regulations are consistent throughout the Fort Ord Planning area.</p> <p><b>Noise Policy B-8:</b> If the ambient DNL exceeds the normally acceptable noise range for public or institutional uses (passively and actively used open spaces; auditoriums, concert halls, and amphitheaters; schools, libraries, churches, hospitals and nursing homes; golf courses, riding stables, water recreation areas, and cemeteries), as identified in Table 4.5-3, new development shall not increase ambient Ldn by more than 3 dBA measured at the property line.</p> <p><b>Noise Policy B-9:</b> The City shall require construction contractors to employ noise-reducing construction practices.</p> | <p><b>Evidence:</b> Neither the long-time traffic nor stationary noise sources would cause an increase in ambient noise levels of more than 3 A-weighted decibels (dBA) within the project vicinity as measured at the property line.</p> <p><b>Evidence:</b> As a Condition of Approval, the Construction Contractor will be required to prepare a construction noise plan that includes implementation of Best Management Noise Reduction Practices.</p>                                                                                                                                                                                                                                    |
| <p><b>Safety Element: Seismic and Geologic Hazards Objective A.</b></p> <p><b>Seismic and Geologic Hazards Policy A-2:</b> The City shall use the development review process to ensure that potential seismic or geologic hazards are evaluated and mitigated prior to construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Evidence:</b> A <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014) was prepared for the proposed project. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code and the recommendations of the project geotechnical consultant as summarized in the final written Geotechnical Report.</p>                                                                                                                                                                                                           |
| <p><b>Safety Element: Fire, Flood and Emergency Management Objective A.</b></p> <p><b>Fire, Flood, and Emergency Management Policy A-2:</b> The City shall provide fire suppression water system guidelines and implementation plans for existing and acquired former Fort Ord lands equal to those recommended in the Fort Ord Infrastructure Study (FORIS Section Table 4.1.8) for fire protection water volumes, system distribution upgrades, and emergency water storage.</p>                                                                                                                                                                                                                                                                                                                                                  | <p><b>Evidence:</b> Fire protection services for the project site are provided by the Seaside Fire Department. The City operates one fire station located at 1635 Broadway Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication). The project site will contain sufficient water service and water pressure to service the site for fire suppression purposes.</p> |

## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                            | Evidence                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Safety Element: Hazardous Materials and Toxic Materials Safety Objective A:</b> Ensure the timely and complete compliance by the U. S. Army with the Remedial Investigation/Feasibility Study and associated remedial action ROD as part of the land transfer process.</p> <p><b>Hazardous and Toxic Materials Safety Policy A-1:</b> The City shall monitor and report to the public all progress made on the RA-ROD.</p> | <p><b>Evidence:</b> A Hazardous Phase I environmental site assessment and a confirmation sampling report for the project was completed. Neither identified any hazardous wastes at the project site. Based on the results, there is no evidence that there are any hazardous materials remaining from the former gas station. Therefore, no remediation is necessary.</p> |

City = City of Seaside

ft = foot/feet

ROD = Record of Decision

sf = square feet

**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 compatible with existing and planned land uses in the vicinity. Refer to the findings for the General Plan Land Use Compatibility Criteria presented above.

**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 bounded by SR-1 to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. In the existing condition, the 5.47-acre project site is partially developed with a 5,000 sf vacant structure that was formerly operated as a convenience store and gas station. The project site is currently designated and zoned as Community Commercial in the City's General Plan and Zoning Ordinance (Title 17 of the Municipal Code), respectively, and no general plan amendment or zone change is required for project implementation. Implementation of the proposed project would not physically divide an established community, and no mitigation is required.

**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.**

**Evidence:** The granting of a use permit for the proposed Senior Living facility will not create significant noise, traffic, or other conditions or situations that may be

objectionable or detrimental to other permitted uses in the vicinity or adverse to the public interest, health, safety, convenience, or welfare of the City. The proposed use would provide a unique type of senior living accommodations that would foster economic activity and provide services useful to the community.

**BE IT FURTHER RESOLVED**, that the Planning Commission approves Use Permit Application No. UP-14-05 subject to the following conditions:

**Project Specific**

***Planning:***

1. Except as modified by the conditions of approval, the implementation of the monitoring shall substantially conform to the approved plans identified as “Senior Living Project”, consisting of 29 sheets stamped “Received, February 25, 2016, Seaside Resource Management”, provided as Exhibit A.
2. Construction activity shall occur between 7 AM and 7 PM during the week and 9 AM and 5 PM on weekends. Applicant shall contact the Seaside Building Official prior to conducting any work outside of the specified hours of operation to determine if the necessity of the work and potential noise impacts on the residential communities to the north and south of the project site.
3. In accordance with the Fort Ord Reuse Authority Implementation Plan, the developer shall comply with the following prevailing wage standards for development within the boundaries of the Fort Ord Base Reuse Plan:
  - a. Not less than the general prevailing rate of wages for work of a similar character in Monterey County, as determined by the Director of the Department of Industrial Relations under Division of the Department of Industrial Relations under Division 2, Part 7, Chapter 1 of the California Labor Code, will be paid to all workers employed on First Generation Construction performed on parcels subject to the Fort Ord Base Reuse Plan. This subsection applies to work performed under Development Entitlements as defined in Section 1.01 of the Fort Ord Reuse Agency (FOR A) Master Resolution and by contract with a FORA member or a FORA member agency including transferees, agents, successors in interest, developers or building contractors.
4. The existing street light near the new drive entrance on the project site that would align with Coe Avenue shall be relocated to the north side of the new drive entrance as specified by the City Engineer.
5. The existing street lamp on the wooden pole shall be replaced with a new light pole and lamp to match the existing street lights on Monterey Road. The location of the new street light shall be determined by the City Engineer.
6. Prior to the issuance of a Building Permit, the applicant shall receive final design review approval from the Board of Architectural for the architectural design of the buildings, exterior lighting, landscaping, and signs.

***Building:***

1. The Residential Care facility shall be constructed in compliance with the 2013 California Building Code, and any updates made to the 2013 Building Code for subsequent construction activities that would be affected by any updates.

***Fire:***

1. The Residential Care Facility shall be constructed in compliance with the 2013 California Fire Code, and any updates made to the 2013 Fire Code for subsequent construction activities that would be affected by any updates.
2. All new construction shall comply with the requirements of the California Building Code 903.2.
3. The buildings shall conform to the California Fire Code , Section 903.4, 903.4.1 and 903.4.2 in regards to automatic fire sprinkler system monitoring and alarms. The system shall have water-flow and water supply valve monitoring a UL Central Station company and approved audible water flow alarms on the exterior of the building. In accordance with NFPA Standard 72, one pull station shall also be located in the main exit door from the building.
4. The developer shall provide a KNOX emergency access key box for emergency fire department building entrance. The key box is only for Fire Department operations after normal business operations have stopped, and prevents the need to damage doors or windows to gain entrance to the building during an emergency.
5. A suitable number of 2A10BC fire extinguishers shall be placed throughout the building approximately 75 linear feet apart with the approximate signage to make them visible.
6. Per Appendix B of the 2013 California Fire Code, Table B105.1 – Minimum Required Fire-Flow and Flow Duration for Buildings. Prior to the issuance of a Building Permit, the developer shall demonstrate that a fire-flow of 8,000 gallons per minute at 20psi for a flow duration of four hours can be met for the buildings.
7. Per Appendix C of the 2013 California Fire Code, Table C105.1 – Number of Distribution of Fire Hydrants. The final location of fire hydrants shall be verified by the Fire Marshall on the construction plans.
8. Prior to the issuance of a Building Permit, the Fire Marshall shall determine whether any curb on the proposed development shall be delineated with red curb to ensure that public safety access can be met at all times on the project site.

***Public Works:***

***REQUIRED ACTION***

1. Proposed northern driveway shall be located along Monterey Road to ensure adequate sight distance for vehicles approaching in the southbound direction. Prior to issuance of a building permit, submit plans stamped by a licensed civil engineer indicating adequate sight distance is provided. In the event that sight distance is less than 300 ft for vehicles approaching from the southbound direction, the driveway should be signed right turn only.
2. Prior to issuance of a building permit, civil utility plans shall be amended to show proposed trash and recycling enclosure and wash area shall drain to a properly-sized interceptor and plumbed to the sanitary sewer. No stormwater surface runoff shall be allowed to enter or leave these enclosures.
3. Prior to issuance of a building permit, civil site improvement plans shall include the northern curb return for the southern driveway entrance to the property to be ADA compliant and provide ADA access into the property and shall also align with the existing cross walk across Monterey Road.
4. Prior to issuance of a building permit, site civil improvement plans shall provide ADA compliant curb returns for both curb returns for the northern driveway approach.
5. Prior to issuance of a building permit, site lighting plan shall provide for adequate lighting of the public sidewalks. Project shall include street lights at the driveway approaches and at least every 230 feet intervals between the applicants driveway approaches.
6. The sewer and water facilities at the subject site are owned and operated by the Marina Coast Water District (MCWD). Applicant shall determine and show proper setbacks to existing and proposed MCWD utilities.
7. Prior to issuance of a building permit, applicant to receive approval from the Marina Coast Water District for the size of the kitchen grease interceptor.
8. Prior to issuance of a building permit, submit a grading and drainage plan stamped by a licensed civil engineer that shows the following:
  - a. Retention and treatment of stormwater in conformance with the approved Stormwater Control Plan for the Seaside Assisted Living and Memory Care by JF Construction and Engineering Company dated October 26, 2015.
  - b. Submit supporting hydrologic and hydraulic calculations stamped by a licensed civil engineer.
  - c. No stormwater runoff may leave the property boundaries.
9. Prior to issuance of a building permit, applicant shall apply to the State of California for a Construction General Permit, obtain Waste Discharge Identification number (WDID), and submit Stormwater Pollution Prevention Plan to the city for review prior to issuance of a grading or building permit.

10. Prior to occupancy, the applicant shall submit third-party verification conducted and endorsed by a registered professional engineer or geologist, that the source control measures (SCMs) of the Stormwater Control Plan have been installed per approved civil grading and drainage plans.
11. Prior to occupancy, the applicant shall develop and submit to the City for approval the Operation and Maintenance (O&M) Plan. The O&M plan shall contain the project owner's signed statement accepting responsibility for the operation and maintenance of the installed SCMs.
12. Prior to issuing approval for final occupancy the applicant shall file with the Monterey County Recorder, in a form approved by the City, a recordation in the property deed that assigns responsibility for the O&M of the onsite SCMs to the project owner(s). The deed recordation shall, at a minimum, include
  - a. Annual certification, by a licensed engineer or geologist, submitted to the City by October 1 of each year, that SCMs are functioning and maintained in conformance with the approved O&M plan.
  - b. Shall grant site access to all representatives of the City for the purpose of performing operation and maintenance (O&M) inspections of the installed SCMs.
13. Prior to receiving a final inspection, any curb, gutter and sidewalk damaged during construction shall be replaced by a licensed contractor in conformance with most current applicable engineering standards, and upon the prior issuance of an encroachment permit from the Public Works Department.
14. For all new concrete or impervious surfaces, applicant must follow the standard conditions of approval as required by the City Engineer. No drainage is allowed onto adjacent properties.

***Health Department:***

1. Prior to the issuance of a Building Permit, the developer shall receive approval from the Monterey County Health Department for the operations of the Senior Living Facility that are applicable to the Monterey County Health Department.
2. The disposal of any medical waste shall be conducted in compliance with the standards established by the State of California and the Monterey County Health Department.

***Environmental Review***

1. The construction and post-construction operations of the Senior Living Facility must be conducted in a manner to comply with the Mitigation Measures/Mitigation Monitoring Reporting Program of the Mitigated Negative Declaration provided as Exhibit "B".

**Standard:**

1. Use Permit approval is subject to revocation procedures contained in S.M.C.S. 17.69.060 in the event any of the conditions of this approval are violated, this discretionary permit was granted on the basis of false or misleading information, written or oral, given willingly or negligently by the applicant or property owner, and/or there has been a discontinuance of the use, or purposed for which the permit was issued, for a period of 180 days or more.



2. This Use Permit is subject to procedures and requirements of Chapter 17.64 (Permit Implementation, Time Limits, and Extensions), and those related to appeals and revocation in Article 6 (Zoning Ordinance Administration) of Title 17 of the Municipal.
3. The applicant agrees as a condition and in consideration of the approval of this discretionary permit that it will defend, indemnify and hold harmless the City of Seaside or its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul this approval. The applicant will reimburse the City for any court costs and attorney's fees, which the City may be required by a court to pay as a result of such action. City may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. The City shall promptly notify the applicant of any such claim, action, or proceeding, and the City shall cooperate fully in the defense thereof.
4. Any proposed future development or reuse of the Residential Care Facility shall comply with the requirements of the Fire, Health, Planning, Code Enforcement, Building and Public Works Departments.
5. The project shall comply with the requirements and the applicable ordinances of the Marina Coast Water District (MCWD).
6. This Use Permit shall expire and become void 12 months from the date of approval, or upon the expiration of another time limit established by the review authority, unless use has commenced within the required time limit or the Zoning Administrator has granted an extension of time. In accordance with Section 17.54.080.B.1.a of the Zoning Code, the applicant must file request for time extension at least 30 days prior to expiration date in order to receive consideration of time extension by the Commission.
7. 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.

**PASSED AND ADOPTED** at the regular meeting of the Planning Commission of the City of Seaside, State of California, on the 25<sup>th</sup> of May, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

John Owens, Chairperson

ATTEST:

---

Planning Commission Secretary

**USE PERMIT APPLICATION NO. UP-14-05**

These permits are hereby accepted upon the express terms and conditions hereof, and shall have no force or effect unless and until agreed to, in writing, by the applicant and property owner(s).

The undersigned hereby acknowledge the approved terms and conditions and agree to fully conform to, and comply with, said terms and conditions within the time frames approved by the City of Seaside Planning Commission.

\_\_\_\_\_  
Applicant's Signature

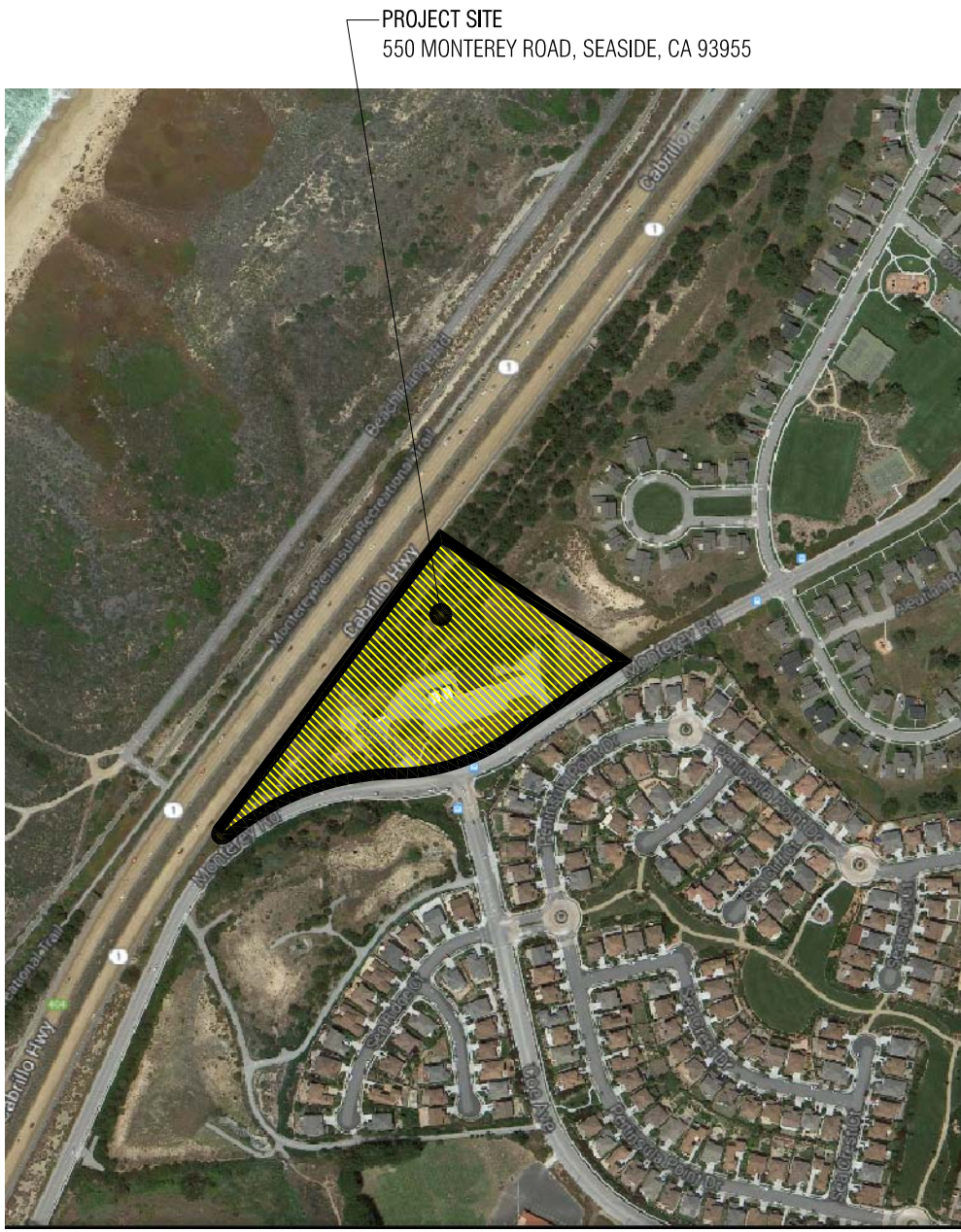
\_\_\_\_\_  
Date

\_\_\_\_\_  
Property Owner's Signature (*if different from above*)

\_\_\_\_\_  
Date



VICINITY MAP



# SEASIDE SENIOR LIVING, LLC

550 MONTEREY ROAD, SEASIDE, CALIFORNIA 93955

APN: 031-141-004

USE PERMIT #UP-14-05 AND BAR-14-20 AND SIGN PERMIT APPLICATIONS



PROJECT DIRECTORY

**OWNER:**  
CITY OF SEASIDE  
440 HARCOURT AVENUE  
SEASIDE, CA 93955  
**T** 831.899.6700  
*CONTACT: LISA BRINTON*

**OPERATOR:**  
SEASONS MANAGEMENT, LLC  
560 FIRST STREET  
LAKE OSWEGO, OR 97034  
**T** 503.675.3925  
*CONTACT: ERIC W. JACOBSEN*

**ARCHITECT OF RECORD:**  
HOCHHAUSER BLATTER  
ARCHITECTURE & PLANNING  
122 E. ARRELLAGA ST.  
SANTA BARBARA, CA 93101  
**T** 805.962.2746  
**F** 805.962.4948  
*CONTACT: JAY BLATTER, AIA, LEED AP*

**LAND SURVEYOR:**  
L & S ENGINEERING AND SURVEYING, INC.  
2460 GARDEN ROAD, SUITE G  
MONTEREY, CA 93940  
**T** 831.655.2723  
*CONTACT: FRANK LUCIDO, JR.*

**APPLICANT:**  
SEASIDE SENIOR LIVING, LLC  
P.O.BOX 1259  
CAPITOLA, CA 95010  
**T** 831.915.4800  
*CONTACT: RICARDO DE LA CRUZ*

**CIVIL ENGINEER:**  
JF CONSTRUCTION COMPANY  
560 FIRST STREET, SUITE 104  
LAKE OSWEGO, OR 97034  
**T** 503.608.7774  
*CONTACT: MARLON J. FENTON*

**LANDSCAPE ARCHITECT:**  
BFS LANDSCAPE ARCHITECTS  
425 PACIFIC STREET SUITE 201  
MONTEREY, CA 93940  
**T** 831.646.1383  
*CONTACT: ELKE IKEDA*

PROJECT DESCRIPTION

THE SEASIDE SENIOR LIVING, LLC IS A 111,386 SF ASSISTED LIVING AND MEMORY CARE FACILITY.

THE PROPOSED ASSISTED LIVING FACILITY WILL BE OPERATED UNDER A STATE OF CALIFORNIA LICENSE AS A RESIDENTIAL CARE FACILITY FOR THE ELDERLY (RCFE). IT IS A TWO STORY BUILDING INCLUDING 39 STUDIO UNITS, 42 1-BEDROOM UNITS AND 7 2-BEDROOM UNITS WITH FULL SERVICES DINING ROOM, COMMERCIAL KITCHEN, BOTH COMMERCIAL AND PERSONAL LAUNDRY ROOMS, HAIR SALON, SPA, FULL SERVICE THEATER, ATHLETIC FACILITIES, MEDICAL RECORDS AND MEDICATION OFFICE. STAFF OFFICES AND CONFERENCE ROOMS. OUTDOOR RECREATIONAL SPACES WILL INCLUDE ENCLOSED PATIO WITH A FIRE PLACE, PAVED SEATING AREAS, WALKWAYS, GARDENS AND LANDSCAPED AREAS.

THE PROPOSED MEMORY CARE FACILITY IS A ONE STORY BUILDING INCLUDING 43 STUDIO UNITS. THE BUILDING IS SEPARATED INTO FOUR (4) NEIGHBORHOODS WITH THERAPEUTIC KITCHENS, QUIET ROOMS, SPAS, AND LARGE DINING AND ENTERTAINMENT CENTERS. IN ADDITION TO STANDARD STAFF OFFICES, MEDICAL RECORDS ROOM AND CONFERENCE ROOMS. THE FACILITY ALSO INCLUDES A FOOD PREP, KITCHEN, HOUSEKEEPING, STORAGE SPACE AND PERSONAL LAUNDRIES. ENCLOSED SPACES INCLUDE COURTYARDS AND "WALLED-IN" MEMORY GARDEN FOR MEMORY CARE RESIDENTS.

ON THE WEST SIDE OF THE PROPERTY THERE IS A 10,894 SF, 2-STORY, 13 UNIT ASSISTED LIVING BUILDING THAT IS BASED ON A CO-HOUSING CONCEPT THAT INCLUDES A COMMUNITY KITCHEN, LIVING ROOM, AN ACTIVITIES AREA, AND OUTDOOR PATIOS.

\*AS REQUIRED IN CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD RESOLUTION R3-2013-0032, A STORMWATER CONTROL PLAN IN ON FILE WITH CITY OF SEASIDE. IT IS UNDERSTOOD THAT THIS PROJECT IS IN WATER MANAGEMENT ZONE 4 AND IS UNDER THE JURISDICTION OF THE SALINAS VALLEY WATER BOARD.

WATER IS PROVIDED BY MARINA COAST WATER DISTRICT (MCWR).

SEWAGE TREATMENT IS PROVIDED BY MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY (MRWPCA).

ADDITIONAL APPROVALS FROM FORT ORD REUSE AUTHORITY (FORA).

**APPLICABLE CODES:**  
2013 CALIFORNIA BUILDING CODE (2009 INTERNATIONAL BUILDING CODE)  
2013 CALIFORNIA GREEN BUILDING CODE  
2013 CALIFORNIA MECHANICAL CODE (2009 UNIFORM MECHANICAL CODE)  
2013 CALIFORNIA PLUMBING CODE (2009 UNIFORM PLUMBING CODE)  
2013 CALIFORNIA ELECTRICAL CODE (NATIONAL ELECTRICAL CODE)  
2013 CALIFORNIA ENERGY CODE (TITLE-24)  
CITY OF SEASIDE ZONING CODE (TITLE 17)

PROJECT STATISTICS

|                                        |                                                                                                                                            |                   |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| <b>PROJECT:</b>                        | SEASIDE SENIOR LIVING, LLC                                                                                                                 |                   |
| <b>APN:</b>                            | 031-141-004*                                                                                                                               |                   |
| <b>LOCATION:</b>                       | 550 MONTEREY ROAD, SEASIDE, CA 93955                                                                                                       |                   |
| <b>PROPERTY OWNER:</b>                 | CITY OF SEASIDE<br>440 HARCOURT AVENUE,<br>SEASIDE, CALIFORNIA 93955                                                                       |                   |
| <b>APPLICANT:</b>                      | SEASIDE SENIOR LIVING, LLC                                                                                                                 |                   |
| <b>DEVELOPER/AGENT:</b>                | RICARDO DE LA CRUZ                                                                                                                         |                   |
| <b>GENERAL PLAN:<br/>ZONING:</b>       | CC (COMMUNITY COMMERCIAL)<br>CC (COMMUNITY COMMERCIAL)                                                                                     |                   |
| <b>TOTAL LAND AREA:</b>                | 238,709 SQ. FT. (5.47 ACRES)                                                                                                               |                   |
| <b>BUILDABLE AREA:</b>                 | 140,711 SQ. FT. (3.2 ACRES)                                                                                                                |                   |
| <b>NON-BUILDABLE AREA:</b>             | 97,998 SQ. FT. (2.28 ACRES)                                                                                                                |                   |
| <b>LANDSCAPING AREA:</b>               | 61,856 SQ. FT.                                                                                                                             |                   |
| <b>OPEN SPACE AREA:</b>                | 17,958 SQ. FT.                                                                                                                             |                   |
| <b>F.A.R.</b>                          | 0.508                                                                                                                                      |                   |
| <b>BUILDING HEIGHT:</b>                | 34 FEET                                                                                                                                    | 2 FLOORS          |
| <b>MAX. BUILDING HEIGHT:</b>           | 48 FEET                                                                                                                                    | OR 4 STORIES      |
| <b>NO. OF ASSISTED LIVING UNITS:</b>   |                                                                                                                                            |                   |
| STUDIO                                 | -                                                                                                                                          | 39 UNITS (440 SF) |
| 1 BEDROOM                              | -                                                                                                                                          | 42 UNITS (550 SF) |
| 2 BEDROOM                              | -                                                                                                                                          | 7 UNITS (700 SF)  |
| TOTAL ALF UNITS                        | -                                                                                                                                          | 88                |
| <b>NO. OF MEMORY CARE UNITS:</b>       |                                                                                                                                            |                   |
| PRIVATE                                | -                                                                                                                                          | 31 UNITS (330 SF) |
| COMPANION                              | -                                                                                                                                          | 12 UNITS (400 SF) |
| TOTAL MC UNITS                         | -                                                                                                                                          | 43                |
| <b>NO. OF SENIOR CO-HOUSING UNITS:</b> |                                                                                                                                            |                   |
| STUDIO                                 | -                                                                                                                                          | 13 UNITS (490 SF) |
| <b>PARKING INCLUDES:</b>               | 8 HANDICAP ACCESSIBLE SPACES<br>6 SPACES (DESIGNATED FOR LOW-EMITTING, FUEL EFFICIENT VEHICLES)<br>23 COMPACT SPACES<br>55 STANDARD SPACES |                   |
| TOTAL PARKING                          | 92 SPACES                                                                                                                                  |                   |
| BICYCLE PARKING:                       | 9 SPACES                                                                                                                                   |                   |
| MOTORCYCLE PARKING:                    | 2 SPACES                                                                                                                                   |                   |

\* NOTE:  
ADDITIONAL STATISTICS ARE  
NOTED ON SHEET A0.2.

SHEET INDEX

| DRAWING NO.                   | DRAWING TITLE                                   |
|-------------------------------|-------------------------------------------------|
| A0.1                          | COVER SHEET                                     |
| A0.2                          | ARCHITECTURAL REVIEW AND USE PERMIT APPLICATION |
|                               |                                                 |
|                               | <b>SURVEY</b>                                   |
|                               | SURVEY                                          |
|                               |                                                 |
|                               | <b>CIVIL</b>                                    |
| C1                            | TITLE SHEET                                     |
| C2                            | DEMOLITION PLAN                                 |
| C3                            | EROSION CONTROL PLAN                            |
| C4                            | EROSION CONTROL DETAILS & NOTES                 |
| C5                            | GRADING PLAN                                    |
| C6                            | GRADING PLAN SECTIONS                           |
| C7                            | GRADING & SWMP DETAILS & NOTES                  |
| C8                            | UTILITIES PLAN                                  |
|                               |                                                 |
|                               | <b>ARCHITECTURAL</b>                            |
| A1.1                          | SITE PLAN                                       |
| A1.2                          | BUILDING FOOTPRINT w/TOPOGRAPHY                 |
| A1.3                          | FIRE DEPARTMENT ACCESS PLAN                     |
| A2.1                          | FIRST FLOOR PLAN                                |
| A2.2                          | SECOND FLOOR PLAN                               |
| A2.3                          | ROOF PLAN                                       |
| A3.1                          | EXTERIOR ELEVATIONS - ASSISTED LIVING           |
| A3.1a                         | EXTERIOR ELEVATIONS (COLOR) - ASSISTED LIVING   |
| A3.2                          | EXTERIOR ELEVATIONS - MEMORY CARE               |
| A3.2a                         | EXTERIOR ELEVATIONS (COLOR) - MEMORY CARE       |
| A3.3                          | MONUMENT SIGN & DETAILS                         |
| A4.1                          | SENIOR CO-HOUSING FLOOR PLAN & ELEVATIONS       |
| A4.1a                         | SENIOR CO-HOUSING ELEVATIONS (COLOR)            |
| A5.1                          | TYPICAL UNIT PLANS                              |
|                               |                                                 |
|                               | <b>LANDSCAPE</b>                                |
| L1.1                          | LANDSCAPE PLAN                                  |
| L1.2                          | LANDSCAPE PLAN                                  |
| L1.3                          | LANDSCAPE PLAN                                  |
| L1.4                          | IMAGE BOARD                                     |
|                               |                                                 |
| SL-1                          | <b>ELECTRICAL</b>                               |
|                               | SITE PHOTOMETRICS                               |
| <b>GROSS SQUARE FOOTAGE:</b>  |                                                 |
| MEMORY CARE                   | - 29,707 SF                                     |
| ASSISTED LIVING               | - 5,407 SF                                      |
| FIRST FLOOR                   | - 5,487 SF                                      |
| SECOND FLOOR                  | - 10,894 SF                                     |
| TOTAL                         | - 81,679 SF                                     |
| <b>GROSS SQUARE FOOTAGE:</b>  |                                                 |
| ASSISTED LIVING / MEMORY CARE | - 111,386 SF                                    |
| SENIOR CO-HOUSING             | - 10,894 SF                                     |
| TOTAL                         | - 122,280 SF                                    |

Hochhauser  
Blatter



ARCHITECTURE  
AND PLANNING

122 E. ARRELLAGA  
SANTA BARBARA  
CALIFORNIA 93101  
805 962 2746

SEASIDE SENIOR LIVING, LLC

550 MONTEREY ROAD  
SEASIDE, CA 93955

APN: 031-141-004

| DATE:      | ISSUANCE OR REVISION                        |
|------------|---------------------------------------------|
| DATE       | ISSUE                                       |
| 08/21/2014 | SITE ANALYSIS                               |
| 08/28/2014 | PLANNING APPLICATION -<br>UPDATED SUBMITTAL |
| 11/24/2014 | REVISED SUBMISSION                          |
| 11/28/2014 | REVISED SUBMISSION                          |
| 02/04/2015 | REVISED SUBMISSION                          |
| 05/04/2015 | REVISED SUBMISSION                          |
| 12/07/2015 | PLANNING SUBMITTAL                          |
| 01/04/2016 | PLANNING SUBMITTAL                          |
| 02/02/2016 | NOISE MITIGATION<br>DESIGN                  |
| 02/25/2016 | IS/MSD SUBMITTAL                            |
| 05/04/2016 | BAR                                         |

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SHEET CONTENTS  
COVER SHEET, SHEET INDEX  
PROJECT STATISTICS &  
PROJECT DESCRIPTION

PROJECT No: 9714

SHEET

A0.1

OF ALL SHEETS  
LATEST REVISION



\* NOTE: APN ON APPLICATION 031-014-004 HAS BEEN CORRECTED TO APN: 031-141-004



C:\V\714 Seaside\0714 AP Conditions of Approval.dwg, 11/4/2015 8:48:17 AM

Seaside Assisted Living & Memory Care Facility Tree Inventory Spreadsheet

| Tag # | Tree Specie      | DBH (inches) | Height (feet) | Crown/Canopy | Class        | Tree Form    |
|-------|------------------|--------------|---------------|--------------|--------------|--------------|
| 1     | Monterey Cypress | 10           | 20            |              | Intermediate | Asymmetrical |
| 2     | Monterey Cypress | 12           | 15            |              | Suppressed   | Asymmetrical |
| 3     | Monterey Cypress | 18           | 20            |              | Intermediate | Asymmetrical |
| 4     | Monterey Cypress | 36           | 30            |              | Co-dominant  | Symmetrical  |
| 5     | Monterey Cypress | 18           | 30            |              | Co-dominant  | Asymmetrical |
| 6     | Monterey Cypress | 12           | 20            |              | Intermediate | Asymmetrical |
| 7     | Monterey Cypress | 50           | 30            |              | Co-dominant  | Asymmetrical |
| 8     | Monterey Cypress | 24           | 25            |              | Co-dominant  | Asymmetrical |
| 9     | Monterey Cypress | 28           | 35            |              | Co-dominant  | Asymmetrical |
| 10    | Monterey Cypress | 12           | 15            |              | Intermediate | Asymmetrical |
| 11    | Monterey Cypress | 50           | 30            |              | Co-dominant  | Symmetrical  |
| 12    | Monterey Cypress | 28           | 30            |              | Co-dominant  | Asymmetrical |
| 13    | Monterey Cypress | 16           | 25            |              | Intermediate | Symmetrical  |
| 14    | Monterey Cypress | 31           | 30            |              | Co-dominant  | Asymmetrical |
| 15    | Monterey Cypress | 20           | 25            |              | Co-dominant  | Asymmetrical |
| 16    | Monterey Cypress | 24           | 30            |              | Co-dominant  | Symmetrical  |
| 17    | Monterey Cypress | 30           | 25            |              | Co-dominant  | Symmetrical  |
| 18    | Monterey Cypress | 24           | 20            |              | Co-dominant  | Asymmetrical |
| 19    | Monterey Cypress | 36           | 20            |              | Co-dominant  | Symmetrical  |
| 20    | Monterey Cypress | 36           | 15            |              | Intermediate | Asymmetrical |
| 21    | Monterey Cypress | 60           | 25            |              | Co-dominant  | Asymmetrical |
| 22    | Monterey Cypress | 24           | 25            |              | Intermediate | Asymmetrical |
| 23    | Monterey Cypress | 36           | 25            |              | Co-dominant  | Symmetrical  |
| 24    | Monterey Cypress | 24           | 25            |              | Co-dominant  | Asymmetrical |
| 25    | Monterey Cypress | 10           | 25            |              | Intermediate | Asymmetrical |
| 26    | Monterey Cypress | 10           | 25            |              | Intermediate | Asymmetrical |
| 27    | Monterey Cypress | 12           | 30            |              | Co-dominant  | Asymmetrical |
| 28    | Monterey Cypress | 19           | 25            |              | Co-dominant  | Symmetrical  |
| 29    | Monterey Cypress | 24           | 25            |              | Co-dominant  | Asymmetrical |
| 30    | Monterey Cypress | 16           | 25            |              | Co-dominant  | Symmetrical  |
| 31    | Monterey Cypress | 24           | 25            |              | Co-dominant  | Asymmetrical |
| 32    | Monterey Cypress | 10           | 20            |              | Intermediate | Asymmetrical |
| 33    | Monterey Cypress | 26           | 25            |              | Co-dominant  | Asymmetrical |
| 34    | Monterey Cypress | 22           | 25            |              | Co-dominant  | Asymmetrical |
| 35    | Monterey Cypress | 10           | 25            |              | Intermediate | Symmetrical  |
| 36    | Monterey Cypress | 24           | 25            |              | Co-dominant  | Asymmetrical |
| 37    | Monterey Cypress | 30           | 25            |              | Co-dominant  | Asymmetrical |
| 38    | Monterey Cypress | 18           | 25            |              | Co-dominant  | Asymmetrical |
| 39    | Monterey Cypress | 17           | 25            |              | Co-dominant  | Symmetrical  |
| 40    | Monterey Cypress | 28           | 25            |              | Co-dominant  | Asymmetrical |
| 41    | Monterey Cypress | 18           | 25            |              | Co-dominant  | Asymmetrical |
| 42    | Monterey Cypress | 16           | 25            |              | Co-dominant  | Symmetrical  |
| 43    | Monterey Cypress | 29           | 30            |              | Co-dominant  | Asymmetrical |
| 44    | Monterey Cypress | 23           | 35            |              | Co-dominant  | Asymmetrical |
| 45    | Monterey Cypress | 18           | 25            |              | Intermediate | Asymmetrical |
| 46    | Monterey Cypress | 11           | 20            |              | Suppressed   | Asymmetrical |
| 47    | Monterey Cypress | 24           | 35            |              | Co-dominant  | Asymmetrical |
| 48    | Monterey Cypress | 28           | 35            |              | Co-dominant  | Asymmetrical |
| 49    | Monterey Cypress | 19           | 30            |              | Co-dominant  | Symmetrical  |
| 50    | Monterey Cypress | 17           | 25            |              | Co-dominant  | Asymmetrical |

|     |                     |    |    |              |              |
|-----|---------------------|----|----|--------------|--------------|
| 51  | Monterey Cypress    | 18 | 30 | Co-dominant  | Asymmetrical |
| 52  | Monterey Cypress    | 26 | 25 | Co-dominant  | Asymmetrical |
| 53  | Monterey Cypress    | 29 | 25 | Co-dominant  | Asymmetrical |
| 54  | Monterey Cypress    | 18 | 25 | Co-dominant  | Asymmetrical |
| 55  | Monterey Cypress    | 25 | 25 | Co-dominant  | Asymmetrical |
| 56  | Monterey Cypress    | 16 | 25 | Co-dominant  | Asymmetrical |
| 57  | Monterey Cypress    | 12 | 20 | Suppressed   | Asymmetrical |
| 58  | Monterey Cypress    | 16 | 15 | Suppressed   | Asymmetrical |
| 59  | Monterey Cypress    | 36 | 20 | Co-dominant  | Asymmetrical |
| 60  | Monterey Cypress    | 12 | 15 | Suppressed   | Asymmetrical |
| 61  | Monterey Cypress    | 14 | 15 | Suppressed   | Asymmetrical |
| 62  | Monterey Cypress    | 21 | 20 | Intermediate | Asymmetrical |
| 63  | Monterey Cypress    | 20 | 20 | Intermediate | Asymmetrical |
| 64  | Monterey Cypress    | 24 | 20 | Intermediate | Asymmetrical |
| 65  | Monterey Cypress    | 32 | 25 | Co-dominant  | Asymmetrical |
| 66  | Monterey Cypress    | 21 | 25 | Intermediate | Asymmetrical |
| 67  | Monterey Cypress    | 29 | 30 | Co-dominant  | Asymmetrical |
| 68  | Monterey Cypress    | 18 | 30 | Co-dominant  | Asymmetrical |
| 69  | Monterey Cypress    | 18 | 25 | Co-dominant  | Asymmetrical |
| 70  | Monterey Cypress    | 38 | 35 | Co-dominant  | Symmetrical  |
| 71  | Monterey Cypress    | 20 | 30 | Co-dominant  | Asymmetrical |
| 72  | Monterey Cypress    | 17 | 30 | Co-dominant  | Asymmetrical |
| 73  | Monterey Cypress    | 19 | 30 | Co-dominant  | Symmetrical  |
| 74  | Monterey Cypress    | 31 | 30 | Co-dominant  | Asymmetrical |
| 75  | Monterey Cypress    | 24 | 30 | Co-dominant  | Asymmetrical |
| 76  | Monterey Cypress    | 10 | 25 | Co-dominant  | Asymmetrical |
| 77  | Monterey Cypress    | 17 | 30 | Co-dominant  | Asymmetrical |
| 78  | Monterey Cypress    | 7  | 25 | Co-dominant  | Asymmetrical |
| 79  | Monterey Cypress    | 16 | 25 | Co-dominant  | Asymmetrical |
| 80  | Monterey Cypress    | 15 | 30 | Co-dominant  | Symmetrical  |
| 81  | Monterey Cypress    | 16 | 25 | Co-dominant  | Asymmetrical |
| 82  | Monterey Cypress    | 30 | 30 | Co-dominant  | Asymmetrical |
| 83  | Monterey Cypress    | 40 | 25 | Dominant     | Asymmetrical |
| 84  | Monterey Cypress    | 48 | 25 | Co-dominant  | Symmetrical  |
| 85  | Blue Gum Eucalyptus | 35 | 25 | Co-dominant  | Asymmetrical |
| 86  | Monterey Cypress    | 20 | 20 | Co-dominant  | Asymmetrical |
| 87  | Monterey Cypress    | 18 | 20 | Co-dominant  | Asymmetrical |
| 88  | Monterey Cypress    | 10 | 15 | Intermediate | Asymmetrical |
| 89  | Monterey Cypress    | 14 | 20 | Co-dominant  | Asymmetrical |
| 90  | Monterey Cypress    | 15 | 15 | Intermediate | Asymmetrical |
| 91  | Monterey Cypress    | 13 | 20 | Co-dominant  | Asymmetrical |
| 92  | Monterey Cypress    | 13 | 20 | Intermediate | Asymmetrical |
| 93  | Monterey Cypress    | 10 | 15 | Intermediate | Asymmetrical |
| 94  | Monterey Cypress    | 18 | 30 | Co-dominant  | Symmetrical  |
| 95  | Monterey Cypress    | 14 | 25 | Co-dominant  | Asymmetrical |
| 96  | Monterey Cypress    | 21 | 25 | Co-dominant  | Asymmetrical |
| 97  | Monterey Cypress    | 10 | 15 | Suppressed   | Asymmetrical |
| 98  | Monterey Cypress    | 8  | 15 | Intermediate | Asymmetrical |
| 99  | Blue Gum Eucalyptus | 8  | 12 | Intermediate | Asymmetrical |
| 100 | Blue Gum Eucalyptus | 50 | 15 | Co-dominant  | Asymmetrical |
| 101 | Monterey Cypress    | 26 | 20 | Co-dominant  | Asymmetrical |

TREES INDICATED IN RED ARE LOCATED ON US ARMY LAND.

SITE STATISTICS

|                                             |                              |
|---------------------------------------------|------------------------------|
| TOTAL LAND AREA:                            | 238,709 SQ. FT. (5.47 ACRES) |
| BUILDABLE AREA:                             | 140,711 SQ. FT. (3.2 ACRES)  |
| BUILDING FOOTPRINT (ALF/MC & CO-HOUSING):   | 72,177 SQ. FT.               |
| LANDSCAPING AREA:                           | 61,856 SQ. FT.               |
| OPEN SPACE:                                 | 17,598 SQ. FT.               |
| ASPHALT PAVED AREA (DRIVEWAY):              | 64,888 SQ. FT.               |
| CONCRETE PAVED AREAS (PEDESTRIAN WALKWAYS): | 10,948 SQ. FT.               |
| PERMEABLE CONCRETE (PEDESTRIAN WALKWAYS):   | 335 SQ. FT.                  |
| EARTHWORK QUANTITIES:                       |                              |
| CUT                                         | 7,600 CU. FT.                |
| FILL                                        | 6,400 CU. FT.                |

\* NOTE: APN ON APPLICATION 031-014-004 HAS BEEN CORRECTED TO APN: 031-141-004

ARCHITECTURAL REVIEW APPLICATION



CITY OF SEASIDE  
Resource Management Services | Planning Division  
Architectural Review Application

BAR-14-\_\_\_\_  
File # \_\_\_\_\_

TO BE COMPLETED BY APPLICANT

Project Address or Location: 550 MONTEREY ROAD, SEASIDE, CALIFORNIA 93955 APN: 031-014-004 \*  
Project Description (attach if needed): THE SEASIDE SENIOR LIVING, LLC IS A PROPOSED 111,237 SF ASSISTED LIVING AND MEMORY CARE FACILITY. ASSISTED LIVING FACILITY COMPRISES 83 UNITS WITH A COMBINATION OF STUDIO, 1-BEDROOM AND 2-BEDROOM UNITS. MEMORY CARE FACILITY COMPRISES 49 UNITS WITH A COMBINATION OF PRIVATE AND COMPANION UNITS.

Applicant / Primary Contact:

Name: SEASIDE SENIOR LIVING, LLC ATTN: RICARDO DE LA CRUZ  
Address: PO BOX 1259 City: CAPITOLA State: CA Zip: 95010  
Phone Contact: (831)915-4800 Email: rdc13@gmail.com

Property Owner:

Name: CITY OF SEASIDE ATTN: LISA BRINTON  
Address: 440 HARCOURT AVENUE City: SEASIDE State: CA Zip: 93955  
Phone Contact: (831)899-6883 Email: \_\_\_\_\_

Property Owner's Statement: "By my signature, I hereby certify that I am the legal owner of record of the property identified in this application and that I approve of the requested action herein. I further certify that all data, information, plans and evidence submitted as part of this application is true and correct to the best of my knowledge."

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Submittal Requirements

- Plan Sets - All plans shall be accurate and clearly drawn to scale on a minimum size of 18"x24" and up to a maximum size of 24"x36" using either an engineer's or architect's scale. Six (6) full-size plan sets and one (1) reduced set (11"x17") shall be submitted with this application for initial review. Reduced plans may be submitted electronically in PDF format. If plan revisions are requested, planning staff will inform you if additional plan sets are required.
- Project Description / Data Table - Provide on project plans a description of the project scope, vicinity map, address and/or APN, site area, existing and proposed floor area and site coverage calculations, existing and proposed parking spaces, number of trees proposed for removal and any other pertinent information about the project.
- Site Plan - Show all property lines and dimensions, adjacent streets and alleys, required setbacks, structures, driveways, parking spaces, landscaped areas, signs, trash enclosures, etc. on a scaled plan of the entire subject property. Include all north arrow, structure dimensions, distances from other structures, and distances to adjacent property lines.
- Floor Plan - Include existing and proposed plans for all tenant spaces, interior living spaces, windows, walls and doors.
- Landscape/Irrigation Plan - Include landscape plan, plant schedule, and irrigation plan (new construction or residential additions over 50% of existing floor area only).
- Elevations - Show and label all existing and proposed exterior elevations with the maximum structure height from finished grade to roof peak for each elevation. All exterior features must be shown on elevations including signs, light fixtures, utilities/cabinets, railings/stairs, walls/fences, entry doors, etc. Colors and materials should be identified on all elevations.
- Colors and Materials - Provide one (1) presentation board with all proposed exterior materials and colors. (if applicable).
- Roof Plan - Provide a roof plan for all existing and proposed structures (only for projects that involve roof modifications).
- Pre-stamped envelopes for all properties within a 300-foot radius (2<sup>nd</sup> story residential projects: consult staff for amount)
- Additional information as may be required following initial review of the project.

TO BE COMPLETED BY STAFF

Per Approved Rates

- ☐ Single-Family (additions < 50% of floor area) ☐ Single-Family (new construction > 50%)  
☐ Multi Family (additions/remodels < 50%) ☐ Multi Family (new construction > 50%)

Fee Collected: \_\_\_\_\_ Receipt #: \_\_\_\_\_ Accepted By: \_\_\_\_\_ Date Accepted: \_\_\_\_\_

Updated 11/3/2011



CITY OF SEASIDE  
Resource Management Services | Planning Division  
Use Permit / Minor Use Permit Application

UP-14-\_\_\_\_  
MUP-14-\_\_\_\_  
File # \_\_\_\_\_

TO BE COMPLETED BY APPLICANT

Project Address or Location: 550 MONTEREY ROAD, SEASIDE, CALIFORNIA 93955 APN: 031-014-004 \*  
Project Description (attach if needed): THE SEASIDE SENIOR LIVING, LLC IS A PROPOSED 111,237 SF ASSISTED LIVING AND MEMORY CARE FACILITY. ASSISTED LIVING FACILITY COMPRISES 83 UNITS WITH A COMBINATION OF STUDIO, 1-BEDROOM AND 2-BEDROOM UNITS. MEMORY CARE FACILITY COMPRISES 49 UNITS WITH A COMBINATION OF PRIVATE AND COMPANION UNITS.

Applicant / Primary Contact:

Name: SEASIDE SENIOR LIVING, LLC ATTN: RICARDO DE LA CRUZ  
Address: PO BOX 1259 City: CAPITOLA State: CA Zip: 95010  
Phone Contact: (831)915-4800 Email: rdc13@gmail.com

Property Owner:

Name: CITY OF SEASIDE ATTN: LISA BRINTON  
Address: 440 HARCOURT AVENUE City: SEASIDE State: CA Zip: 93955  
Phone Contact: (831)899-6883 Email: \_\_\_\_\_

Property Owner's Statement: "By my signature, I hereby certify that I am the legal owner of record of the property identified in this application and that I approve of the requested action herein. I further certify that all data, information, plans and evidence submitted as part of this application is true and correct to the best of my knowledge."

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Submittal Requirements

- Plan Set - All plans shall be accurate and clearly drawn to scale on sheets a minimum size of 18"x24" and up to a maximum size of 24" x 36" using either an engineer's or architect's scale. Five (5) full-size folded copies shall be submitted with the application for initial review. Once any revisions are made and the application is deemed complete, eight (8) full-size folded copies and one (1) set of reduced copies (11"x17") of the amended plans will be required. The set of reduced plans may be submitted electronically in PDF format.
- Project Description - Describe the proposed use of the subject property or tenant space including a description of the business and/or use, operational hours, use of floor area and outside areas, number of employees, number of seats (restaurant uses and meeting spaces), number of fleet vehicles, and any other relevant information.
- Site Plan - Show all property lines and dimensions, adjacent streets and alleys, required setbacks, structures, driveways, parking spaces, landscaped areas, signs, trash enclosures, etc. on a scaled plan of the entire subject property. Include all north arrow, structure dimensions, distances from other structures, and distances to adjacent property lines.
- Floor Plan - Include existing and proposed plans for all tenant spaces, interior living spaces, windows, walls and doors.
- Elevations - Include all exterior elevations. (New Construction only)
- Pre-stamped envelopes for all properties within a 300-foot radius (consult staff for amount)
- Additional information as requested by Staff following initial review of the project.

TO BE COMPLETED BY STAFF

\*\* Permit Fees Based on Council Adopted Fee Schedule\*\*

- ☐ Large Commercial ☐ Small Commercial ☐ Single-Family Dwelling ☐ Multi-family ☐ Minor Use Permit

Fee Collected: \_\_\_\_\_ Receipt #: \_\_\_\_\_ Accepted By: \_\_\_\_\_ Date Accepted: \_\_\_\_\_

Updated 11/3/2011

Hochhauser  
Blatter



ARCHITECTURE  
AND PLANNING

122 E. ARRELLAGA  
SANTA BARBARA  
CALIFORNIA 93101  
805 962 2746

SEASIDE SENIOR LIVING, LLC

550 MONTEREY ROAD  
SEASIDE, CA 93955

APN: 031-141-004

| DATE:      | ISSUANCE OR REVISION:                        |
|------------|----------------------------------------------|
| DATE       | ISSUE                                        |
| 07/16/2014 | PLANNING APPLICATION                         |
| 08/07/2014 | PLANNING APPLICATION - REPLACEMENT SUBMITTAL |
| 08/21/2014 | SITE ANALYSIS                                |
| 08/28/2014 | PLANNING APPLICATION - UPDATED SUBMITTAL     |
| 11/24/2014 | REVISED SUBMISSION                           |
| 11/28/2014 | REVISED SUBMISSION                           |
| 02/04/2015 | REVISED SUBMISSION                           |
| 05/04/2015 | REVISED SUBMISSION                           |
| 12/07/2015 | PLANNING SUBMITTAL                           |
|            |                                              |
|            |                                              |

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SHEET CONTENTS  
ARCHITECTURAL REVIEW APPLICATION

PROJECT No: 9714

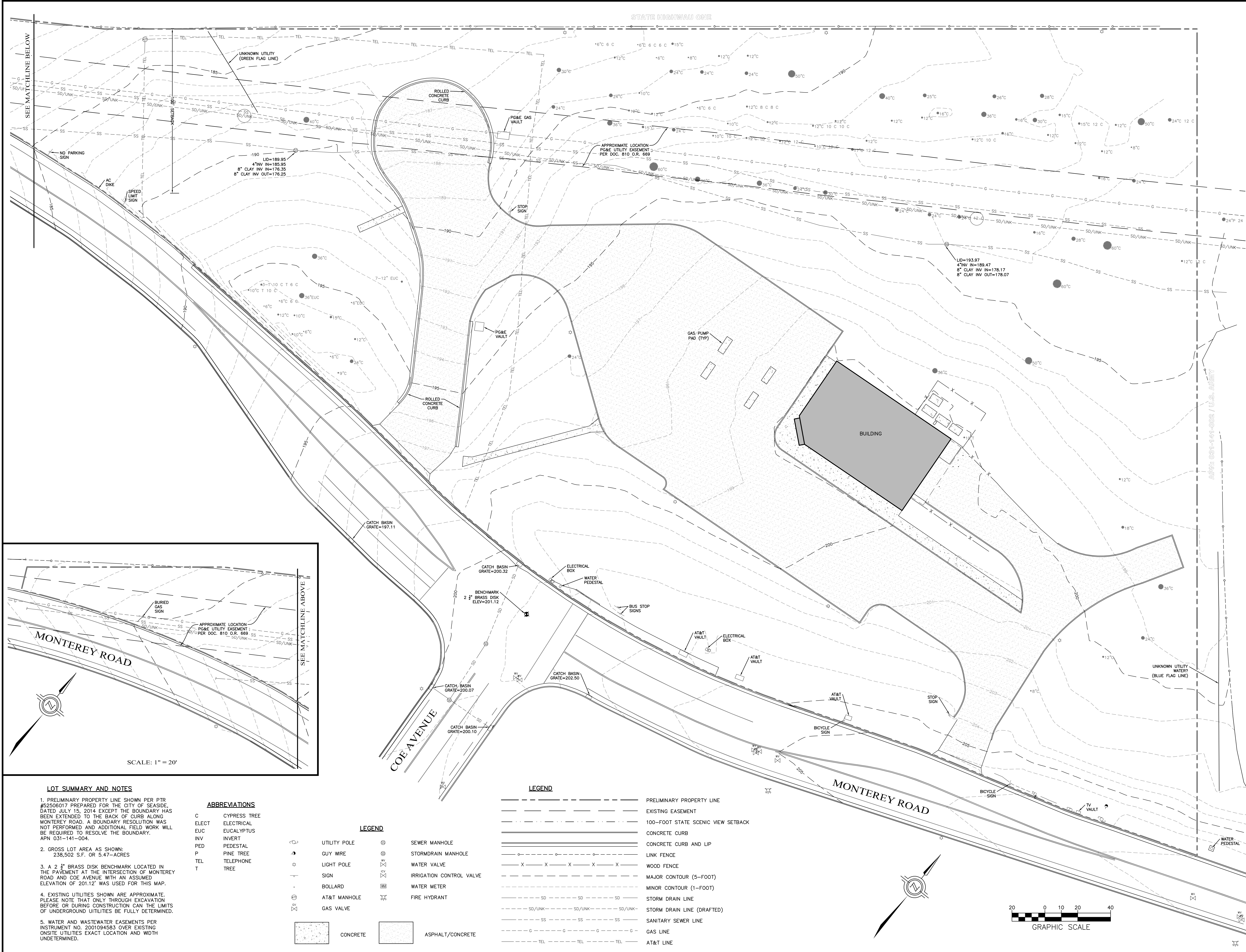
SHEET

A0.2

OF ALL SHEETS  
LATEST REVISION







**ENGINEERING AND SURVEYING, INC.**

2460 Garden Road, Suite G, Monterey, California 93940  
P: 831.355.3425  
F: 831.355.3425  
LandSurveyors.com

DRAWN BY: P/M  
DESIGNED BY: N/A  
DATE: 9-10-14  
SCALE: 1" = 20'  
JOB NUMBER: 14-054  
LAST REVISED: 14-054  
REVISED BY:

PREPARED FOR:

SEASIDE SENIOR LIVING, LLC  
P.O. BOX 1259  
CAPITOLA, CA 95010

TOPOGRAPHIC SURVEY

550 MONTEREY ROAD  
SEASIDE, CA 95555

SHEET 1



# SEASIDE SENIOR LIVING, LLC

550 MONTEREY ROAD, SEASIDE, CALIFORNIA

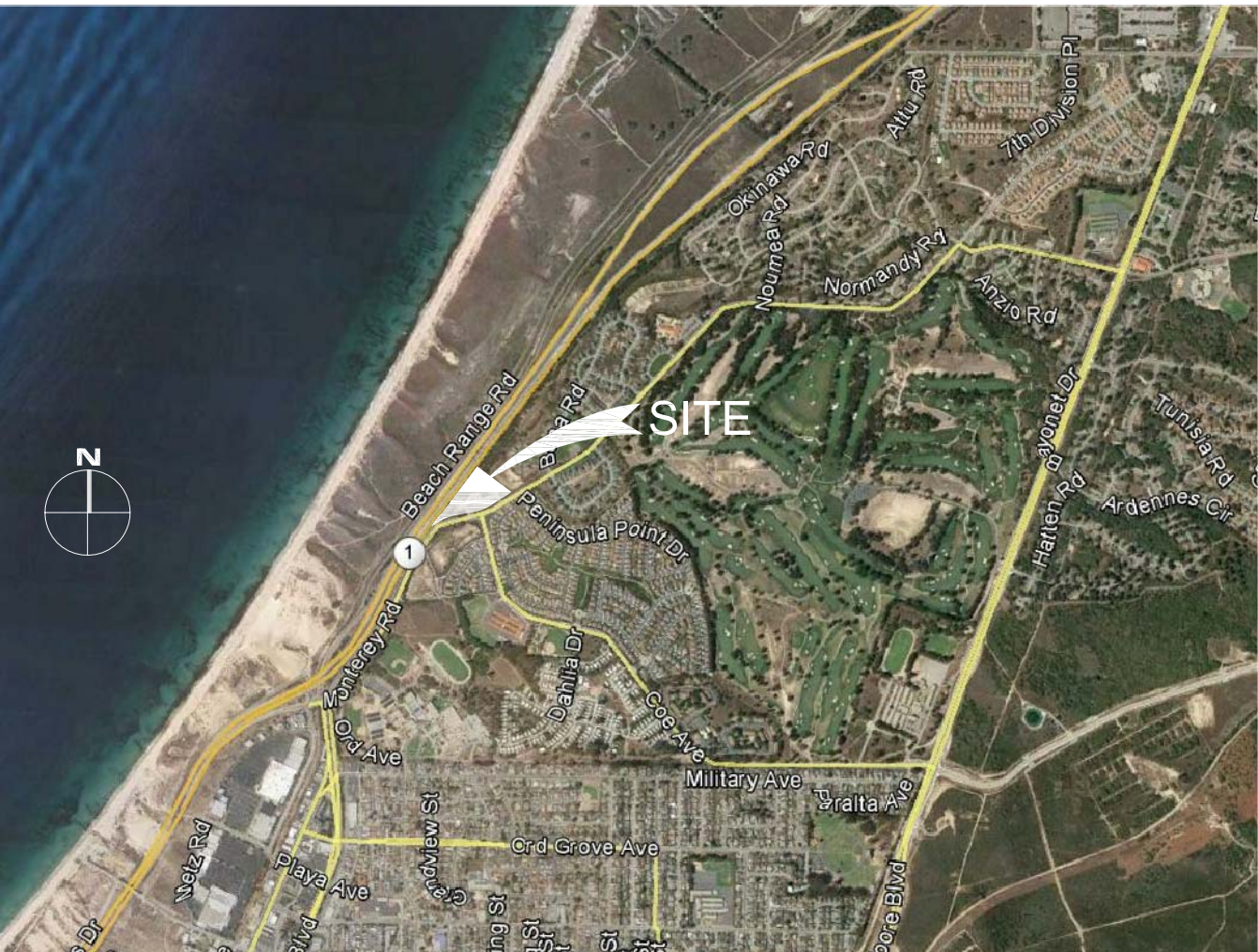
APN: 031-141-004

STATE HIGHWAY ONE

MONTEREY ROAD  
COE AVENUE

## SITE PLAN

1" = 40'



VICINITY MAP

NTS

### INDEX OF SHEETS

| DWG. NO. | DESCRIPTION                     |
|----------|---------------------------------|
| C1       | TITLE SHEET                     |
| C2       | DEMOLITION PLAN                 |
| C3       | EROSION CONTROL PLAN            |
| C4       | EROSION CONTROL DETAILS & NOTES |
| C5       | GRADING PLAN                    |
| C6       | GRADING PLAN SECTIONS           |
| C7       | GRADING & SWMP DETAILS & NOTES  |
| C8       | UTILITIES PLAN                  |

### LOT SUMMARY AND NOTES

- PRELIMINARY PROPERTY LINE SHOWN PER PTR #52506017 PREPARED FOR THE CITY OF SEASIDE, DATED JULY 15, 2014. EXCEPT THE BOUNDARY HAS BEEN EXTENDED TO THE BACK OF CURB ALONG MONTEREY ROAD. A BOUNDARY RESOLUTION WAS NOT PERFORMED AND ADDITIONAL FIELD WORK WILL BE REQUIRED TO RESOLVE THE BOUNDARY. APN 031-141-004.
- GROSS LOT AREA AS SHOWN: 238,502 S.F. OR 5.47-ACRES
- A 2 1/2" BRASS DISK BENCHMARK LOCATED IN THE PAVEMENT AT THE INTERSECTION OF MONTEREY ROAD AND COE AVENUE WITH AN ASSUMED ELEVATION OF 201.12' WAS USED FOR THIS MAP.
- EXISTING UTILITIES SHOWN ARE APPROXIMATE. PLEASE NOTE THAT ONLY THROUGH EXCAVATION BEFORE OR DURING CONSTRUCTION CAN THE LIMITS OF UNDERGROUND UTILITIES BE FULLY DETERMINED.
- WATER AND WASTEWATER EASEMENTS PER INSTRUMENT NO. 2001094583 OVER EXISTING ON-SITE UTILITIES EXACT LOCATION AND WIDTH UNDETERMINED.

### ABBREVIATIONS

|       |              |
|-------|--------------|
| C     | CYPRESS TREE |
| ELECT | ELECTRICAL   |
| EUC   | EUCALYPTUS   |
| INV   | INVERT       |
| PED   | PEDESTAL     |
| P     | PINE TREE    |
| TEL   | TELEPHONE    |
| T     | TREE         |

### SYMBOL LEGEND

|   |                          |
|---|--------------------------|
| ⊕ | AT&T MANHOLE             |
| • | BOLLARD                  |
| ⊕ | FIRE HYDRANT             |
| ⊕ | GAS VALVE                |
| ⊕ | GUY WIRE                 |
| ⊕ | IRRIGATION CONTROL VALVE |
| ⊕ | LIGHT POLE               |
| ⊕ | SEWER MANHOLE            |
| ⊕ | SIGN                     |
| ⊕ | STORMDRAIN MANHOLE       |
| ⊕ | UTILITY POLE             |
| ⊕ | WATER METER              |
| ⊕ | WATER VALVE              |

ASPHALT/CONCRETE

CONCRETE

### LINE LEGEND

|     |                                    |
|-----|------------------------------------|
| --- | 100-FOOT STATE SCENIC VIEW SETBACK |
| --- | AT&T LINE                          |
| --- | CONCRETE CURB                      |
| --- | CONCRETE CURB AND LIP              |
| --- | EXISTING EASEMENT                  |
| --- | GAS LINE                           |
| --- | LINK FENCE                         |
| --- | MAJOR CONTOUR (5-FOOT)             |
| --- | MINOR CONTOUR (1-FOOT)             |
| --- | PRELIMINARY PROPERTY LINE          |
| --- | SANITARY SEWER LINE                |
| --- | STORM DRAIN LINE                   |
| --- | STORM DRAIN LINE (DRAFTED)         |
| --- | WOOD FENCE                         |

### PROJECT

|                                                     |                                         |
|-----------------------------------------------------|-----------------------------------------|
| 111,386 SF ASSISTED LIVING AND MEMORY CARE FACILITY | GENERAL PLAN: COMMUNITY COMMERCIAL (CC) |
| ZONING: COMMUNITY COMMERCIAL (cc)                   | APPLICATIONS: UP14-05 & BAR-14-20       |
| NON-BUILDABLE AREA: 97,998 SF                       | BUILDABLE AREA: 140,711 SF              |
| TOTAL AREA: 238,709 SF                              | ASSISTED LIVING FACILITY: 88 UNITS      |
| MEMORY CARE FACILITY: 43 UNITS                      | CO-HOUSING: 13 UNITS                    |
| PARKING: 103 SPACES                                 |                                         |

### DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THIS PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SEASIDE IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

FIRM: JF CONSTRUCTION & ENGINEERING  
ADDRESS: 560 FIRST STREET, SUITE 104  
LAKE OSWEGO, OR 97034  
PHONE: (503) 675-3925

BY: MARLON J. FENTON  
R.C.E. 43926  
EXPIRATION DATE: 06-30-15

DATE:

### ENGINEER

JF CONSTRUCTION & ENGINEERING  
560 FIRST STREET, SUITE 104  
LAKE OSWEGO, OR 97034  
PHONE: (503) 675-3925

### APPLICANT/DEVELOPER

SEASIDE SENIOR LIVING, LLC  
560 FIRST STREET, SUITE 104  
LAKE OSWEGO, OR 97034  
PHONE: (503) 675-3925

### OWNER

CITY OF SEASIDE  
440 HARCOURT AVE  
SEASIDE, CA 93955  
PHONE: (831) 899-6700

### SOIL ENGINEER

HARO KASUNICH & ASSOC.  
116 E. LAKE AVE  
WATSONVILLE, CA 95076  
PHONE: (831) 722-4175

### NOTICE TO CONTRACTOR

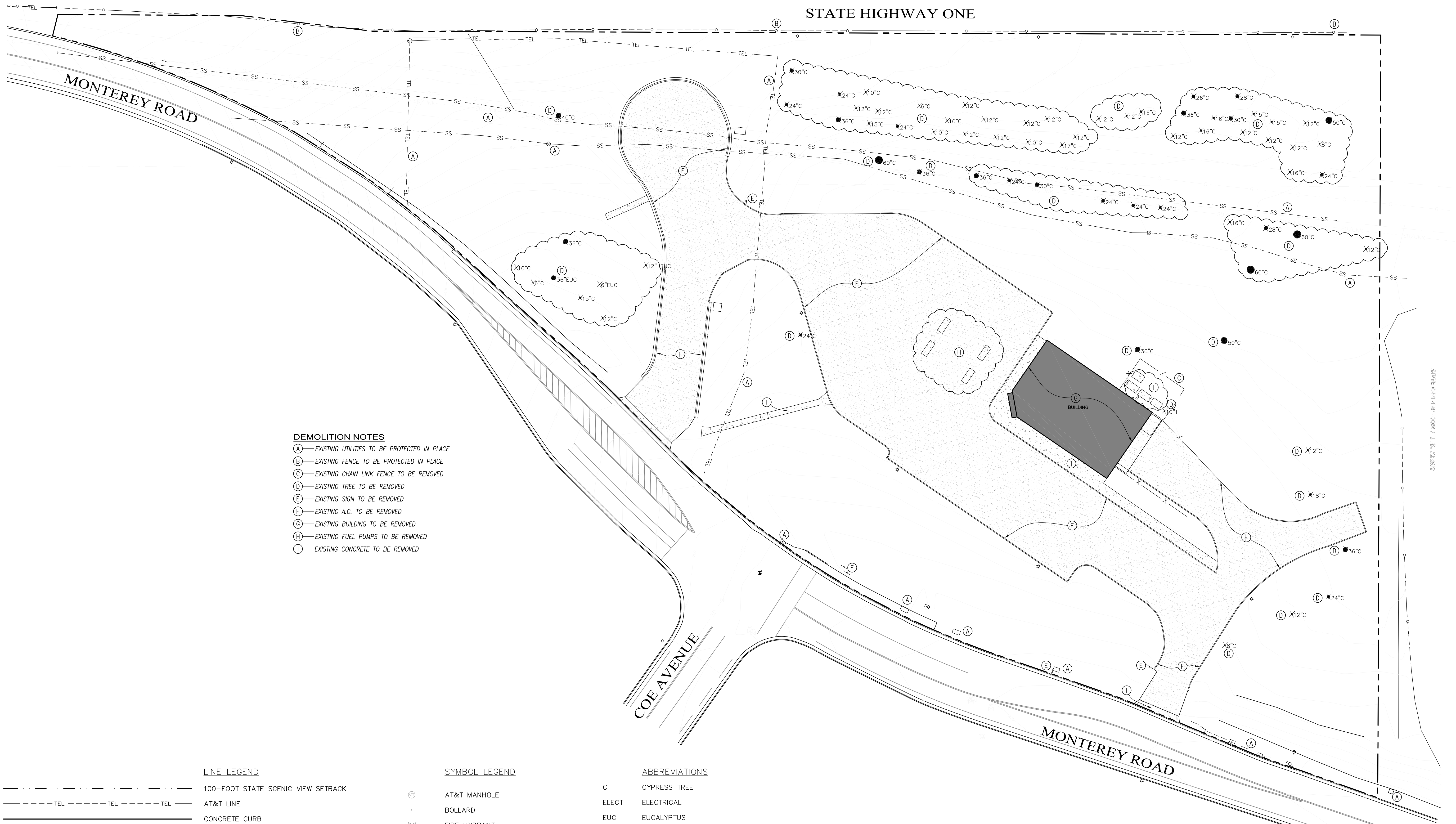
THE EXISTENCE AND LOCATIONS OF ALL UNDERGROUND UTILITIES (UTILITY PIPES, STRUCTURES, ETC.) SHOWN ON THESE PLANS (MAIN LINES ONLY - NO SERVICE LATERALS) WERE ASCERTAINED BY A REVIEW OF RECORDS PROVIDED BY THESE MEMBER AGENCIES AND ARE APPROXIMATE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY FOR UTILITIES NOT SHOWN OR NOT IN THE LOCATION SHOWN.

THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS. LOCATIONS OF UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION.

### NOTE:

AS REQUIRED IN CALIFORNIA REGIONAL WATER CONTROL BOARD RESOLUTION R3-2013-0032, A STORMWATER CONTROL PLAN WILL BE PREPARED. IT IS UNDERSTOOD THAT THIS PROJECT IS IN WATER MANAGEMENT ZONE 4 AND IS UNDER THE JURISDICTION OF THE SALINAS VALLEY WATER BOARD.



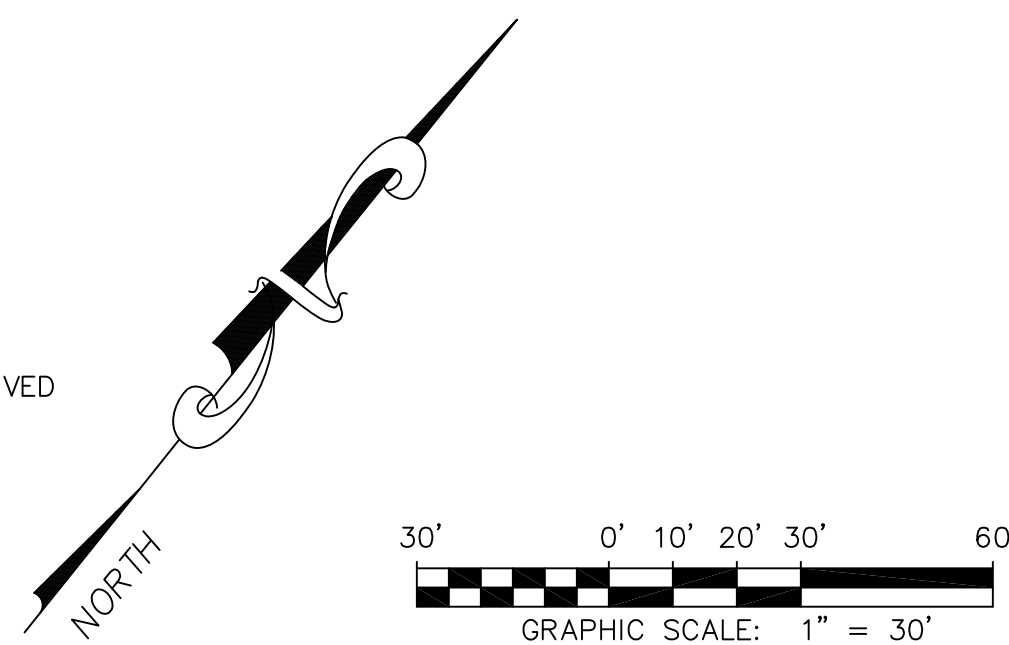


- DEMOLITION NOTES**
- (A) — EXISTING UTILITIES TO BE PROTECTED IN PLACE
  - (B) — EXISTING FENCE TO BE PROTECTED IN PLACE
  - (C) — EXISTING CHAIN LINK FENCE TO BE REMOVED
  - (D) — EXISTING TREE TO BE REMOVED
  - (E) — EXISTING SIGN TO BE REMOVED
  - (F) — EXISTING A.C. TO BE REMOVED
  - (G) — EXISTING BUILDING TO BE REMOVED
  - (H) — EXISTING FUEL PUMPS TO BE REMOVED
  - (I) — EXISTING CONCRETE TO BE REMOVED

| LINE LEGEND |                                    |
|-------------|------------------------------------|
|             | 100-FOOT STATE SCENIC VIEW SETBACK |
|             | AT&T LINE                          |
|             | CONCRETE CURB                      |
|             | CONCRETE CURB AND LIP              |
|             | EXISTING EASEMENT                  |
|             | GAS LINE                           |
|             | LINK FENCE                         |
|             | MAJOR CONTOUR (5-FOOT)             |
|             | MINOR CONTOUR (1-FOOT)             |
|             | PRELIMINARY PROPERTY LINE          |
|             | SANITARY SEWER LINE                |
|             | STORM DRAIN LINE                   |
|             | STORM DRAIN LINE (DRAFTED)         |
|             | WOOD FENCE                         |

| SYMBOL LEGEND |                          |
|---------------|--------------------------|
|               | AT&T MANHOLE             |
|               | BOLLARD                  |
|               | FIRE HYDRANT             |
|               | GAS VALVE                |
|               | GUY WIRE                 |
|               | IRRIGATION CONTROL VALVE |
|               | LIGHT POLE               |
|               | SEWER MANHOLE            |
|               | SIGN                     |
|               | STORMDRAIN MANHOLE       |
|               | UTILITY POLE             |
|               | WATER METER              |
|               | WATER VALVE              |

| ABBREVIATIONS |                                         |
|---------------|-----------------------------------------|
| C             | CYPRESS TREE                            |
| ELECT         | ELECTRICAL                              |
| EUC           | EUCALYPTUS                              |
| INV           | INVERT                                  |
| PED           | PEDESTAL                                |
| P             | PINE TREE                               |
| TEL           | TELEPHONE                               |
| T             | TREE                                    |
|               | EXISTING ASPHALT/CONCRETE TO BE REMOVED |
|               | EXISTING BUILDING TO BE REMOVED         |
|               | EXISTING CONCRETE TO BE REMOVED         |



AMW 5/21/2017 1:50 PM

PLAN PREPARED BY:

JF Construction Company  
560 First Street, Suite 104  
Lake Oswego, Oregon 97034  
503-475-3925

DATE:

8.CE.3926

REGISTERED PROFESSIONAL ENGINEER  
J. FEATON  
No. 43926  
Exp. 6/30/2017  
CIVIL  
STATE OF OREGON

SEASIDE SENIOR LIVING  
550 MONTEREY ROAD, SEASIDE, CA 93955

DEMOLITION PLAN

APN: 031-141-004

USE PERMIT # 14-05  
BAR PERMIT # 14-20

DATE: REVISION

|          |                    |
|----------|--------------------|
| 11/28/14 | REVISED SUBMISSION |
| 06/25/15 | REVISED SUBMISSION |
| 01/04/16 | REVISED SUBMISSION |
|          |                    |
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PLAN PREPARED BY:

SEASIDE SENIOR LIVING, LLC  
560 First Street, Suite 104  
Lake Oswego, Oregon 97034  
503-475-3925

SHEET

C2

OF 8 SHEETS







## Spill Prevention and Control

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| Definition and Purpose       | These procedures and practices are implemented to prevent and control spills in a manner that minimizes or prevents the discharge of spilled material to the drainage system or watercourses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| Appropriate Application      | This best management practice (BMP) applies to all construction projects. Spill control procedures are implemented anytime chemicals and/or hazardous substances are stored. Substances may include, but are not limited to: <ul style="list-style-type: none"><li>Soil stabilizers/binders.</li><li>Dust Palliatives.</li><li>Herbicides.</li><li>Growth inhibitors.</li><li>Fertilizers.</li><li>Deicing/anti-icing chemicals.</li><li>Fuels.</li><li>Lubricants.</li><li>Other petroleum distillates.</li></ul> To the extent that the work can be accomplished safely, spills of oil, petroleum products, substances listed under 40 CFR parts 110, 117, and 302, and sanitary and septic wastes shall be contained and cleaned up immediately.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Limitations                  | <ul style="list-style-type: none"><li>This BMP only applies to spills caused by the contractor.</li><li>Procedures and practices presented in this BMP are general. Contractor shall identify appropriate practices for the specific materials used or stored on-site.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Standards and Specifications | <ul style="list-style-type: none"><li>To the extent that it doesn't compromise clean up activities, spills shall be covered and protected from storm water run-on during rainfall.</li><li>Spills shall not be buried or washed with water.</li><li>Used clean up materials, contaminated materials, and recovered spill material that is no longer suitable for the intended purpose shall be stored and disposed of in conformance with the special provisions.</li><li>Water used for cleaning and decontamination shall not be allowed to enter storm drains or watercourses and shall be collected and disposed of in accordance with BMP WM-10, "Liquid Waste Management."</li><li>Water overflow or minor water spillage shall be contained and shall not be allowed to discharge into drainage facilities or watercourses.</li><li>Proper storage, clean-up and spill reporting instruction for hazardous materials stored or used on the project site shall be posted at all times in an open, conspicuous and accessible location.</li><li>Waste storage areas shall be kept clean, well organized and equipped with ample clean-up supplies as appropriate for the materials being stored. Perimeter controls, containment structures, covers and liners shall be repaired or replaced as needed to maintain proper function.</li></ul> <p><b>Education</b></p> <ul style="list-style-type: none"><li>Educate employees and subcontractors on what a "significant spill" is for each material they use, and what is the appropriate response for "significant" and "insignificant" spills.</li><li>Educate employees and subcontractors on potential dangers to humans and the environment from spills and leaks.</li><li>Hold regular meetings to discuss and reinforce appropriate disposal procedures (incorporate into regular safety meetings).</li><li>Establish a continuing education program to indoctrinate new employees.</li><li>The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce proper spill prevention and control measures.</li></ul> <p><b>Cleanup and Storage Procedures</b></p> <ul style="list-style-type: none"><li>Minor Spills<ul style="list-style-type: none"><li>Minor spills typically involve small quantities of oil, gasoline, paint, etc., which can be controlled by the first responder at the discovery of the spill.</li><li>Use absorbent materials on small spills rather than hosing down or burying the spill.</li><li>Remove the absorbent materials promptly and dispose of properly.</li><li>The practice commonly followed for a minor spill is:<ul style="list-style-type: none"><li>Contain the spread of the spill.</li><li>Recover spilled materials.</li><li>Clean the contaminated area and/or properly dispose of contaminated materials.</li></ul></li></ul></li><li>Semi-Significant Spills<ul style="list-style-type: none"><li>Semi-significant spills still can be controlled by the first responder along with the aid of other personnel such as laborers and the foreman, etc. This response may require the cessation of all other activities.</li><li>Clean up spills immediately:<ul style="list-style-type: none"><li>Notify the project foreman immediately. The foreman shall notify the Resident Engineer (RE).</li><li>Contain spread of the spill.</li><li>If the spill occurs on paved or impermeable surfaces, clean up using "dry" methods (absorbent materials, cat litter and/or rags). Contain the spill by encircling with absorbent materials and do not let the spill spread widely.</li><li>If the spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soil.</li><li>If the spill occurs during rain, cover spill with tarps or other material to prevent contaminating runoff.</li></ul></li></ul></li><li>Significant/Hazardous Spills<ul style="list-style-type: none"><li>For significant or hazardous spills that cannot be controlled by personnel in the immediate vicinity, the following steps shall be taken:<ul style="list-style-type: none"><li>Notify the RE immediately and follow up with a written report.</li><li>Notify the local emergency response by dialing 911. In addition to 911, the contractor will notify the proper county officials. It is the contractor's responsibility to have all emergency phone numbers at the construction site.</li><li>Notify the Governor's Office of Emergency Services Warning Center, (805) 852-7550.</li><li>For spills of federal reportable quantities, in conformance with the requirements in 40 CFR parts 110,119, and 302, the contractor shall notify the National Response Center at (800) 424-8802.</li><li>Notification shall first be made by telephone and followed up with a written report.</li><li>The services of a spills contractor or a Haz-Mat team shall be obtained immediately. Construction personnel shall not attempt to clean up the spill until the appropriate and qualified staff have arrived at the job site.</li><li>Other agencies which may need to be consulted include, but are not limited to, the Fire Department, the Public Works Department, the Coast Guard, the Highway Patrol, the City/County Police Department, Department of Toxic Substances, California Division of Oil and Gas, Cal/OSHA, RWQCB, etc.</li></ul></li></ul></li></ul> |
| Maintenance and Inspection   | <ul style="list-style-type: none"><li>Verify weekly that spill control clean up materials are located near material storage, unloading, and use areas.</li><li>Update spill prevention and control plans and stock appropriate clean-up materials whenever changes occur in the types of chemicals used or stored onsite.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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## Solid Waste Management

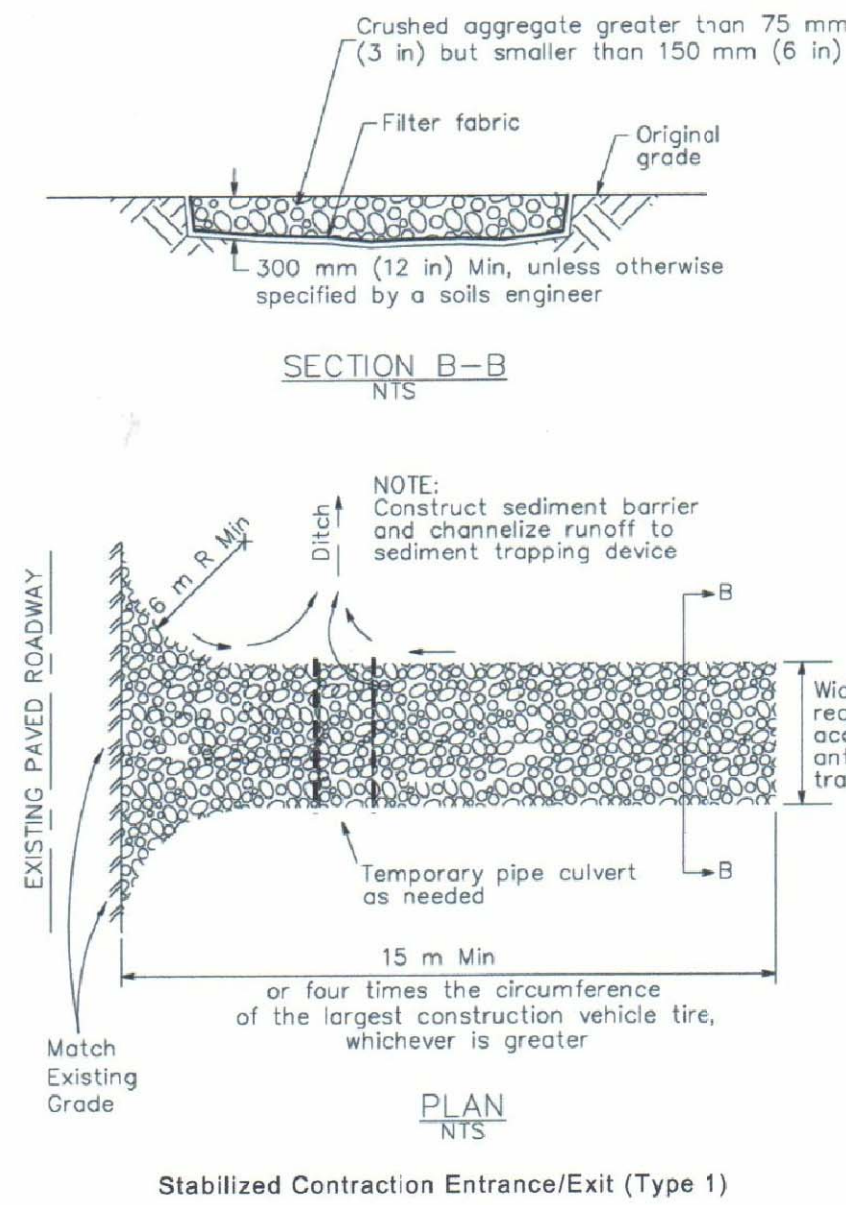
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| Definition and Purpose       | Solid waste management procedures and practices are designed to minimize or eliminate the discharge of pollutants to the drainage system or to watercourses as a result of the creation, stockpiling, or removal of construction site wastes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Appropriate Applications     | Solid waste management procedures and practices are implemented on all construction projects that generate solid wastes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Limitations                  | Solid wastes include but are not limited to: <ul style="list-style-type: none"><li>Construction wastes including brick, mortar, timber, steel and metal scraps, sawdust, pipe and electrical cuttings, non-hazardous equipment parts, styrofoam and other materials used to transport and package construction materials.</li><li>Highway planting wastes, including vegetative material, plant containers, and packaging materials.</li><li>Litter, including food containers, beverage cans, coffee cups, paper bags, plastic wrappers, and smoking materials, including litter generated by the public.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Standards and Specifications | <p><b>Limitations</b></p> <ul style="list-style-type: none"><li>Temporary stockpiling of certain construction wastes may not necessitate stringent drainage related controls during the non-rainy season or in desert areas with low rainfall.</li></ul> <p><b>Education</b></p> <ul style="list-style-type: none"><li>The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce proper solid waste procedures and practices.</li><li>Instruct employees and subcontractors on identification of solid waste and hazardous waste.</li><li>Educate employees and subcontractors on solid waste storage and disposal procedures.</li><li>Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings).</li><li>Require that employees and subcontractors follow solid waste handling and storage procedures.</li><li>Prohibit littering by employees, subcontractors, and visitors.</li><li>Wherever possible, minimize production of solid waste materials.</li></ul> <p><b>Collection, Storage, and Disposal</b></p> <ul style="list-style-type: none"><li>Dumpsters of sufficient size and number shall be provided to contain the solid waste generated by the project and properly serviced.</li><li>Littering on the project site shall be prohibited.</li><li>To prevent clogging of the storm drainage system litter and debris removal from drainage grates, trash racks, and ditch lines shall be a priority.</li><li>Trash receptacles shall be provided in the Contractor's yard, field trailer areas, and at locations where workers congregate for lunch and break periods.</li><li>Construction debris and litter from work areas within the construction limits of the project site shall be collected and placed in watertight dumpsters at least weekly regardless of whether the litter was generated by the Contractor, the public, or others. Collected litter and debris shall not be placed in or next to drain inlets, storm water drainage systems or watercourses.</li><li>Full dumpsters shall be removed from the project site and the contents shall be disposed of outside the highway right-of-way in conformance with the provisions in the Standard Specifications Section 7-1.13.</li><li>Litter stored in collection areas and containers shall be handled and disposed of by trash hauling contractors.</li><li>Construction debris and waste shall be removed from the site every two weeks or as directed by the RE.</li><li>Construction material visible to the public shall be stored or stacked in an orderly manner to the satisfaction of the RE.</li><li>Storm water run-on shall be prevented from contacting stored solid waste through the use of berms, dikes, or other temporary diversion structures or through the use of measures to elevate waste from site surfaces.</li><li>Solid waste storage areas shall be located at least 15 m (50 ft) from drainage facilities and watercourses and shall not be located in areas prone to flooding or ponding.</li><li>Except during fair weather, construction and highway planting waste not stored in watertight dumpsters shall be securely covered from wind and rain by covering the waste with tarps or plastic sheeting or protected in conformance with the applicable Disturbed Soil Area protection section.</li><li>Dumpster washout on the project site is not allowed.</li><li>Notify trash hauling contractors that only watertight dumpsters are acceptable for use on-site.</li><li>Plan for more frequent pickup during the demolition phase of construction.</li><li>Construction waste shall be stored in a designated area approved by the RE.</li><li>Segregate potentially hazardous waste from non-hazardous construction site waste.</li><li>Keep the site clean of litter debris.</li><li>Make sure that toxic liquid wastes (e.g., used oils, solvents, and paints) and chemicals (e.g., acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.</li><li>Dispose of non-hazardous waste in accordance with Standard Specification 7-1.13, Disposal of Material Outside the Highway Right of Way.</li><li>For disposal of hazardous waste, see BMP WM-6, "Hazardous Waste Management." Have hazardous waste hauled to an appropriate disposal and/or recycling facility.</li><li>Salvage or recycle useful vegetation debris, packaging and/or surplus building materials when practical. For example, trees and shrubs from land clearing can be converted into wood chips, then used as mulch on graded areas. Wood pallets, cardboard boxes, and construction scraps can also be recycled.</li></ul> |
| Maintenance and Inspection   | <ul style="list-style-type: none"><li>The WPCM shall monitor onsite solid waste storage and disposal procedures.</li><li>Police site for litter and debris.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

## Hazardous Waste Management

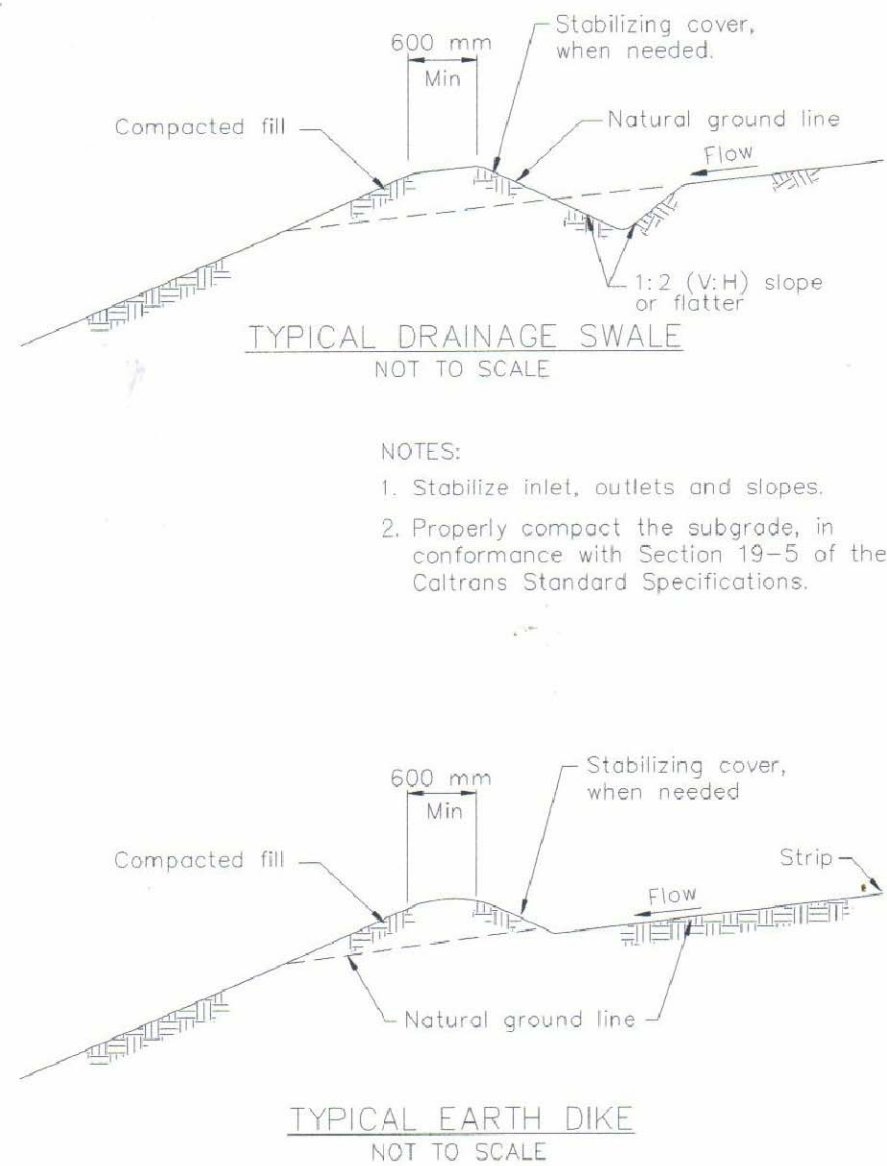
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|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Definition and Purpose     | These are procedures and practices to minimize or eliminate the discharge of pollutants from construction site hazardous waste to the storm drain systems or to watercourses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Appropriate Applications   | <ul style="list-style-type: none"><li>This best management practice (BMP) applies to all construction projects.</li><li>Hazardous waste management practices are implemented on construction projects that generate waste from the use of:<ul style="list-style-type: none"><li>Petroleum Products,</li><li>Asphalt Products,</li><li>Concrete Curing Compounds,</li><li>Pesticides,</li><li>Acids,</li><li>Paints,</li><li>Stains,</li><li>Solvents,</li><li>Wood Preservatives,</li><li>Roofing Tar, or</li><li>Any materials deemed a hazardous waste in California, Title 22 Division 4.5, or listed in 40 CFR Parts 110, 117, 261, or 302.</li></ul></li></ul> |
| Maintenance and Inspection |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| Limitations                  | <ul style="list-style-type: none"><li>Nothing in this BMP relieves the Contractor from responsibility for compliance with federal, state, and local laws regarding storage, handling, transportation, and disposal of hazardous wastes.</li><li>This BMP does not cover aerially deposited lead (ADL) soils. For ADL soils refer to BMP WM-7, "Contaminated Soil Management," and the project special provisions.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           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| Standards and Specifications | <p><b>Education</b></p> <ul style="list-style-type: none"><li>Educate employees and subcontractors on hazardous waste storage and disposal procedures.</li><li>Educate employees and subcontractors on potential dangers to humans and the environment from hazardous wastes.</li><li>Instruct employees and subcontractors on safety procedures for common construction site hazardous wastes.</li><li>Instruct employees and subcontractors in identification of hazardous and solid waste.</li><li>Hold regular meetings to discuss and reinforce hazardous waste management procedures (incorporate into regular safety meetings).</li><li>The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce proper hazardous waste management procedures and practices.</li><li>Make sure that hazardous waste is collected, removed, and disposed of only at authorized disposal areas.</li></ul> <p><b>Storage Procedures</b></p> <ul style="list-style-type: none"><li>Wastes shall be stored in sealed containers constructed of a suitable material and shall be labeled as required by Title 22 CCR, Division 4.5 and 49 CFR Parts 172,173, 178, and 179.</li><li>All hazardous waste shall be stored, transported, and disposed as required in Title 22 CCR, Division 4.5 and 49 CFR 261-263.</li><li>Waste containers shall be stored in temporary containment facilities that shall comply with the following requirements:<ul style="list-style-type: none"><li>Temporary containment facility shall provide for a spill containment volume able to contain precipitation from a 24-hour, 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest tank within its boundary, whichever is greater.</li><li>Temporary containment facility shall be impervious to the materials stored there for a minimum contact time of 72 hours.</li><li>Temporary containment facilities shall be maintained free of accumulated rainwater and spills. In the event of spills or leaks accumulated rainwater and spills shall be placed into drums after each rainfall. These liquids shall be handled as a hazardous waste unless testing determines them to be non-hazardous. Non-hazardous liquids shall be sent to an approved disposal site.</li><li>Sufficient separation shall be provided between stored containers to allow for spill cleanup and emergency response access.</li><li>Incompatible materials, such as chlorine and ammonia, shall not be stored in the same temporary containment facility.</li><li>Throughout the rainy season, temporary containment facilities shall be covered during non-working days, and prior to rain events. Covered facilities may include use of plastic tarps for small facilities or constructed roofs with overhangs. A storage facility having a solid cover and sides is preferred to a temporary tarp. Storage facilities shall be equipped with adequate ventilation.</li></ul></li><li>Drums shall not be overfilled and wastes shall not be mixed.</li><li>Unless watertight, containers of dry waste shall be stored on pallets.</li><li>Paint brushes and equipment for water and oil based paints shall be cleaned within a contained area and shall not be allowed to contaminate site soils, watercourses or drainage systems. Waste paints, thinners, solvents, residues, and sludges that cannot be recycled or reused shall be disposed of as hazardous waste. When thoroughly dry, latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths shall be disposed of as solid waste.</li><li>Ensure that adequate hazardous waste storage volume is available.</li><li>Ensure that hazardous waste collection containers are conveniently located.</li><li>Designate hazardous waste storage areas on site away from storm drains or watercourses and away from moving vehicles and equipment to prevent accidental spills.</li><li>Minimize production or generation of hazardous materials and hazardous waste on the job site.</li><li>Use containment berms in fueling and maintenance areas and where the potential for spills is high.</li><li>Segregate potentially hazardous waste from non-hazardous construction site debris.</li><li>Keep liquid or semi-liquid hazardous waste in appropriate containers (closed drums or similar) and under cover.</li><li>Clearly label all hazardous waste containers with the waste being stored and the date of accumulation.</li><li>Place hazardous waste containers in secondary containment.</li><li>Do not allow potentially hazardous waste materials to accumulate on the ground.</li><li>Do not mix wastes.</li></ul> <p><b>Disposal Procedures</b></p> <ul style="list-style-type: none"><li>Waste shall be disposed of outside the highway right-of-way within 90 days of being generated, or as directed by the Resident Engineer (RE). In no case shall hazardous waste storage exceed requirements in Title 22 CCR, Section 66262.34.</li><li>Waste shall be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility utilizing properly completed Uniform Hazardous Waste Manifest forms.</li><li>A Department of Health Services (DHS) certified laboratory shall sample waste and classify it to determine the appropriate disposal facility.</li><li>Make sure that toxic liquid wastes (e.g., used oils, solvents, and paints) and chemicals (e.g., acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for solid waste construction debris.</li><li>Properly dispose of rainwater in secondary containment that may have mixed with hazardous waste.</li><li>Recycle any useful material such as used oil or water-based paint when practical.</li><li>Attention is directed to "Hazardous Material", "Contaminated Material", and "Aerially Deposited Lead" of the contract documents regarding the handling and disposal of hazardous materials.</li></ul> |
| Maintenance and Inspection   | <ul style="list-style-type: none"><li>A foreman and/or construction supervisor shall monitor on-site hazardous waste storage and disposal procedures.</li><li>Waste storage areas shall be kept clean, well organized, and equipped with ample clean-up supplies as appropriate for the materials being stored.</li><li>Storage areas shall be inspected in conformance with the provisions in the contract documents.</li><li>Perimeter controls, containment structures, covers, and liners shall be repaired or replaced as needed to maintain proper function.</li><li>Hazardous spills shall be cleaned up and reported in conformance with the applicable Material Safety Data Sheet (MSDS) and the instructions posted at the project site.</li><li>The National Response Center, at (800) 424-8802, shall be notified of spills of Federal reportable quantities in conformance with the requirements in 40 CFR parts 110, 117, and 302.</li><li>Copy of the hazardous waste manifests shall be provided to the RE.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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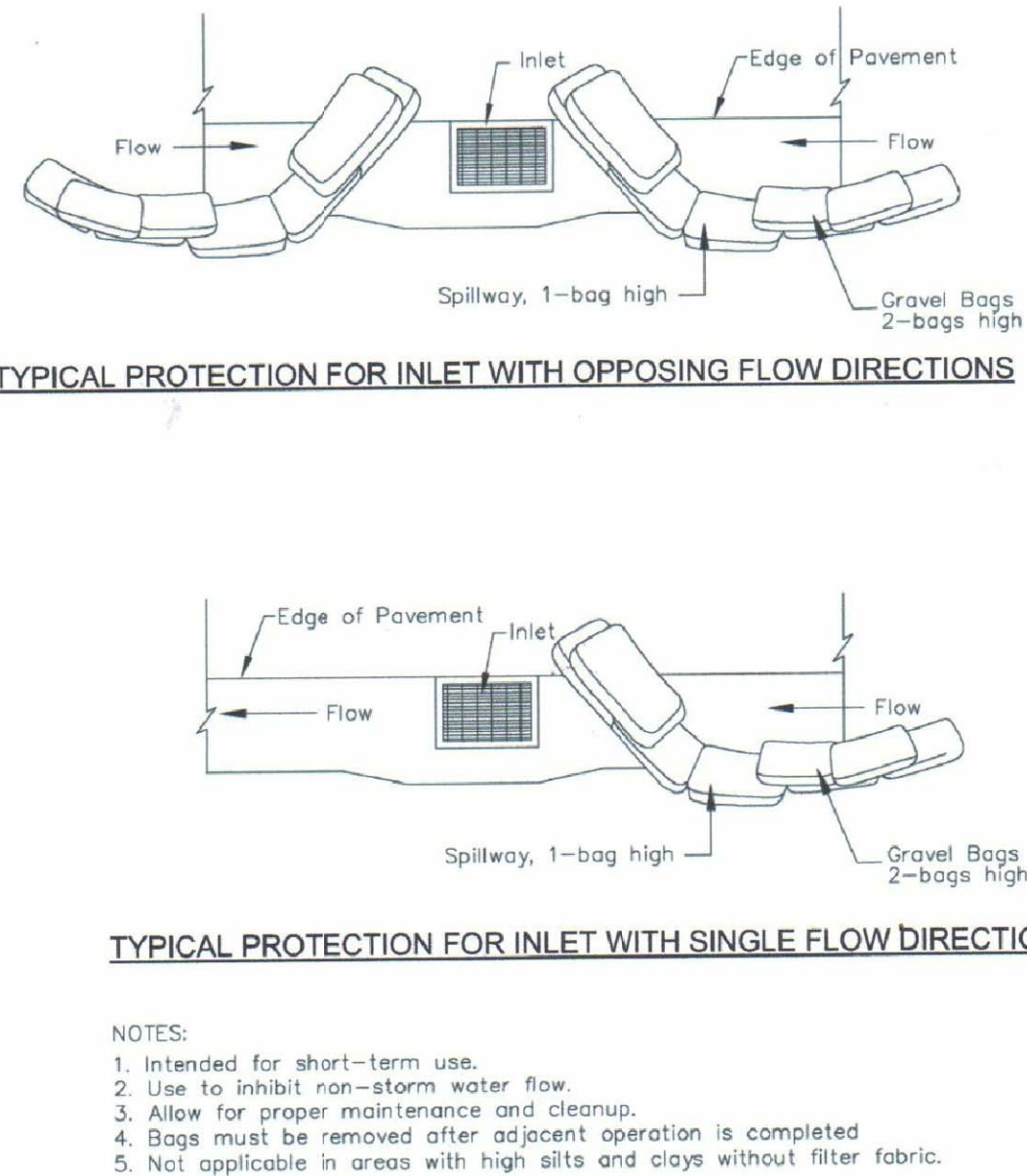
## Stabilized Construction Entrance/Exit TC-1



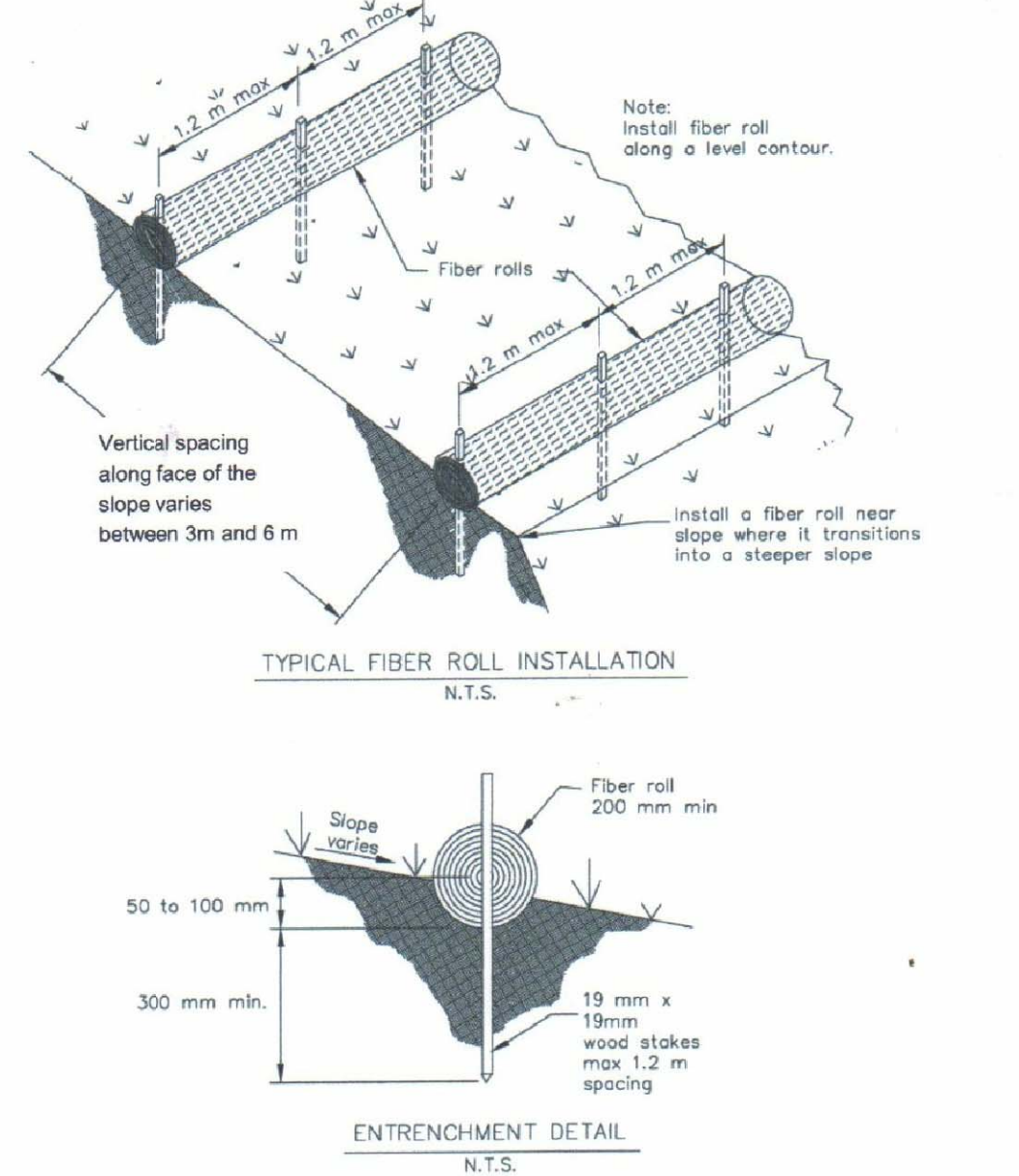
## Earth Dikes/Drainage Swailes and Lined Ditches SS-9



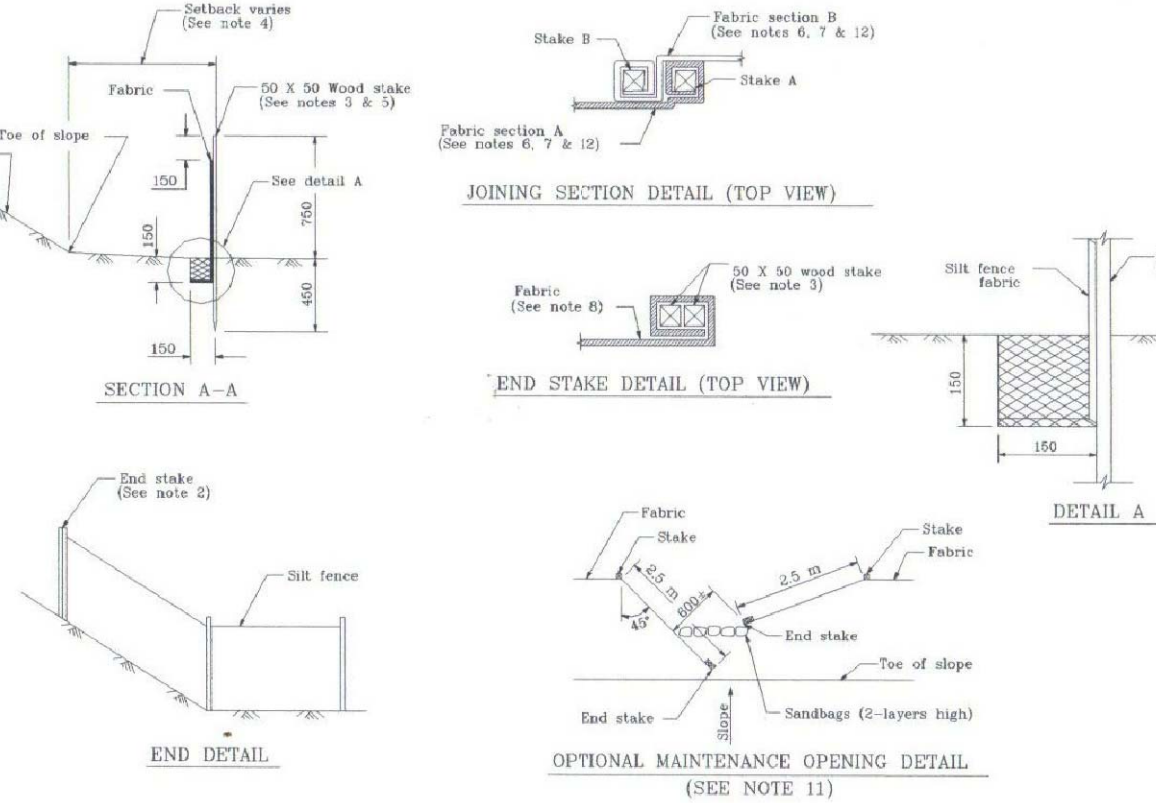
## Storm Drain Inlet Protection SC-10



## Fiber Rolls SC-5



## Silt Fence SC-1



PLAN PREPARED BY:  
JF Construction Company  
560 First Street, Suite 104  
Lake Oswego, Oregon 97034  
503-675-5925

CONSULTING  
CIVIL ENGINEERING & SURVEYING  
LAND PLANNING & DESIGN  
560 FIRST STREET, SUITE 104  
LAKE OSWEGO, OR 97034  
(503) 675-3925

DATE: \_\_\_\_\_

SEASIDE SENIOR LIVING  
550 MONTEREY ROAD, SEASIDE, CA 93955

SEASIDE SENIOR LIVING, LLC  
560 First Street, Suite 104  
Lake Oswego, Oregon 97034  
503-675-5925

DATE: \_\_\_\_\_

APN: 031-141-004

USE PERMIT # 14-05  
BAG PERMIT # 14-20

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

REVISION

11/28/14 REVISED SUBMISSION

06/25/15 REVISED SUBMISSION

01/04/16 REVISED SUBMISSION

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PLAN PREPARED BY:  
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503-675-5925

DATE: \_\_\_\_\_

SHEET

C4

OF 8 SHEETS

Packet Page 332



EARTHWORK QUANTITY ESTIMATE

CUT: 7,600 C.Y.  
FILL: 6,400 C.Y.

QUANTITY DISCLAIMER

THE ABOVE QUANTITIES DO NOT REFLECT ANY SHRINKAGE, SWELLING, SUBSIDENCE, OVER-EXCAVATION OR ANY SPECIAL CONDITIONS THAT MAY BE SPECIFIED IN THE PRELIMINARY SOILS REPORT, AND ARE FOR REFERENCE AND FEE PURPOSES ONLY. SINCE THE ENGINEER CAN NOT CONTROL THE EXACT METHOD OR MEANS USED BY THE CONTRACTOR DURING GRADING OPERATIONS, NOR CAN THE ENGINEER GUARANTEE THE EXACT SOIL CONDITION OVER THE ENTIRE SITE, THE ENGINEER ASSUMES NO RESPONSIBILITY FOR FINAL EARTHWORK QUANTITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING HIS OWN EARTHWORK QUANTITIES FOR BIDDING, CONTRACT, AND CONSTRUCTION PURPOSES. IF IT APPEARS THERE WILL BE AN EXCESS OR SHORTAGE OF MATERIAL, THE CONTRACTOR MAY NOTIFY THE ENGINEER TO DETERMINE IF POSSIBLE GRADE ADJUSTMENTS CAN BE MADE TO ALLEVIATE SAID MATERIAL EXCESS OR SHORTAGE.

LINE LEGEND

|  |                                    |
|--|------------------------------------|
|  | 100-FOOT STATE SCENIC VIEW SETBACK |
|  | AT&T LINE                          |
|  | CONCRETE CURB                      |
|  | CONCRETE CURB AND LIP              |
|  | EXISTING EASEMENT                  |
|  | GAS LINE                           |
|  | LINK FENCE                         |
|  | MAJOR CONTOUR (5-FOOT)             |
|  | MINOR CONTOUR (1-FOOT)             |
|  | PRELIMINARY PROPERTY LINE          |
|  | SANITARY SEWER LINE                |
|  | STORM DRAIN LINE                   |
|  | STORM DRAIN LINE (DRAFTED)         |
|  | WOOD FENCE                         |

SYMBOL LEGEND

|  |                          |
|--|--------------------------|
|  | AT&T MANHOLE             |
|  | BOLLARD                  |
|  | FIRE HYDRANT             |
|  | GAS VALVE                |
|  | GUY WIRE                 |
|  | IRRIGATION CONTROL VALVE |
|  | LIGHT POLE               |
|  | SEWER MANHOLE            |
|  | SIGN                     |
|  | STORMDRAIN MANHOLE       |
|  | UTILITY POLE             |
|  | WATER METER              |
|  | WATER VALVE              |

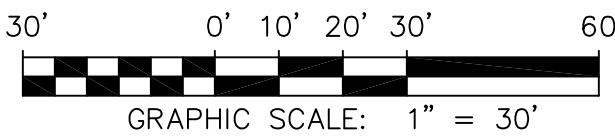
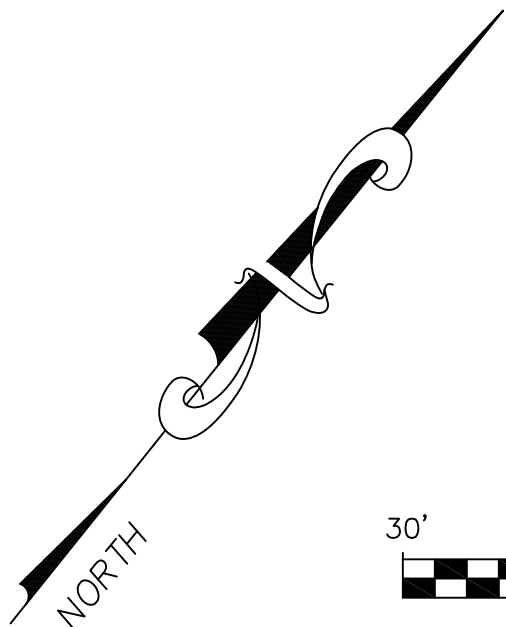
ABBREVIATIONS

|       |                  |
|-------|------------------|
| C     | CYPRESS TREE     |
| ELECT | ELECTRICAL       |
| EUC   | EUCALYPTUS       |
| INV   | INVERT           |
| PED   | PEDESTAL         |
| P     | PINE TREE        |
| TEL   | TELEPHONE        |
| T     | TREE             |
|       | ASPHALT/CONCRETE |
|       | CONCRETE         |

STATE HIGHWAY ONE

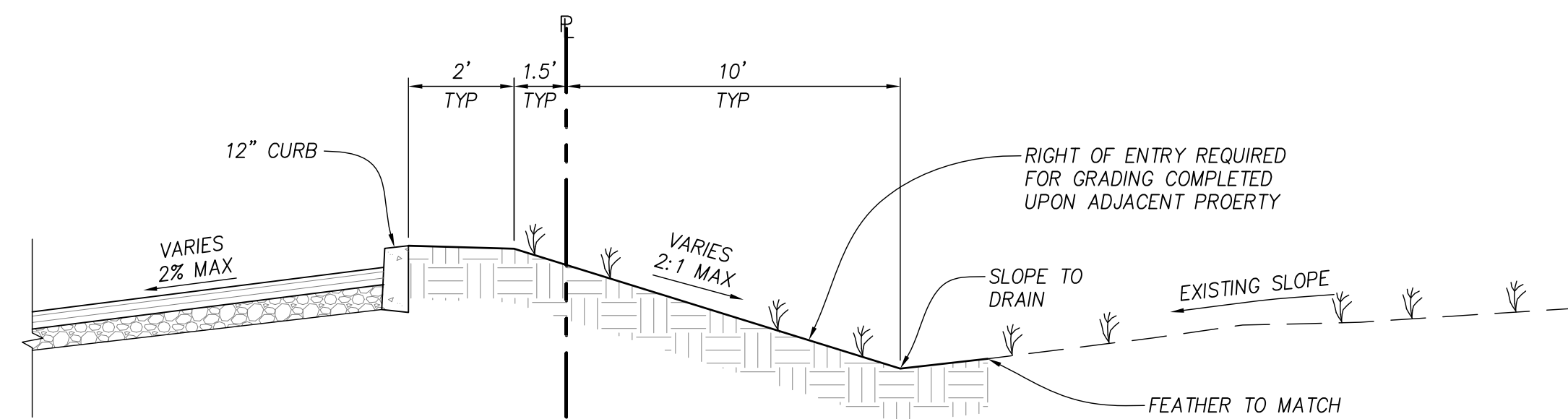
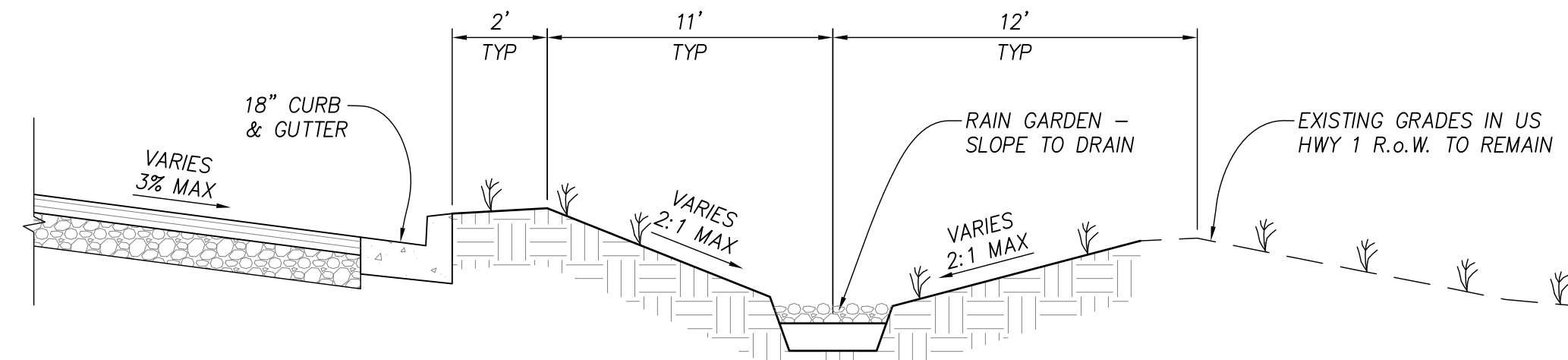
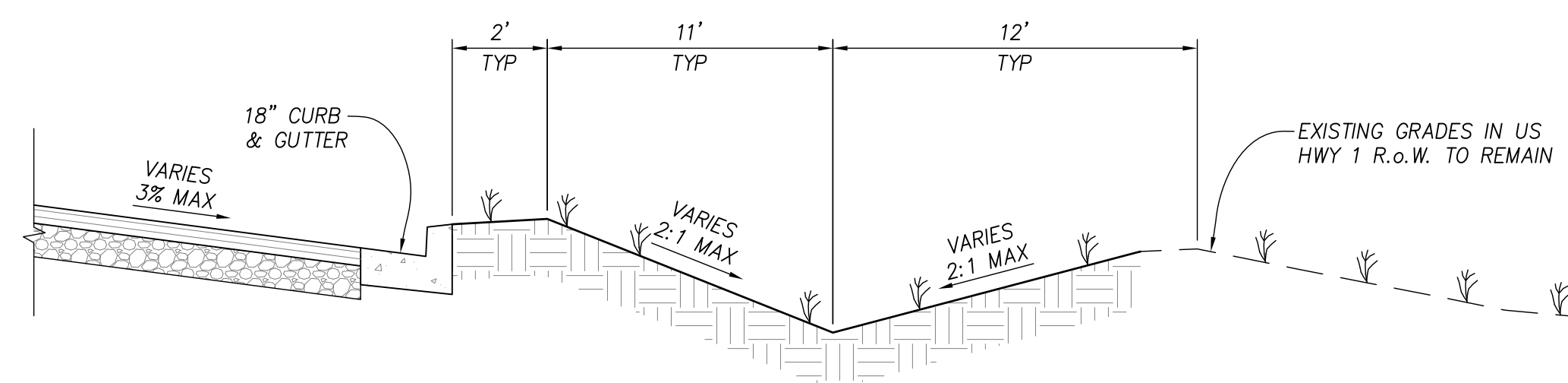
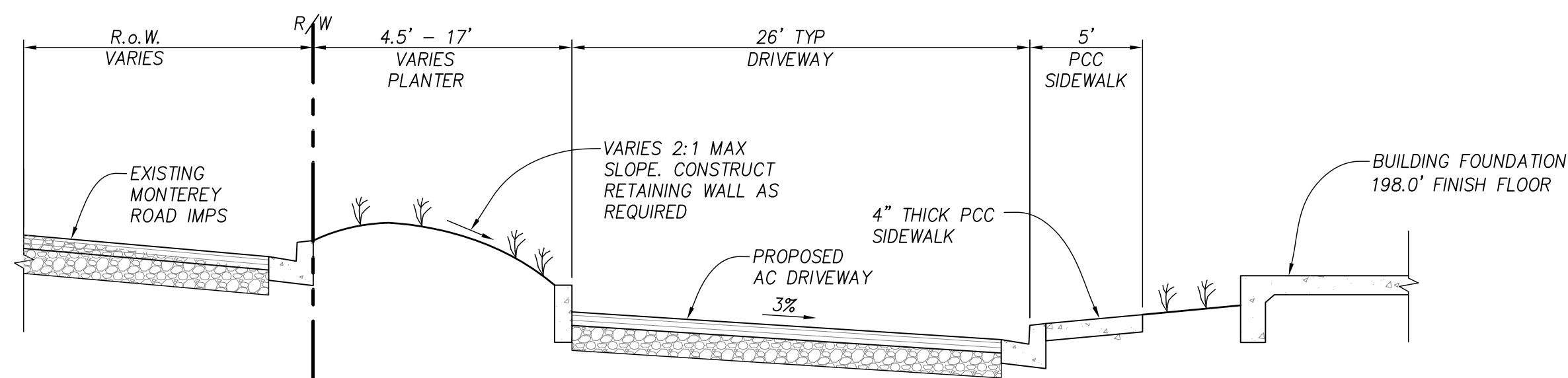
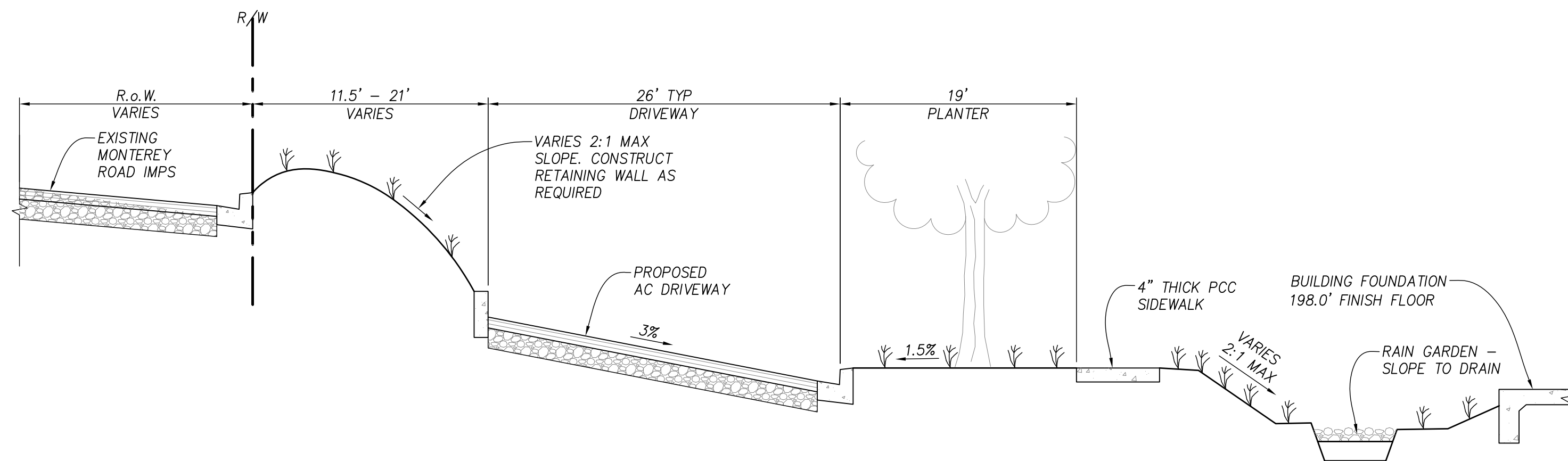
COE AVENUE

MONTEREY ROAD



| DATE:    | REVISION           |
|----------|--------------------|
| 11/28/14 | REVISED SUBMISSION |
| 06/25/15 | REVISED SUBMISSION |
| 01/04/16 | REVISED SUBMISSION |
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CONSULTING  
CIVIL ENGINEERING & SURVEYING  
LAND PLANNING & CIVIL  
560 FIRST STREET, SUITE 104  
LAKE OSWEGO, OR 97034 (503) 675-3925

PLAN PREPARED BY:  
JF Construction Company  
560 First Street, Suite 104  
Lake Oswego, Oregon 97034  
503-675-3925

REGISTERED PROFESSIONAL ENGINEER  
MARLON J. FENTON  
No. 43926  
Exp. 6/30/2017  
STATE OF OREGON  
CIVIL ENGINEER

DATE: R.C.E. 3926

SEASIDE SENIOR LIVING  
550 MONTEREY ROAD, SEASIDE, CA 93955

GRADING PLAN SECTIONS

APN: 031-141-004

USE PERMIT # 14-05  
BAR PERMIT # 14-20

| DATE:    | REVISION           |
|----------|--------------------|
| 11/28/14 | REVISED SUBMISSION |
| 06/25/15 | REVISED SUBMISSION |
| 01/04/16 | REVISED SUBMISSION |
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PLAN PREPARED BY:  
SEASIDE SENIOR LIVING, LLC  
560 First Street, Suite 104  
Lake Oswego, Oregon 97034  
503-675-3925

SHEET  
C6  
OF 8 SHEETS



- ALL GRADING SHALL CONFORM TO THE REQUIREMENTS OF THE GRADING ORDINANCE SECTIONS 87.01 THROUGH 87.804 OF THE MONTEREY COUNTY CODE OF REGULATORY ORDINANCES.
2. A REGISTERED CIVIL ENGINEER IS REQUIRED TO SUPERVISE INSTALLATION OF THE FILL KEYWAY AND ALL FILL BENCHING AND COMPACTION. A SOILS REPORT WITH COMPACTION TESTS IS REQUIRED FOR ALL FILL THAT IS OVER 12" IN DEPTH, DPLU FORM #73, MINOR GRADING CERTIFICATION, AND THREE (3) COPIES OF THE COMPACTION REPORT COMPLETED BY A SOILS ENGINEER SHALL BE SUBMITTED PRIOR TO ROUGH GRADE APPROVAL.
3. ALL FILL MATERIAL SHALL BE COMPACTED AS NOTED.
4. NATURAL DRAINAGE SHALL NOT BE DIVERTED OR CONCENTRATED ONTO ADJACENT PROPERTY.
5. MAINTAIN 1% (MINIMUM) SLOPE AWAY FROM ALL BUILDINGS FOR AT LEAST 5'.
6. ALL GRADING DETAILS SHALL BE IN CONFORMANCE WITH THE FOLLOWING MONTEREY COUNTY DESIGN STANDARDS OR REGIONAL STANDARD DRAWINGS:
  - A. LOT GRADING
  - B. GRADING OF SLOPES
  - C. REQUIRED SETBACKS
  - D. RIP RAP ENERGY DISSIPATER
  - F. DEBRIS FENCE
  - G. FENCING CUT BANKS
7. BERMS SHALL BE REQUIRED AT THE TOP OF ALL FILL SLOPES AND SWALES OR BROW DITCHES SHALL BE REQUIRED AT THE TOP OF ALL CUT SLOPES. ALL BERMS, SWALES, OR BROW DITCHES SHALL CONFORM TO THE DESIGN STANDARDS OR REGIONAL STANDARD DRAWINGS LISTED ABOVE.
8. REGARDLESS OF WHICH BMP'S ARE IMPLEMENTED THE FACE OF ALL CUT AND FILL SLOPES IN EXCESS OF 3' VERTICAL HEIGHT SHALL BE PLANTED AND MAINTAINED WITH A GROUND COVER OR OTHER PLANTING TO PROTECT THE SLOPES AGAINST EROSION AND INSTABILITY. PLANTING SHALL COMMENCE AS SOON AS SLOPES ARE COMPLETED. ALL PLANTING MUST HAVE A PERMANENTLY INSTALLED IRRIGATION SYSTEM.
9. REQUIRED SLOPE RATIOS ARE AS FOLLOWS:

|          |   |       |                                              |
|----------|---|-------|----------------------------------------------|
| A. CUTS  | - | 1.5:1 | FOR MINOR SLOPES (UP TO 15' VERTICAL HEIGHT) |
| B. CUTS  | - | 2:1   | FOR MAJOR SLOPES (OVER 15' VERTICAL HEIGHT)  |
| C. FILLS | - | 2:1   | (MAXIMUM) FOR ALL FILL SLOPES                |
10. NOTWITHSTANDING THE MINIMUM STANDARDS SET FORTH IN THE GRADING ORDINANCE AND NOTWITHSTANDING THE APPROVAL OF THESE GRADING PLANS, THE OWNER AND PERMITEE ARE RESPONSIBLE FOR THE PREVENTION OF DAMAGE TO ADJACENT PROPERTIES. NO PERSON SHALL EXCAVATE SO CLOSE TO THE PROPERTY LINE AS TO ENDANGER ANY ADJOINING PUBLIC STREET OR SIDEWALK, OR THE FUNCTION OF ANY SEWAGE DISPOSAL SYSTEM OR ANY OTHER PUBLIC OR PRIVATE PROPERTY.
11. THE DIRECTOR OF PLANNING AND LAND USE MAY IMPOSE CONDITIONS THAT ARE REASONABLY NECESSARY TO PREVENT THE CREATION OF A NUISANCE OR HAZARD TO PERSONS OR TO PUBLIC OR PRIVATE PROPERTY. THE DIRECTOR MAY ALSO MODIFY OR ADD CONDITIONS TO ANY VALID GRADING PERMIT WHEN SUCH MODIFICATIONS OR ADDITIONS ARE REASONABLY NECESSARY TO PREVENT THE CREATION OF A NUISANCE OR HAZARD TO PERSONS OR TO PUBLIC OR PRIVATE PROPERTY. SUCH CONDITIONS MAY INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:
  - A. IMPROVEMENT OF EXISTING GRADING TO CONFORM WITH THE GRADING ORDINANCE, AND;
  - B. REQUIREMENTS FOR FENCING OF EXCAVATIONS OR FILLS THAT WOULD OTHERWISE BE HAZARDOUS, AND;
  - C. ADEQUATE DUST CONTROL MEASURES.
12. ALL OPERATIONS CONDUCTED ON THE PREMISES, INCLUDING THE WARMING UP, REPAIR, ARRIVAL, DEPARTURE OR RUNNING OF TRUCKS, EARTH MOVING EQUIPMENT, CONSTRUCTION EQUIPMENT OR ANY OTHER ASSOCIATED GRADING EQUIPMENT SHALL BE LIMITED TO THE PERIOD BETWEEN 7:00AM AND 6:00PM MONDAY THROUGH SATURDAY. NO EARTH MOVING OR GRADING SHALL BE CONDUCTED ON SUNDAYS OR HOLIDAYS.
13. THE CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OF ALL UTILITIES BEFORE COMMENCING WORK. NOTICE OF THE PROPOSED WORK SHALL BE PROVIDED TO THE FOLLOWING AGENCIES:

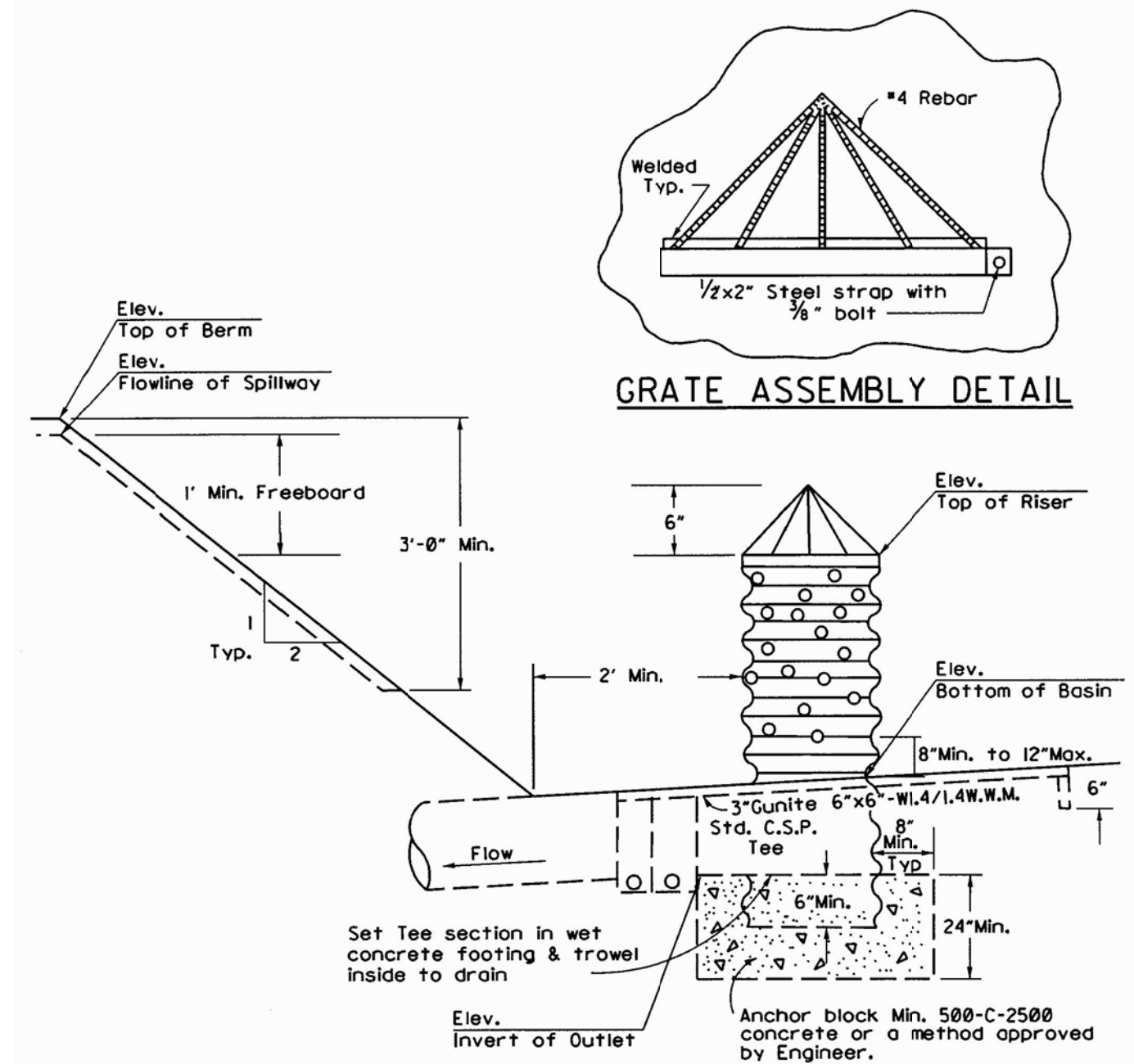
|                     |                                    |                |
|---------------------|------------------------------------|----------------|
| A. GAS AND ELECTRIC | PACIFIC GAS & ELECTRIC             | (831) 648-3231 |
| B. TELEPHONE        | AT&T                               | (855) 637-9527 |
| C. CABLE TV         | COMCAST                            | (800) 945-2288 |
| D. WATER UTILITY    | MARINA COAST WATER DISTRICT        | (831) 384-6131 |
| E. SEWER UTILITY    | SEASIDE COUNTY SANITATION DISTRICT | (831) 899-6825 |
14. APPROVAL OF THESE PLANS BY THE DIRECTOR OF PLANNING AND LAND USE DOES NOT AUTHORIZE ANY WORK OR GRADING TO BE PERFORMED UNTIL THE PROPERTY OWNER'S PERMISSION IS OBTAINED, RIGHT TO ENTRY FORM COMPLETED AND VALID GRADING PERMIT ISSUED.
15. THE ISSUANCE OF A GRADING PERMIT SHALL CONSTITUTE AN AUTHORIZATION TO PERFORM ONLY THAT WORK WHICH IS DESCRIBED OR SHOWN ON THE GRADING PERMIT APPLICATION AND APPROVED GRADING PLANS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ANY CONDITIONS IMPOSED BY THE DIRECTOR OF PLANNING AND LAND USE AND IN ACCORDANCE WITH THE GRADING ORDINANCE.
16. THE GRADING FOR THE SITE SHALL INCLUDE THE CLEARING AND GRUBBING FOR A 238,502 SQ.FT. AREA.
17. THE BASIS OF EXISTING CONTOURS WAS PROVIDED IN A DIGITAL TERRAIN MODEL (DTM) BASED ON AN ASSUMED ELEVATION OF 201.12' FOR A 2 1/2" BRASS DISK BENCHMARK LOCATED IN THE PAVEMENT AT THE INTERSECTION OF MONTEREY ROAD AND COE AVENUE. THE DTM WAS CREATED IN CONJUNCTION WITH AN TOPOGRAPHICAL SURVEY AT 20--SCALE WITH 1 FOOT CONTOUR INTERVALS PREFORMED SEPTEMBER 2014.
18. AREAS DESIGNATED AS "SPECIAL FUEL MOD ZONE" ARE TO BE CLEARED OF EXISTING VEGETATION, THEN COVERED WITH LANDSCAPING FABRIC AND WEIGHTED DOWN USING AS SURFACING MATERIAL OF CRUSHED STONE.
19. EARTHWORK QUANTITIES:

|       |       |             |
|-------|-------|-------------|
| CUT:  | 7,600 | CUBIC YARDS |
| FILL: | 6,400 | CUBIC YARDS |

THIS PLAN IS PROVIDED TO ALLOW FOR FULL AND ADEQUATE DISCRETIONARY REVIEW OF A PROPOSED DEVELOPMENT PROJECT. THE PROPERTY OWNER ACKNOWLEDGES THAT ACCEPTANCE OR APPROVAL OF THIS PLAN DOES NOT CONSTITUTE AN APPROVAL TO PERFORM ANY GRADING SHOWN HEREON, AND AGREES TO OBTAIN VALID GRADING PERMISSION BEFORE COMMENCING SUCH ACTIVITY.

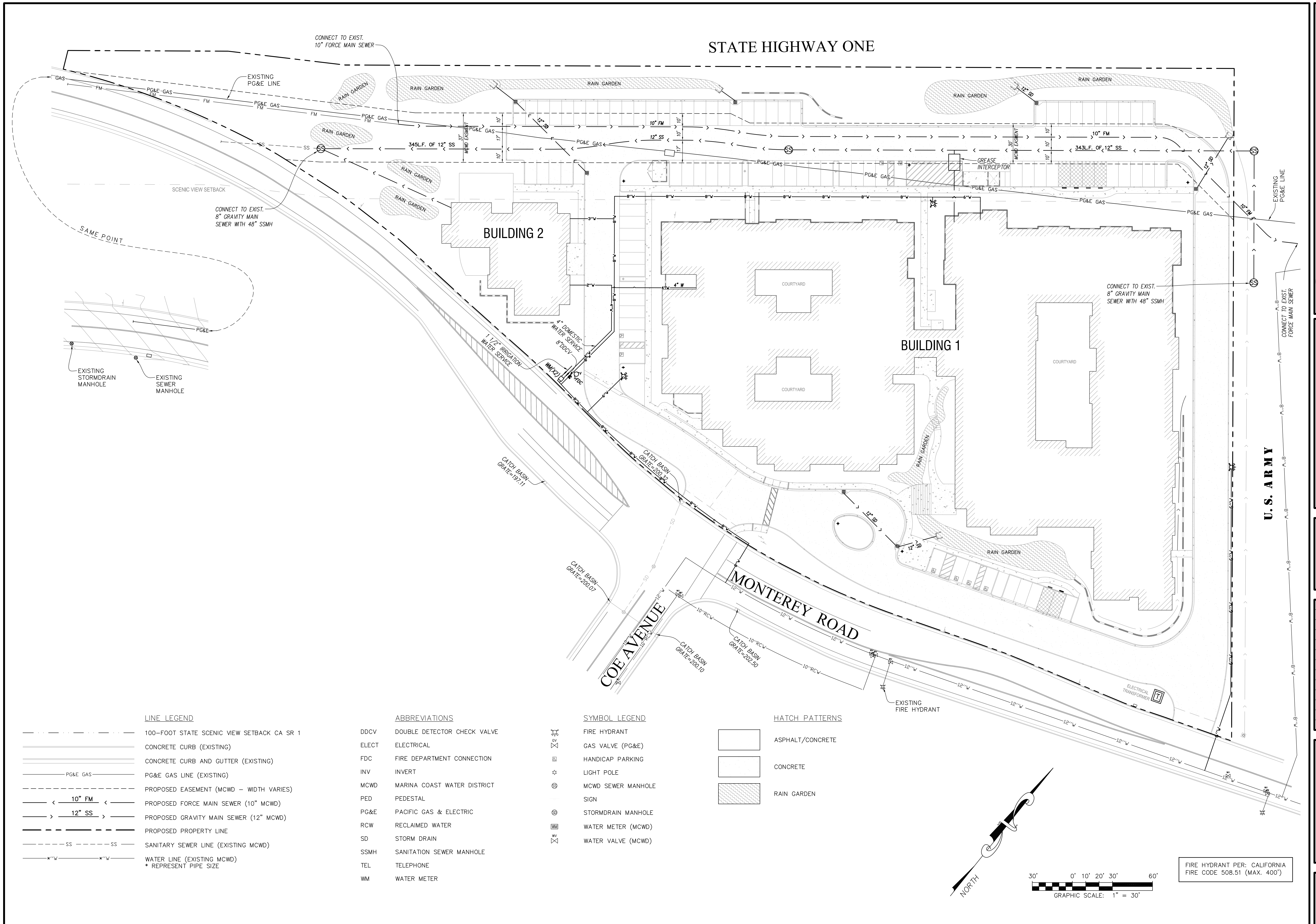
1. DURING THE RAINY SEASON FROM OCTOBER 1ST TO APRIL 30TH THE AMOUNT OF EXPOSED SOIL ALLOWED AT ONE TIME SHALL NOT EXCEED THAT WHICH CAN BE ADEQUATELY PROTECTED WITHIN 48 HOURS OF A PREDICTED RAIN.
2. 125% OF ALL NEEDED BMP MATERIALS SHALL BE STORED ONSITE YEAR--ROUND TO ALLOW FULL DEPLOYMENT AND INSTALLATION WITHIN 48 HOURS OF A PREDICTED RAIN.
3. THE PROPERTY OWNER SHALL COMPLY WITH ALL APPLICABLE STORMWATER REGULATIONS AT ALL TIMES. THE BMPs THAT HAVE BEEN INCORPORATED INTO THIS PLAN SHALL BE IMPLEMENTED AND MAINTAINED TO PREVENT ONSITE EROSION AND TO PREVENT DISCHARGES OF POLLUTANTS FROM LEAVING THE SITE. MAINTENANCE OF BMPs IS THE RESPONSIBILITY OF THE PROPERTY OWNER AND FAILURE TO PROPERLY INSTALL OR MAINTAIN THE BMPs MAY RESULT IN ENFORCEMENT ACTION BY THE COUNTY OF MONTEREY OR OTHERS. IF INSTALLED BMPs FAIL, THEY MUST BE REPAIRED OR REPLACED WITH AN ACCEPTABLE ALTERNATE AS SOON AS IT IS SAFE TO DO SO.
4. PERIMETER SEDIMENT CONTROL BMPs SHALL BE INSTALLED IMMEDIATELY AFTER THE AREA TO BE GRADED IS BRUSHED OR CLEARED, BUT PRIOR TO THE START OF GRADING OPERATIONS.
5. EROSION CONTROL BMPs USED FOR SLOPE STABILIZATION SHALL BE INSTALLED AS SOON AS THE FINISHED SLOPES ARE COMPLETE.
6. A PERIMETER BMP INSPECTION IS REQUIRED ON THE FIRST DAY OF GRADING
7. WHERE AN EXISTING STORMWATER CONVEYANCE CROSSES OVER A PLANNED SECONDARY SERVICE ROAD, THE ROAD SHALL BE GRADED AND MAINTAINED AS A FORD.
8. RIP RAP SHALL BE PLACED AT ALL LOCATIONS WHERE ONE DRAINAGE FEATURE (SUCH AS A DITCH OR A SWALE) DRAINS INTO A LARGER DRAINAGE FEATURE.
9. DIP SECTIONS SHALL BE COMPOSED OF 6" OF REINFORCED STRUCTURAL CONCRETE SLABS, WHICH SHALL BE DESIGNED TO WITHSTAND AND CONVEY HUNDRED (100) YEAR FREQUENCY STORM.
10. ALL SURFACES THAT ARE NOT IMPROVED ROADS SHOULD BE SEEDED AND REVEGETATED WITH DROUGHT TOLERANT PLANTS.

1. THE MINIMUM PIPE RISER SHALL BE A 30" CORRUGATED STEEL PIPE (CSP), 14 GA., OR AN ALTERNATE APPROVED BY THE ENGINEER. RISER TO HAVE A CROSS-SECTIONAL AREA AT LEAST 1.5 TIMES THE CROSS-SECTIONAL AREA OF THE HORIZONTAL DRAIN PIPE.
2. THE MINIMUM DRAIN PIPE SHALL BE A 12" CSP, 14GA., OR AN ALTERNATE APPROVED BY THE ENGINEER.
3. THE UPPERMOST ELEVATION OF THE RISER SHALL BE SUCH THAT FULL FLOW WILL BE GENERATED BEFORE THERE IS DISCHARGE OVER THE EMERGENCY SPILLWAY AND AT LEAST ONE FOOT BELOW THE TOPE OF THE EMERGENCY SPILLWAY.
4. THE RISER SHALL BE PERFORATED WITH 1/2" X 12" (MAX.) SLOTS OR 1/2" TO 1-1/2" DIAMETER HOLES, 10 TO 12 INCHES ON CENTER AND STAGGERED. HOLES CUT WITH A WELDING TORCH ARE ACCEPTABLE. THE SMALL HOLES SHALL BE USED ON THE LOWER PORTION OF THE RISER.
5. THE DRAIN PIPE SHALL BE PLACED ON A FIRM FOUNDATION.
6. THE RISER SHALL HAVE A BASE ATTACHED WITH A WATERTIGHT CONNECTION AND SHALL HAVE SUFFICIENT WEIGHT TO PREVENT FLOTATION OF THE RISER. TWO RECOMMENDED METHODS ARE:
  - C. A SQUARE CONCRETE BASE 18 INCHES THICK WITH THE RISER EMBEDDED SIX INCHES INTO THE BASE. EACH SIDE OF THE BASE WILL BE ONE DIAMETER OF THE RISER PLUS 24 INCHES.
  - B. A 1/4 INCH MINIMUM THICKNESS STEEL PLATE WELDED ALL AROUND THE BASE OF THE RISER TO FORM A WATERTIGHT CONNECTION. THE PLATE SHALL BE SQUARE WITH EACH SIDE EQUAL TO TWO TIMES THE RISER DIAMETER. THE PLATE SHALL HAVE TWO FEET OF STONE, GRAVEL, OR TAMPED EARTH PLACED ON IT TO PREVENT FLOTATION.
7. A GRATE CONSISTING OF #4 REBAR, 6 INCHES ON CENTER SHALL BE WELDED TO THE TOP OF THE RISER.



NOT TO SCALE







| DATE       | ISSUANCE OR REVISION                         |
|------------|----------------------------------------------|
| 02/15/2014 | ISSUE ARCHITECT'S REPORT                     |
| 08/07/2014 | PLANNING APPLICATION - REPLACEMENT SUBMITTAL |
| 08/21/2014 | SITE ANALYSIS                                |
| 08/28/2014 | PLANNING APPLICATION - UPDATED SUBMITTAL     |
| 11/24/2014 | REVISED SUBMISSION                           |
| 11/28/2014 | REVISED SUBMISSION                           |
| 02/04/2015 | REVISED SUBMISSION                           |
| 05/04/2015 | REVISED SUBMISSION                           |
| 12/07/2015 | PLANNING SUBMITTAL                           |
| 01/04/2016 | PLANNING SUBMITTAL                           |
| 02/02/2016 | NOISE MITIGATION REDESIGN                    |
| 02/25/2016 | IS/ MIND SUBMITTAL                           |

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SHEET CONTENTS  
SITE PLAN

PROJECT No: 9714

SHEET

A1.1  
OF ALL SHEETS  
LATEST REVISION

LEGEND

(E) STREET LAMP

PARKING LIGHT FIXTURE

DESIGNATED PARKING FOR LOW-EMITTING & FUEL EFFICIENT VEHICLE AND ELECTRIC VEHICLES CHARGING STATIONS

ELECTRICAL TRANSFORMER

LIGHT BOLLARDS

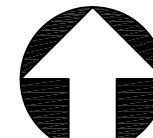
BICYCLE PARKING

MONUMENT SIGN

S I T E P L A N



NORTH



PROJECT NORTH

Scale: 1/32"=1'-0"





| DATE:      | ISSUANCE OR REVISION                            |
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| 1/28/2014  | REVISED SUBMISSION                              |
| 2/04/2015  | REVISED SUBMISSION                              |
| 5/04/2015  | REVISED SUBMISSION                              |
| 02/07/2015 | PLANNING SUBMITTAL                              |

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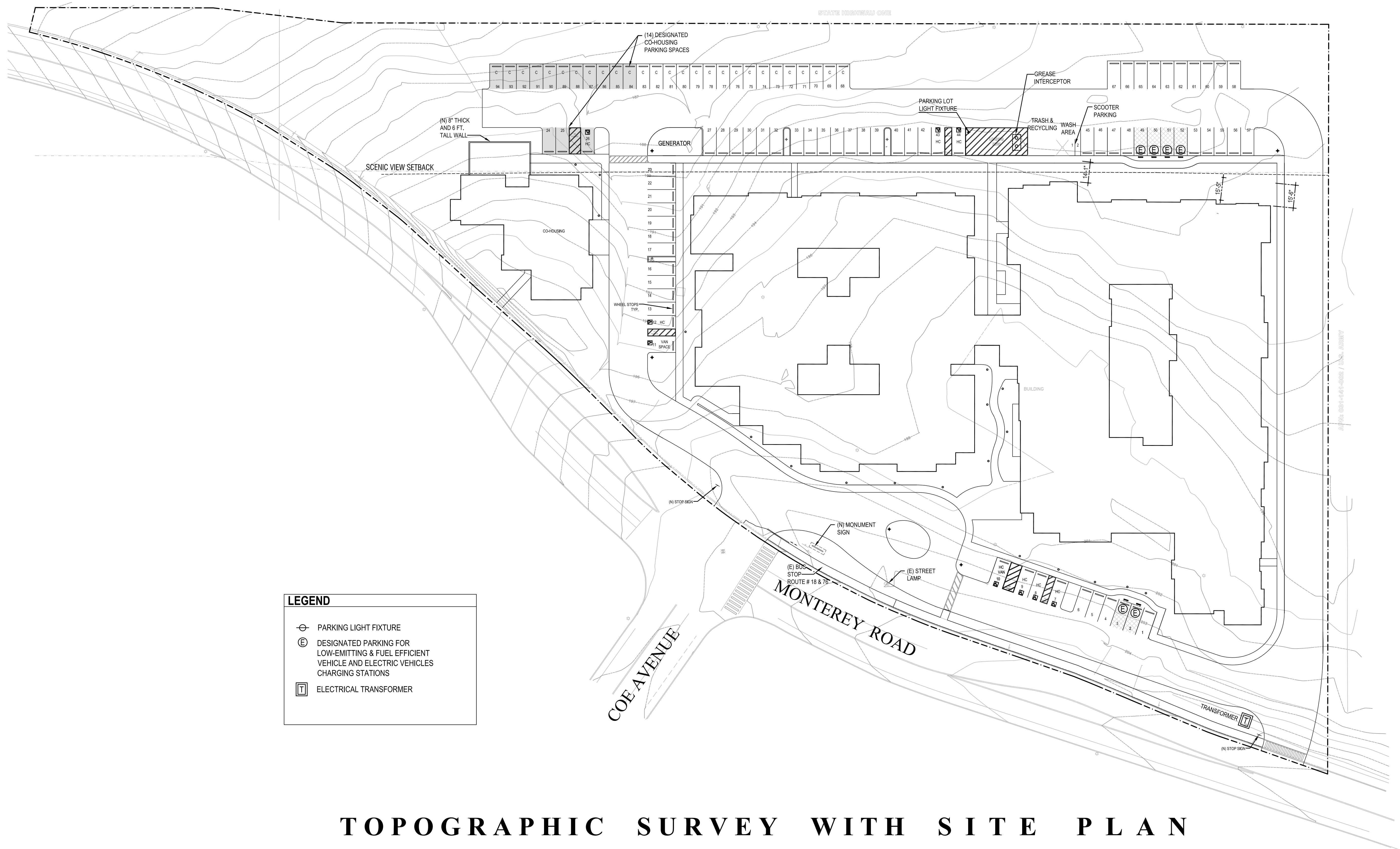
SHEET CONTENTS  
BUILDING FOOTPRINT  
w/ TOPOGRAPHY

|             |      |
|-------------|------|
| PROJECT NO: | 9714 |
|-------------|------|

SHEET

## A1.2

OF ALL SHEETS  
LATEST REVISION



# TOPOGRAPHIC SURVEY WITH SITE PLAN

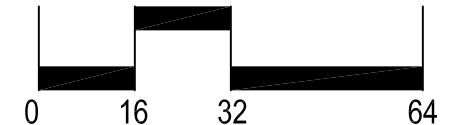


**NORTH**



## PROJECT NORTH

Scale: 1/32"=1'-0"





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| 5/04/2015  | REVISED SUBMISSION                              |
| 02/07/2015 | PLANNING SUBMITTAL                              |
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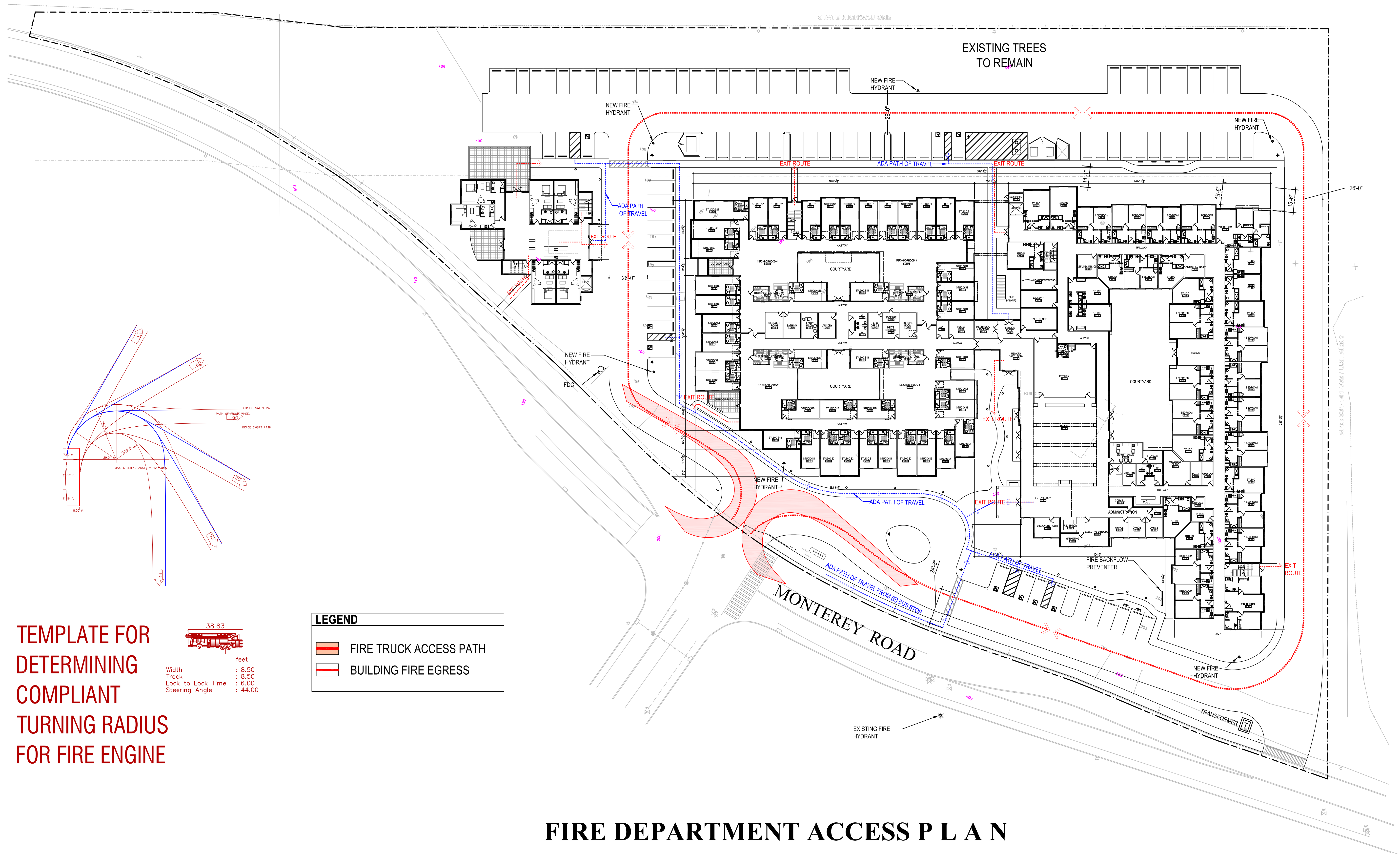
### FIRE DEPARTMENT ACCESS PLAN

PROJECT NO: 9714

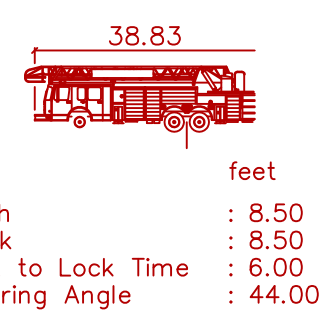
SHEET

### A1.3

OF ALL SHEETS  
LATEST REVISION



# TEMPLATE FOR DETERMINING COMPLIANT TURNING RADIUS FOR FIRE ENGINE



| LEGEND                                                                              |                        |
|-------------------------------------------------------------------------------------|------------------------|
|  | FIRE TRUCK ACCESS PATH |
|  | BUILDING FIRE EGRESS   |

# FIRE DEPARTMENT ACCESS P L A N

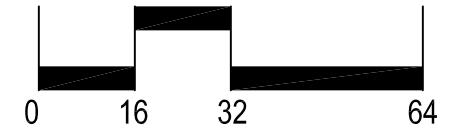


**NORTH**



## PROJECT NORTH

Scale: 1/32"=1'-0"





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| 5/04/2015  | REVISED SUBMISSION                              |
| 02/07/2015 | PLANNING SUBMITTAL                              |
| 01/04/2016 | PLANNING SUBMITTAL                              |

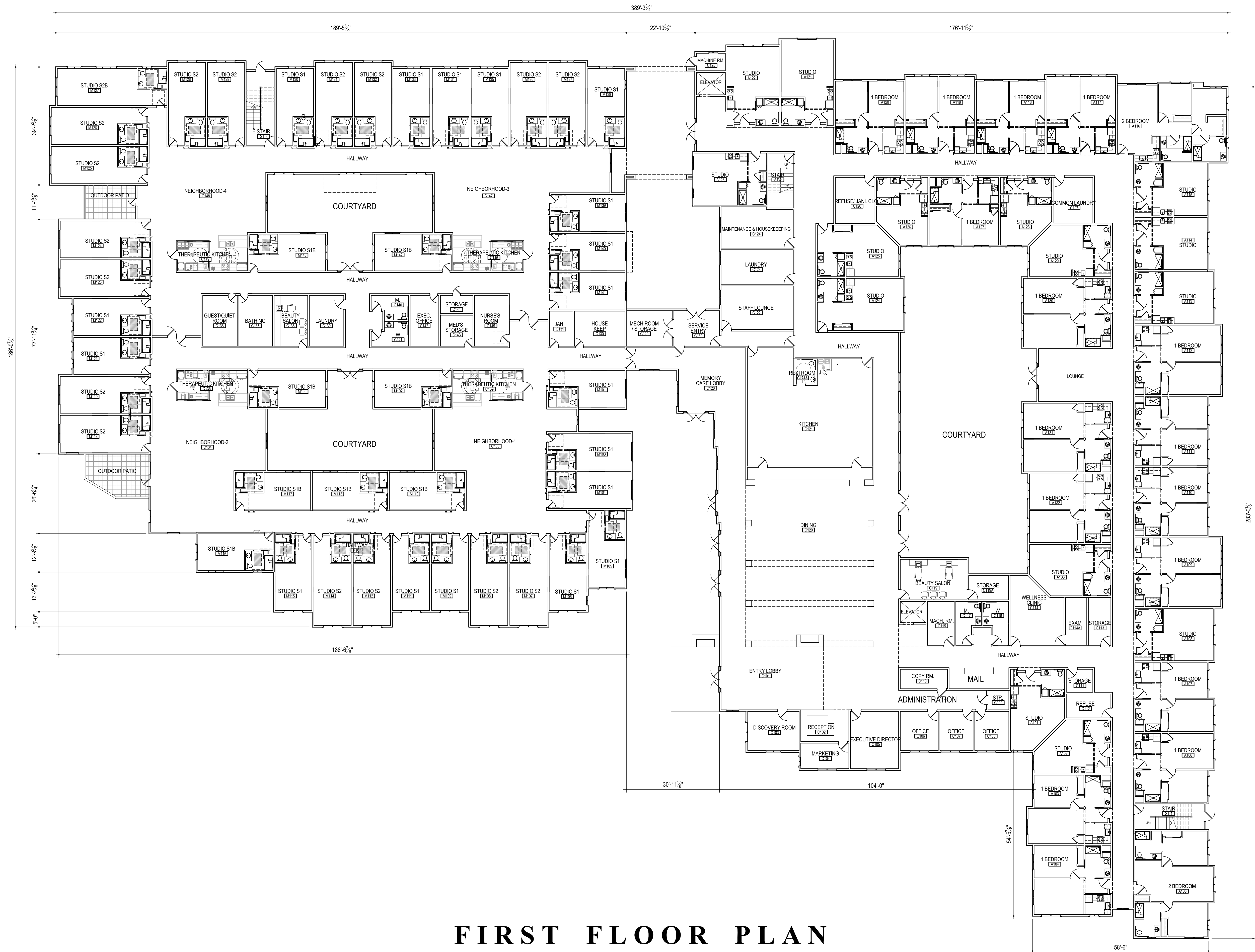
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| PROJECT NO: | 9714 |
|-------------|------|

SHEET

## A2.1

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LATEST REVISION

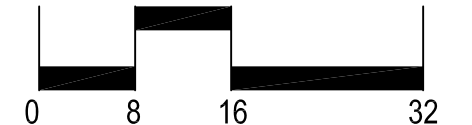


**NORTH**



## PROJECT NORTH

Scale: 1/16"=1'-0"



# FIRST FLOOR PLAN



| DATE:      | ISSUANCE OR REVISION                            |
|------------|-------------------------------------------------|
| DATE       | ISSUE                                           |
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| 5/04/2015  | REVISED SUBMISSION                              |
| 02/07/2015 | PLANNING SUBMITTAL                              |
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|            |                                                 |

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## SHEET CONTENTS

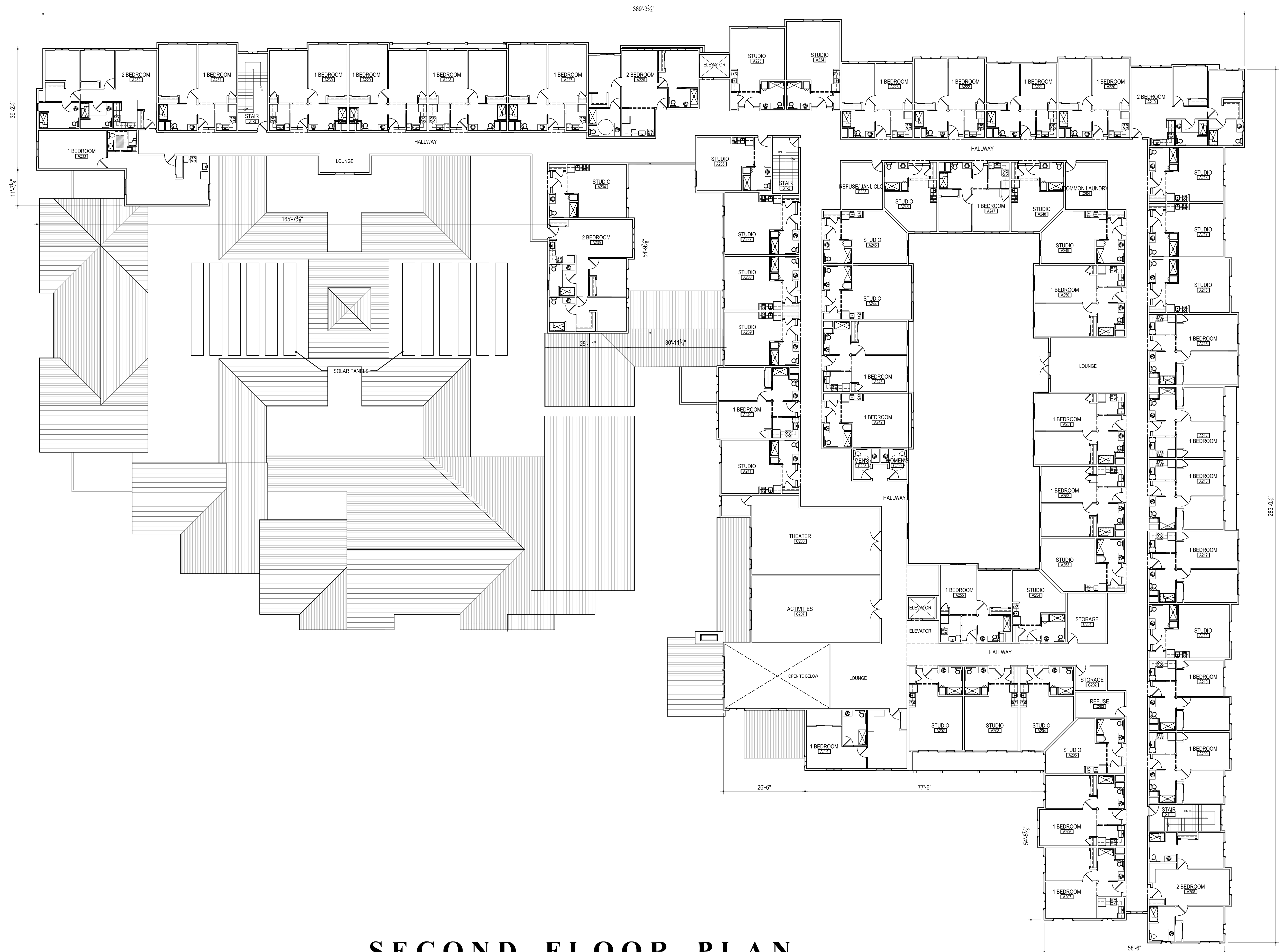
### SECOND FLOOR PLAN

PROJECT NO: 9714

SHEET

## A2.2

OF ALL SHEETS  
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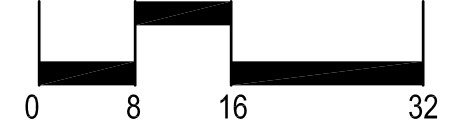


**NORTH**



## PROJECT NORTH

Scale: 1/16"=1'-0"



## SECOND FLOOR PLAN





SEASIDE SENIOR LIVING, LLC

550 MONTEREY ROAD  
SEASIDE, CA 93955

APN: 031-141-004

| DATE       | ISSUANCE OR REVISION                        |
|------------|---------------------------------------------|
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| 12/07/2015 | PLANNING SUBMITTAL                          |
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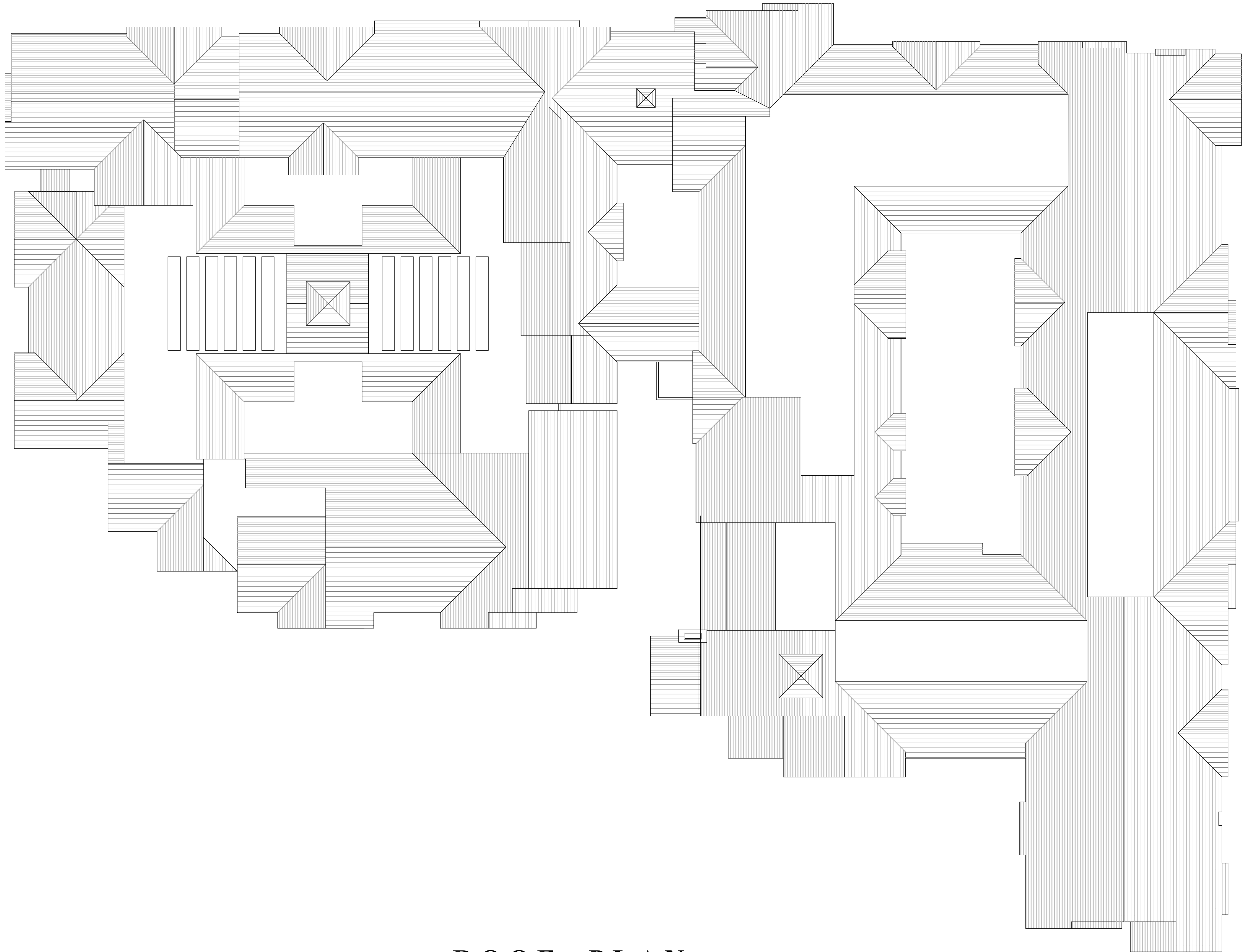
SHEET CONTENTS  
ROOF PLAN

PROJECT No: 9714

SHEET

A2.3

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ROOF PLAN

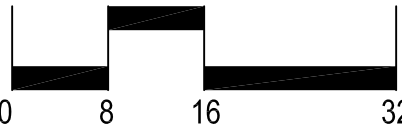


NORTH



PROJECT NORTH

Scale: 1/16"=1'-0"

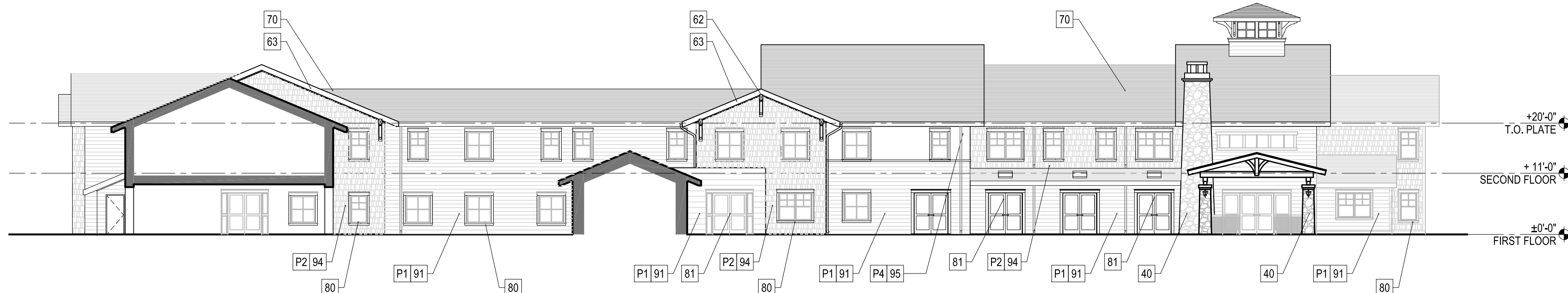




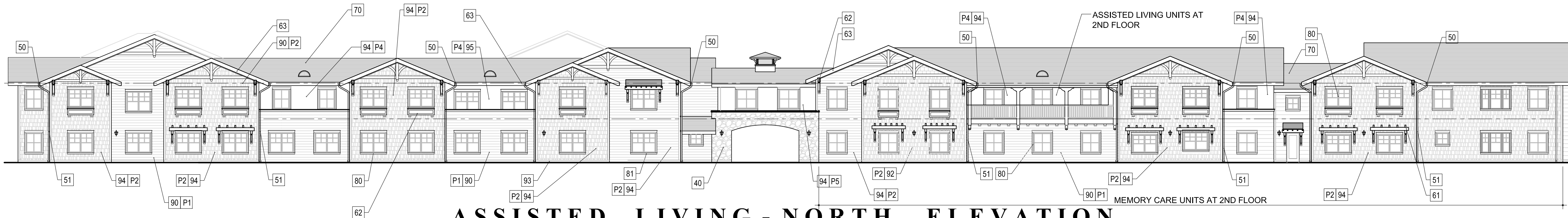
EXTERIOR ELEVATION KEYNOTES

- MASONRY
- 40 STONE MASONRY
- 41 FLAGSTONE PIER CAP
- METALS
- 50 GALVANIZED SHEET METAL HALF-ROUND (5" DIA) GUTTER (PREFINISHED) 'BRONZE'
- 51 GALVANIZED SHEET METAL DOWNSPOUT (5" DIA) (PREFINISHED) 'BRONZE'
- 52 PREFABRICATED DECORATIVE PREFINISHED CHIMNEY CAP ('CHIMNEY KING' #54 HACIENDA)
- WOODS & PLASTICS
- 60 LARGE-SECTION WOOD TRELLIS/BEAM MEMBERS (END PROFILE WHERE INDICATED)(STAIN FINISH) -
- 61 DECORATIVE WOOD LATTICE -
- 62 WOOD CORBEL @ ROOF GABLES & FLOWER BOXES -
- 63 WOOD FASCIA -
- THERMAL & MOISTURE PROTECTION
- 70 ROOF: ASPHALT SHINGLE
- CERTAINTED LMP 'WEATHERED WOOD'
- DOORS & WINDOWS
- 80 'JELDWEN' PREMIUM VINYL WINDOWS (PER WINDOW SCHEDULE)
- 81 'JELDWEN' ALUMINUM CLAD WOOD FRENCH DOORS & LITES
- 82 PREFINISHED ALUMINUM VENTILATION OR MECHANICAL LOUVER (SEE MECHANICAL DRAWINGS FOR OTHER LOCATIONS THAT MIGHT NOT OTHERWISE BE REPRESENTED)
- PAINT
- P1 PAINT - TYPE 1
- P2 PAINT - TYPE 2
- P3 PAINT - TYPE 3
- P4 PAINT - TYPE 4
- P5 PAINT - TYPE 5

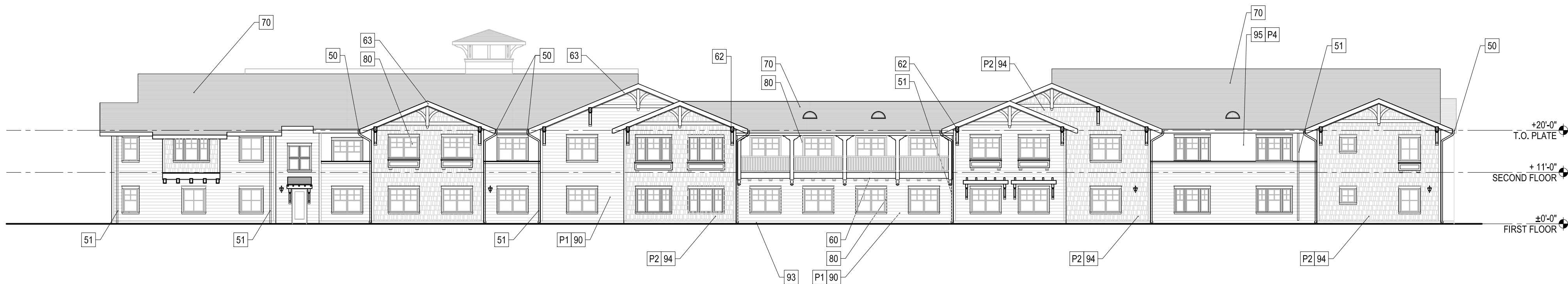
- FINISHES
- 90 CEMENTITIOUS HORIZONTAL LAP SIDING (HARDIEPLANK OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER
- 91 CEMENTITIOUS WINDOW AND DOOR HEADER, JAMB AND SILL TRIM (HARDIE OR SIMILAR)
- 92 3" CEMENTITIOUS TRIM AT JUNCTION OF SIDING AND CEMENT PLASTER (HARDIE OR SIMILAR)
- 93 ADD 5" CEMENTITIOUS BASE TRIM (HARDIE OR SIMILAR)
- 94 CEMENTITIOUS SHINGLE SIDING (HARDIESHINGLE OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER
- 95 3-COAT CEMENT PLASTER SYSTEM (3/8" FINISH)(PAINT FINISH) APPLIED OVER PLYWOOD SUBSTRATE AND MANUFACTURERS RECOMMENDED BUILDING PAPER



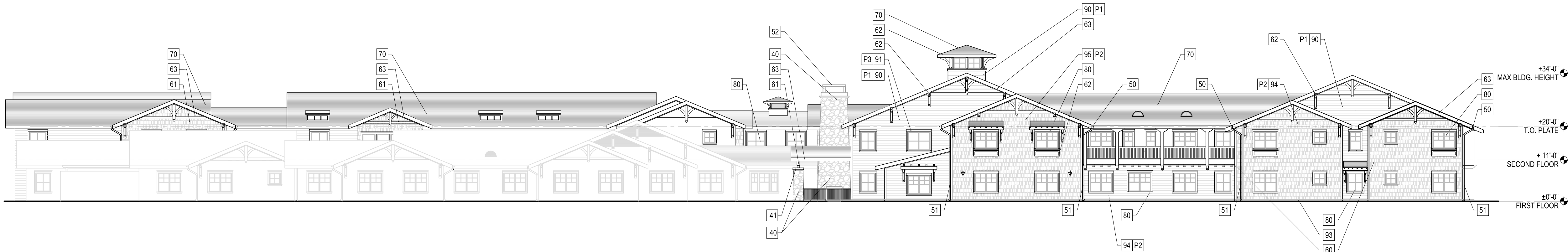
ASSISTED LIVING - WEST ELEVATION



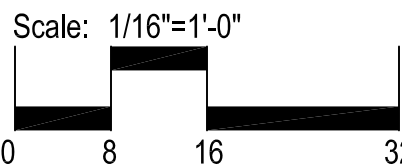
ASSISTED LIVING - NORTH ELEVATION



ASSISTED LIVING - EAST ELEVATION



ASSISTED LIVING - SOUTH ELEVATION



| DATE:      | ISSUANCE OR REVISION:                        |
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SHEET CONTENTS  
ASSISTED LIVING-  
EXTERIOR ELEVATIONS

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SHEET  
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ASSISTED LIVING - WEST ELEVATION



ASSISTED LIVING - NORTH ELEVATION



MEMORY CARE - EAST ELEVATION



ASSISTED LIVING - SOUTH ELEVATION

EXTERIOR ELEVATION KEYNOTES

- MASONRY**
- ☐ STONE MASONRY
  - ☐ FLAGSTONE PIER CAP
- METALS**
- ☐ GALVANIZED SHEET METAL HALF-ROUND (6" DIA) GUTTER (PREFINISHED) 'BRONZE'
  - ☐ GALVANIZED SHEET METAL DOWNSPOUT (6" DIA) (PREFINISHED) 'BRONZE'
  - ☐ PREFABRICATED DECORATIVE PREFINISHED CHIMNEY CAP ('CHIMNEY KING' #54 HACIENDA)
- WOODS & PLASTICS**
- ☐ LARGE-SECTION WOOD TRELLIS/BEAM MEMBERS (END PROFILE WHERE INDICATED)(STAIN FINISH) -
  - ☐ DECORATIVE WOOD LATTICE -
  - ☐ WOOD CORBEL @ ROOF GABLES & FLOWER BOXES -
  - ☐ WOOD FASCIA -
- THERMAL & MOISTURE PROTECTION**
- ☐ ROOF: ASPHALT SHINGLE
  - ☐ CERTAINTED LMP 'WEATHERED WOOD'
- DOORS & WINDOWS**
- ☐ 'JELDWEN' PREMIUM VINYL WINDOWS (PER WINDOW SCHEDULE)
  - ☐ 'JELDWEN' ALUMINUM CLAD WOOD FRENCH DOORS & LITES
  - ☐ PREFINISHED ALUMINUM VENTILATION OR MECHANICAL LOUVER (SEE MECHANICAL DRAWINGS FOR OTHER LOCATIONS THAT MIGHT NOT OTHERWISE BE REPRESENTED)
- PAINT**
- ☐ PAINT - TYPE 1
  - ☐ PAINT - TYPE 2
  - ☐ PAINT - TYPE 3
  - ☐ PAINT - TYPE 4
  - ☐ PAINT - TYPE 5

- FINISHES**
- ☐ CEMENTITIOUS HORIZONTAL LAP SIDING (HARDIEPLANK OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER)
  - ☐ CEMENTITIOUS WINDOW AND DOOR HEADER, JAMB AND SILL TRIM (HARDIE OR SIMILAR)
  - ☐ 3 1/2" CEMENTITIOUS TRIM AT JUNCTION OF SIDING AND CEMENT PLASTER (HARDIE OR SIMILAR)
  - ☐ ADD 5 1/2" CEMENTITIOUS BASE TRIM (HARDIE OR SIMILAR)
  - ☐ CEMENTITIOUS SHINGLE SIDING (HARDIESHINGLE OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER)
  - ☐ 3-COAT CEMENT PLASTER SYSTEM (3/8" FINISH)(PAINT FINISH) APPLIED OVER PLYWOOD SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER



Hochhauser  
Blatter

ARCHITECTURE  
AND PLANNING

122 E. ARRELLAGA  
SANTA BARBARA  
CALIFORNIA 93101  
805 962 2746

SEASIDE SENIOR LIVING, LLC  
550 MONTEREY ROAD  
SEASIDE, CA 93955

APN: 031-141-004

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SHEET CONTENTS  
ASSISTED LIVING-  
EXTERIOR ELEVATIONS

PROJECT No: 9714

SHEET

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OF ALL SHEETS  
LATEST REVISION



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SHEET CONTENTS  
MEMORY CARE -  
EXTERIOR ELEVATIONS

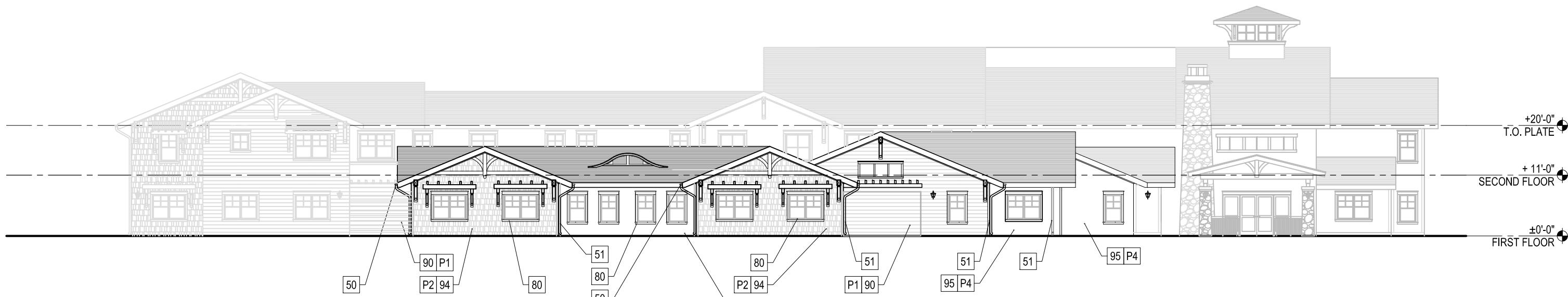
PROJECT No: 9714

SHEET  
**A3.2**  
OF ALL SHEETS  
LATEST REVISION

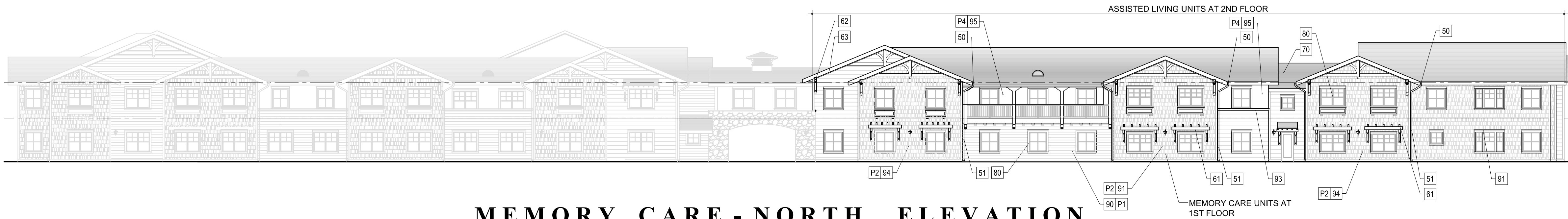
EXTERIOR ELEVATION KEYNOTES

| MASONRY                                                                                                                                          | PAINT               |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| [40] STONE MASONRY                                                                                                                               | [P1] PAINT - TYPE 1 |
| [41] FLAGSTONE PIER CAP                                                                                                                          | [P2] PAINT - TYPE 2 |
|                                                                                                                                                  | [P3] PAINT - TYPE 3 |
|                                                                                                                                                  | [P4] PAINT - TYPE 4 |
|                                                                                                                                                  | [P5] PAINT - TYPE 5 |
| METALS                                                                                                                                           |                     |
| [50] GALVANIZED SHEET METAL HALF-ROUND (6" DIA) GUTTER (PREFINISHED) 'BRONZE'                                                                    |                     |
| [51] GALVANIZED SHEET METAL DOWNSPOUT (6" DIA) (PREFINISHED) 'BRONZE'                                                                            |                     |
| [62] PREFABRICATED DECORATIVE PREFINISHED CHIMNEY CAP ('CHIMNEY KING' #54 HACIENDA)                                                              |                     |
| WOODS & PLASTICS                                                                                                                                 |                     |
| [60] LARGE-SECTION WOOD TRELLIS/BEAM MEMBERS (END PROFILE WHERE INDICATED)(STAIN FINISH) -                                                       |                     |
| [61] DECORATIVE WOOD LATTICE -                                                                                                                   |                     |
| [62] WOOD CORBEL @ ROOF GABLES & FLOWER BOXES -                                                                                                  |                     |
| [63] WOOD FASCIA -                                                                                                                               |                     |
| THERMAL & MOISTURE PROTECTION                                                                                                                    |                     |
| [70] ROOF: ASPHALT SHINGLE<br>CERTAINTED LMP 'WEATHERED WOOD'                                                                                    |                     |
| DOORS & WINDOWS                                                                                                                                  |                     |
| [80] 'JELDWEN' PREMIUM VINYL WINDOWS (PER WINDOW SCHEDULE)                                                                                       |                     |
| [81] 'JELDWEN' ALUMINUM CLAD WOOD FRENCH DOORS & LITES                                                                                           |                     |
| [82] PREFINISHED ALUMINUM VENTILATION OR MECHANICAL LOUVER (SEE MECHANICAL DRAWINGS FOR OTHER LOCATIONS THAT MIGHT NOT OTHERWISE BE REPRESENTED) |                     |

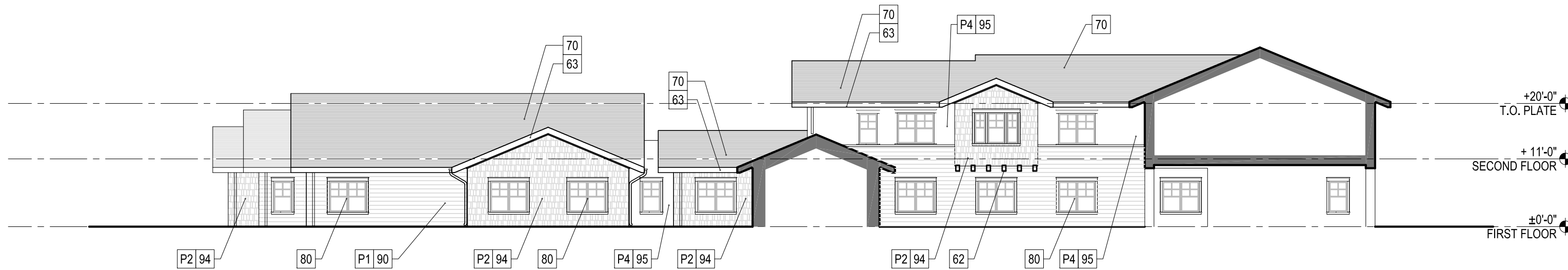
| FINISHES                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------|
| [90] CEMENTITIOUS HORIZONTAL LAP SIDING (HARDIEPLANK OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER |
| [91] CEMENTITIOUS WINDOW AND DOOR HEADER, JAMB AND SILL TRIM (HARDIE OR SIMILAR)                                                               |
| [92] 3/2" CEMENTITIOUS TRIM AT JUNCTION OF SIDING AND CEMENT PLASTER (HARDIE OR SIMILAR)                                                       |
| [93] ADD 5/2" CEMENTITIOUS BASE TRIM (HARDIE OR SIMILAR)                                                                                       |
| [94] CEMENTITIOUS SHINGLE SIDING (HARDIESHINGLE OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER      |
| [95] 3-COAT CEMENT PLASTER SYSTEM (3/8" FINISH)(PAINT FINISH) APPLIED OVER PLYWOOD SUBSTRATE AND MANUFACTURERS RECOMMENDED BUILDING PAPER      |



MEMORY CARE - WEST ELEVATION



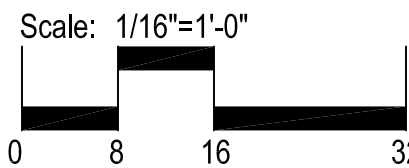
MEMORY CARE - NORTH ELEVATION



MEMORY CARE - EAST ELEVATION



MEMORY CARE - SOUTH ELEVATION





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| 05/04/2015 | REVISED SUBMISSION                           |
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| 01/04/2016 | PLANNING SUBMITTAL                           |
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| 02/25/2016 | ISI/ MIND SUBMITTAL                          |

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|                                   |
|-----------------------------------|
| SHEET CONTENTS                    |
| MEMORY CARE - EXTERIOR ELEVATIONS |
| PROJECT No: 9714                  |

|                                  |
|----------------------------------|
| SHEET                            |
| A3.2a                            |
| OF ALL SHEETS<br>LATEST REVISION |

EXTERIOR ELEVATION KEYNOTES

- MASONRY

  - ☐ STONE MASONRY
  - ☐ FLAGSTONE PIER CAP
- METALS

  - ☐ GALVANIZED SHEET METAL HALF-ROUND (6" DIA) GUTTER (PREFINISHED) 'BRONZE'
  - ☐ GALVANIZED SHEET METAL DOWNSPOUT (6" DIA) (PREFINISHED) 'BRONZE'
  - ☐ PREFABRICATED DECORATIVE PREFINISHED CHIMNEY CAP (CHIMNEY KING #54 HACIENDA)
- WOODS & PLASTICS

  - ☐ LARGE-SECTION WOOD TRELLIS/BEAM MEMBERS (END PROFILE WHERE INDICATED)(STAIN FINISH) -
  - ☐ DECORATIVE WOOD LATTICE -
  - ☐ WOOD CORBEL @ ROOF GABLES & FLOWER BOXES -
  - ☐ WOOD FASCIA -
- THERMAL & MOISTURE PROTECTION

  - ☐ ROOF: ASPHALT SHINGLE
  - ☐ CERTAINTED LMP 'WEATHERED WOOD'
- DOORS & WINDOWS

  - ☐ \*JELDWEN\* PREMIUM VINYL WINDOWS (PER WINDOW SCHEDULE)
  - ☐ \*JELDWEN\* ALUMINUM CLAD WOOD FRENCH DOORS & LITES
  - ☐ PREFINISHED ALUMINUM VENTILATION OR MECHANICAL LOUVER (SEE MECHANICAL DRAWINGS FOR OTHER LOCATIONS THAT MIGHT NOT OTHERWISE BE REPRESENTED)
- PAINT

  - ☐ PAINT - TYPE 1
  - ☐ PAINT - TYPE 2
  - ☐ PAINT - TYPE 3
  - ☐ PAINT - TYPE 4
  - ☐ PAINT - TYPE 5

- FINISHES
- ☐ CEMENTITIOUS HORIZONTAL LAP SIDING (HARDIEPLANK OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER
  - ☐ CEMENTITIOUS WINDOW AND DOOR HEADER, JAMB AND SILL TRIM (HARDIE OR SIMILAR)
  - ☐ 3 1/2" CEMENTITIOUS TRIM AT JUNCTION OF SIDING AND CEMENT PLASTER (HARDIE OR SIMILAR)
  - ☐ ADD 5/8" CEMENTITIOUS BASE TRIM (HARDIE OR SIMILAR)
  - ☐ CEMENTITIOUS SHINGLE SIDING (HARDIESHINGLE OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER
  - ☐ 3-COAT CEMENT PLASTER SYSTEM (3/8" FINISH)(PAINT FINISH) APPLIED OVER PLYWOOD SUBSTRATE AND MANUFACTURERS RECOMMENDED BUILDING PAPER



MEMORY CARE - WEST ELEVATION



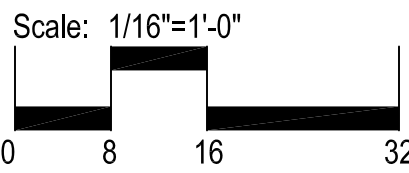
MEMORY CARE - NORTH ELEVATION



MEMORY CARE - EAST ELEVATION



MEMORY CARE - SOUTH ELEVATION







HARDIESHINGLE SIDING



HARDIEPLANK LAP SIDING



STONE MASONRY

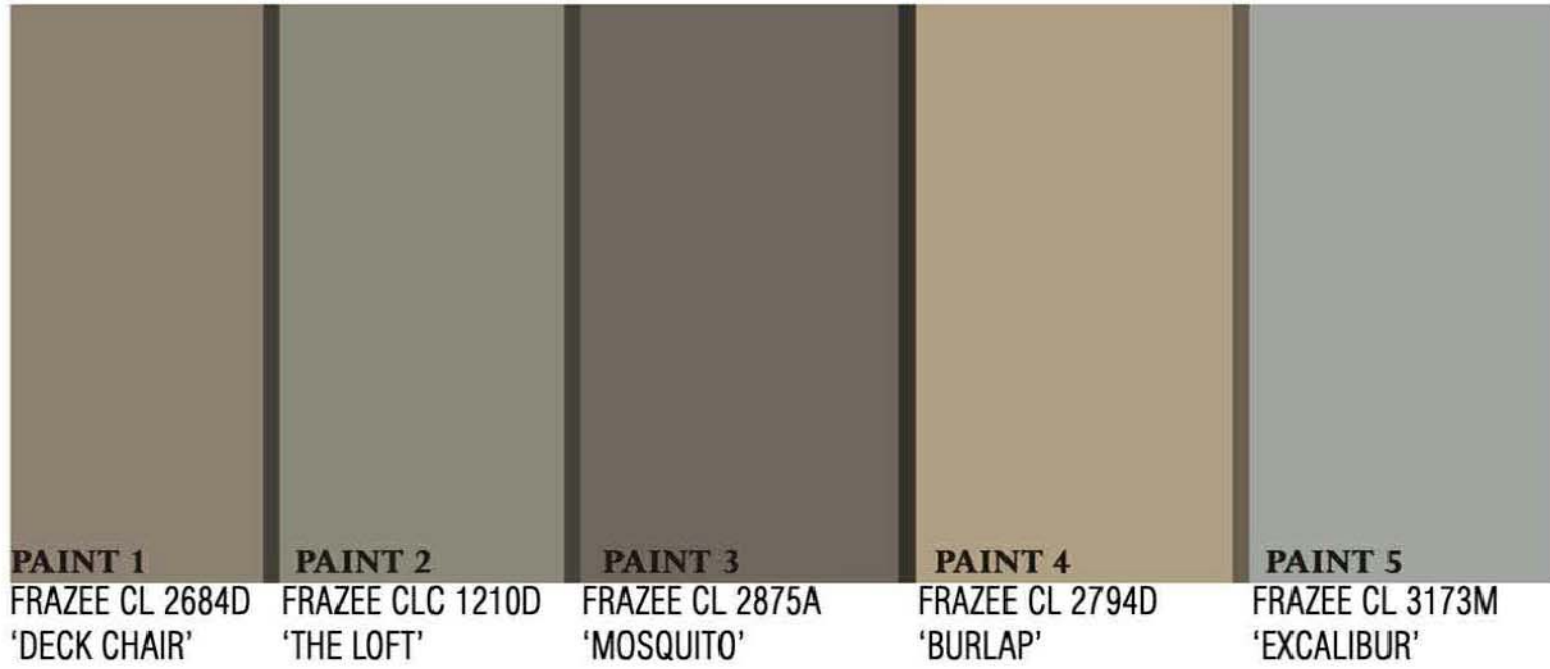


ROOF-ASPHALT SHINGLE  
'WEATHERED WOOD'

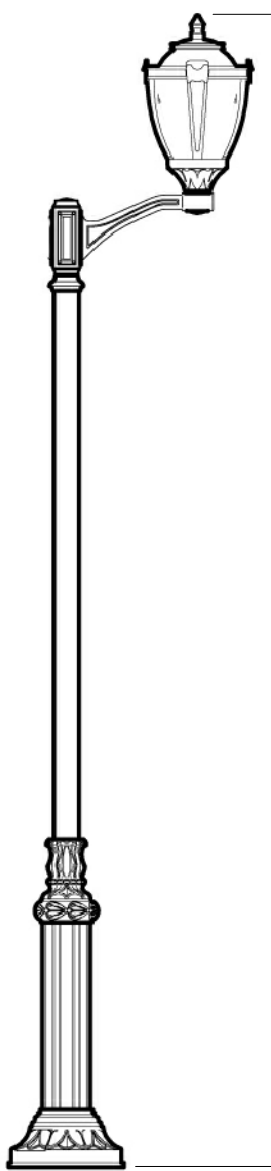


JELDWEN SINGLE-HUNG  
WINDOWS-HARTFORD GREEN

ALL TRIM/FASCIA  
FRAZEE CL 2887N  
'MERCURY'



**PAINT 1** FRAZEE CL 2684D 'DECK CHAIR'  
**PAINT 2** FRAZEE CLC 1210D 'THE LOFT'  
**PAINT 3** FRAZEE CL 2875A 'MOSQUITO'  
**PAINT 4** FRAZEE CL 2794D 'BURLAP'  
**PAINT 5** FRAZEE CL 3173M 'EXCALIBUR'



BASIS OF DESIGN: ELA, INC. 'MEDITERRANEAN'  
MED14-H2-40LED-DSFG  
POST: 3" DIA. SHAFT  
POST BASE: P-3026  
CROSS ARM: CR-353A

CONCEPT COLOR AND MATERIAL BOARD (SEPARATE EXHIBIT ATTACHED)

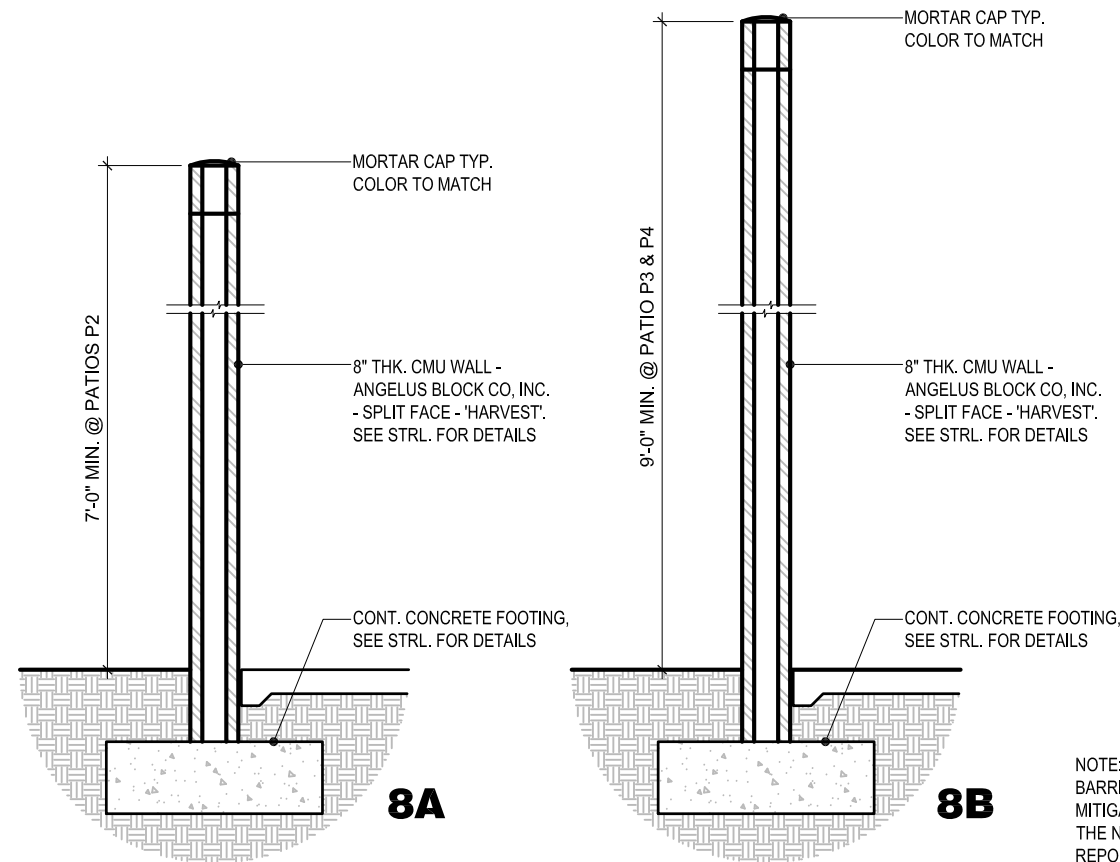
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4

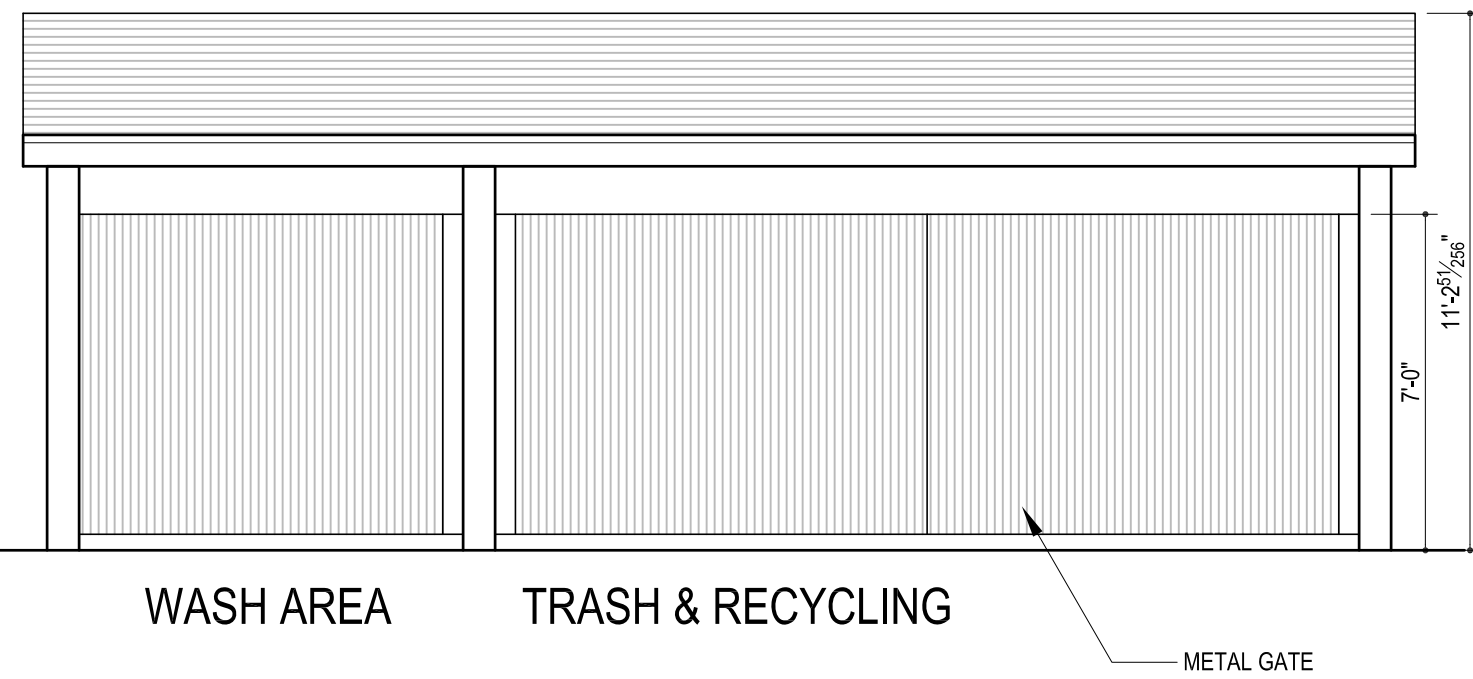
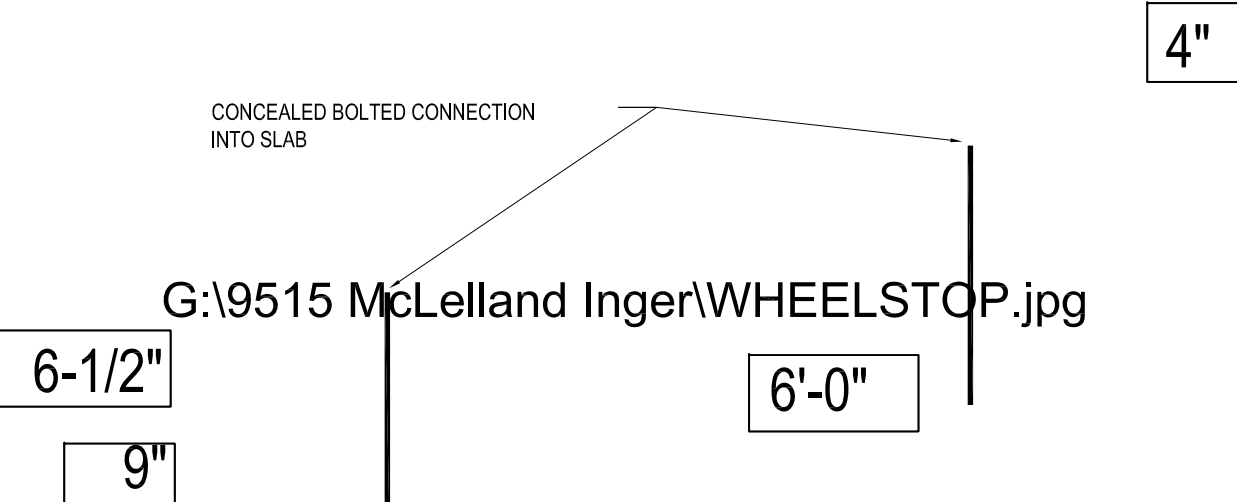
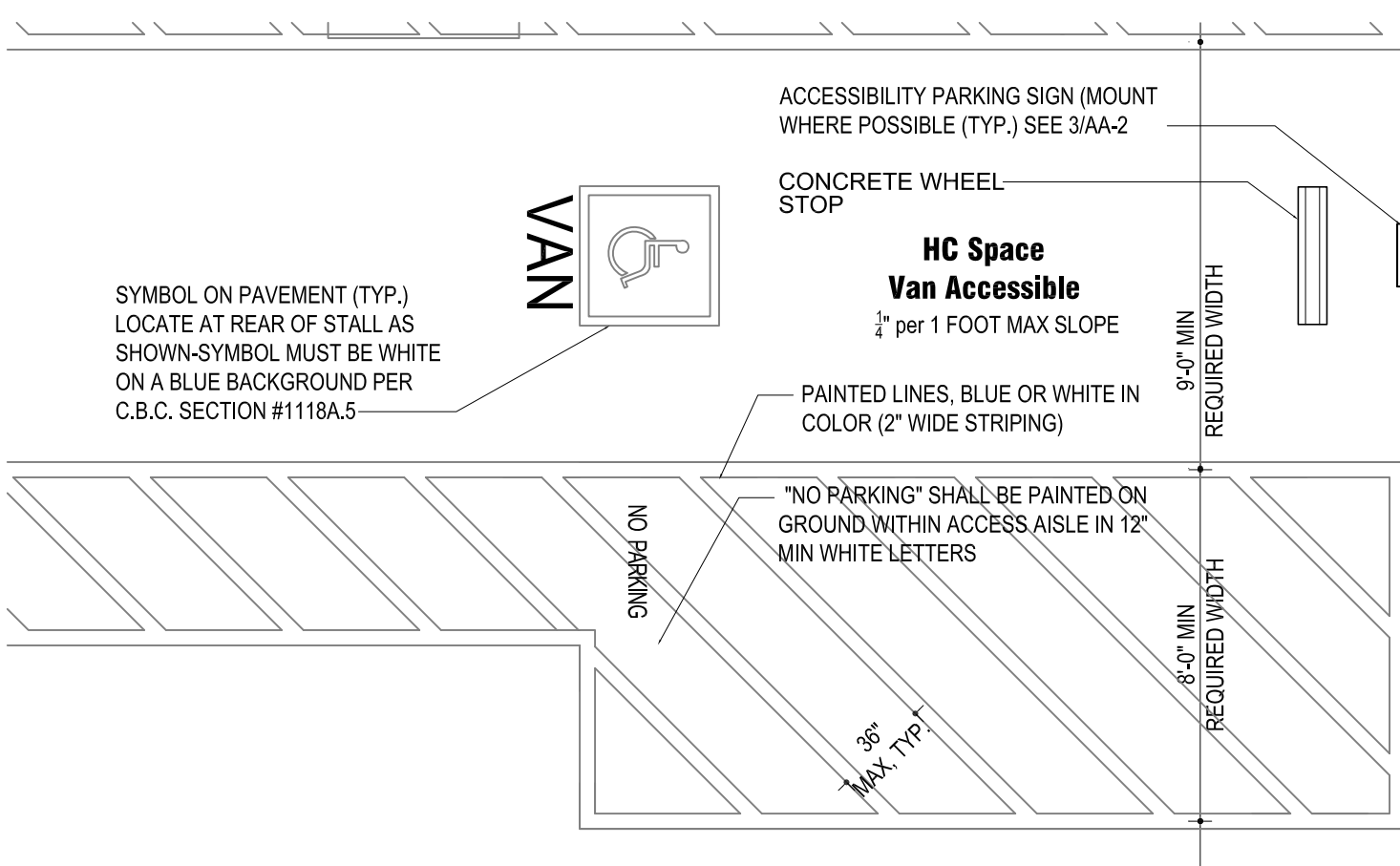
PARKING LIGHT FIXTURE

1/2"=1'-0"

3



NOTE: BARRIER HEIGHT NOTED IS BASED ON MITIGATION METHODS PROPOSED WITH THE NOISE AND VIBRATION ASSESSMENT REPORT BY ILLINGWORTH & RODRIGUEZ, INC. FOR PATIOS P2, P3 & P4.



SOUND BARRIER AT OUTDOOR PATIOS

3/8"=1'-0"

8

ACCESSIBLE PARKING STALL

1/4"=1'-0"

6

TYPICAL WHEEL STOP

3/4"=1'-0"

5

TRASH & RECYCLING ENCLOSURE DETAIL

1/4"=1'-0"

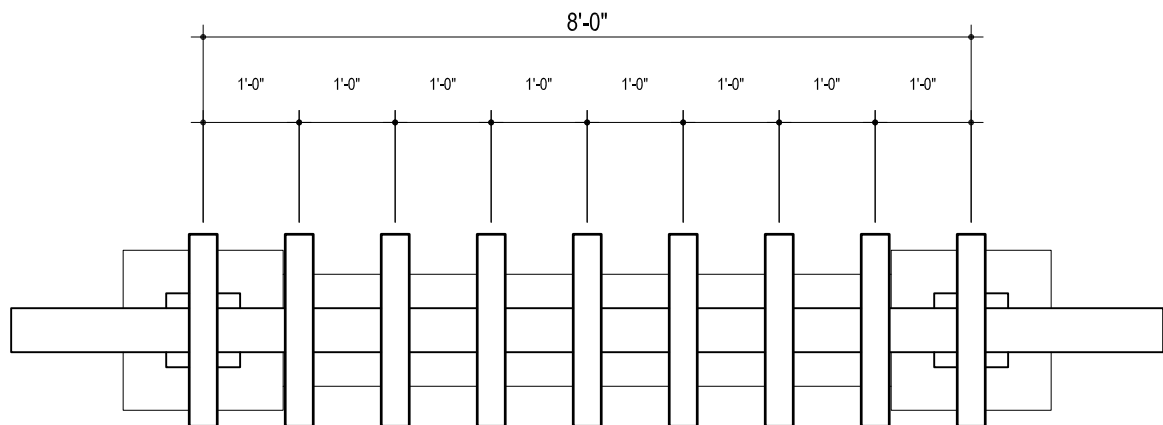
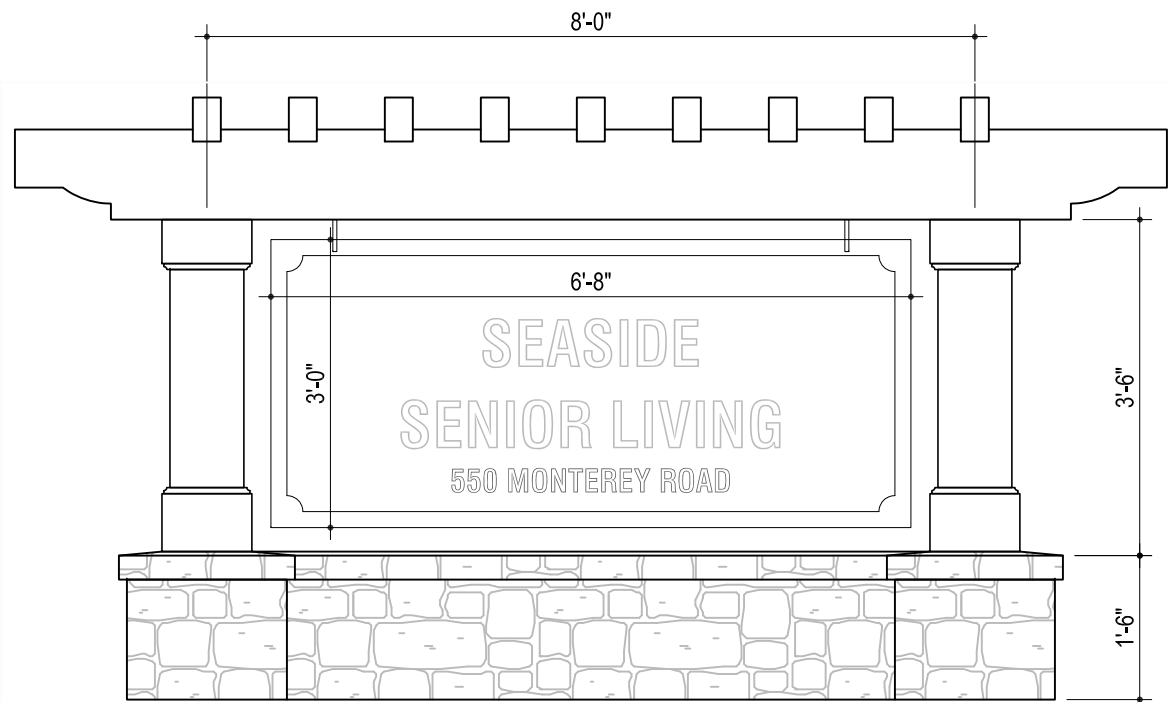
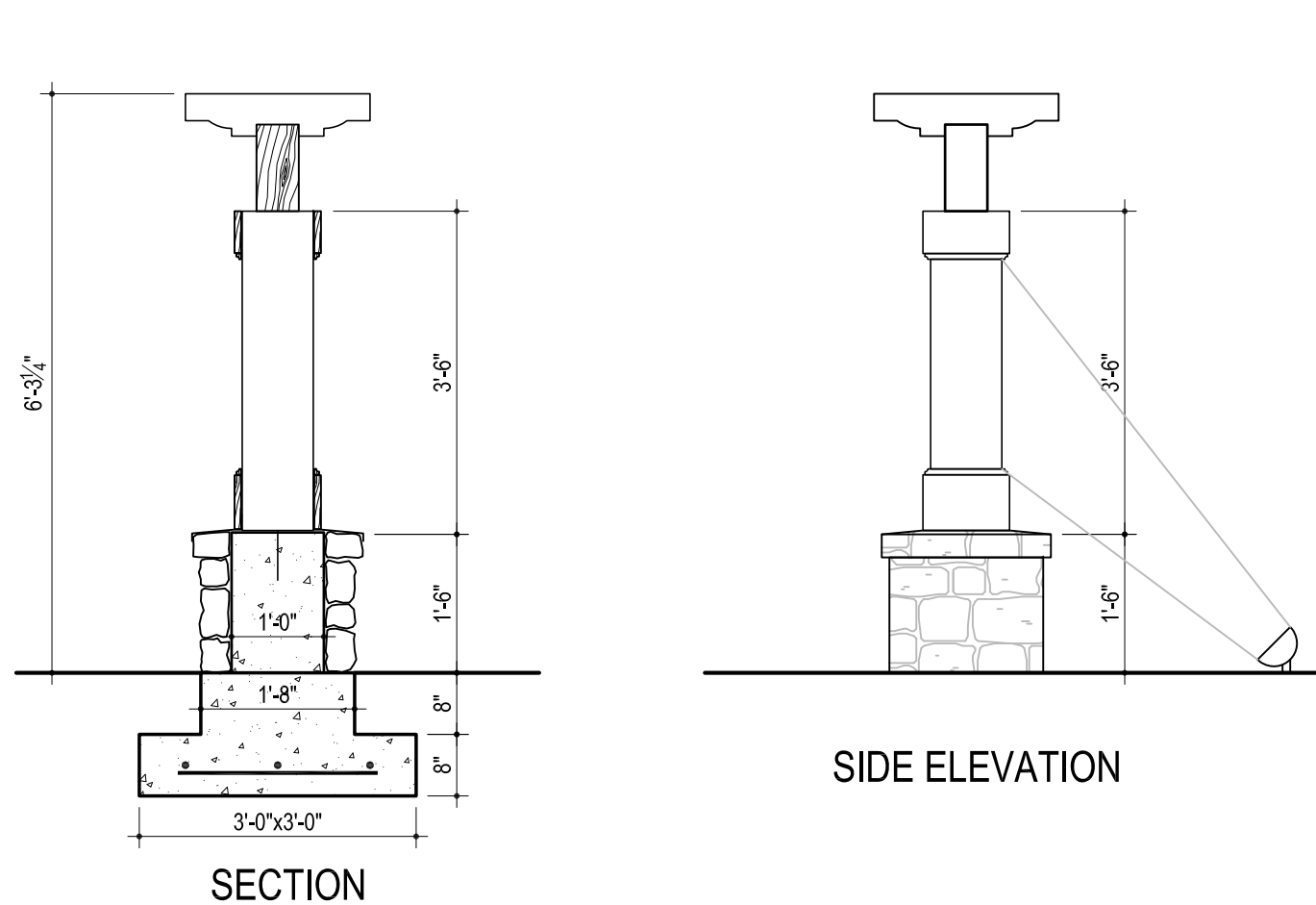
2



ASSISTED LIVING ENTRY ELEVATION

3/16"=1'-0"

7



FRONT ELEVATION

SIDE ELEVATION

SECTION

MONUMENT SIGN PLAN

MONUMENT SIGN DETAILS

1/2"=1'-0"

1

Hochhauser  
Blatter

ARCHITECTURE  
AND PLANNING

122 E. ARRELLAGA  
SANTA BARBARA  
CALIFORNIA 93101  
805 962 2746

SEASIDE SENIOR LIVING, LLC

550 MONTEREY ROAD  
SEASIDE, CA 93955

APN: 031-141-004

| DATE       | ISSUANCE OR REVISION                         |
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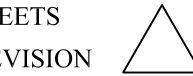
SHEET CONTENTS  
MONUMENT SIGN & DETAILS

PROJECT No: 9714

SHEET

A3.3

OF ALL SHEETS  
LATEST REVISION





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SHEET CONTENTS  
SENIOR CO-HOUSING:  
FLOOR PLANS, ROOF  
PLAN AND EXTERIOR  
ELEVATIONS

PROJECT No: 9714

SHEET

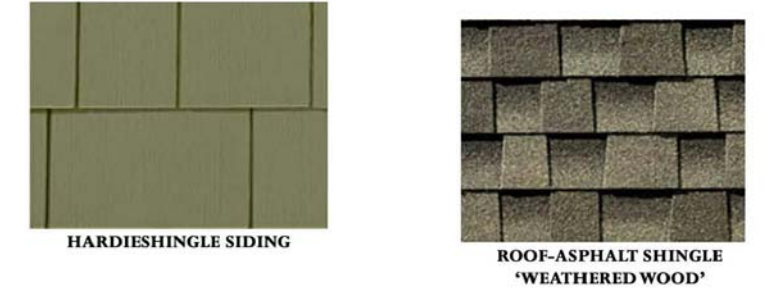
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OF ALL SHEETS  
LATEST REVISION

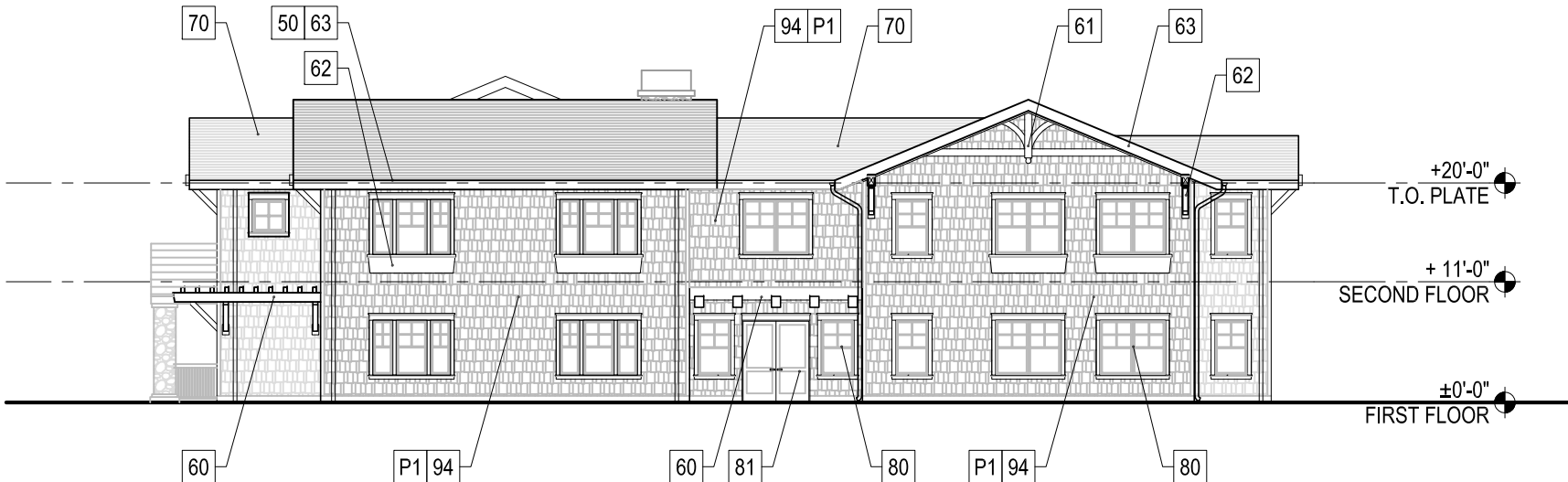
### EXTERIOR ELEVATION KEYNOTES

| MASONRY                                                                                                                                        | PAINT             |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 40 STONE MASONRY                                                                                                                               | P1 PAINT - TYPE 1 |
| 41 FLAGSTONE PIER CAP                                                                                                                          | P2 PAINT - TYPE 2 |
|                                                                                                                                                | P3 PAINT - TYPE 3 |
|                                                                                                                                                | P4 PAINT - TYPE 4 |
|                                                                                                                                                | P5 PAINT - TYPE 5 |
| METALS                                                                                                                                         |                   |
| 50 GALVANIZED SHEET METAL HALF-ROUND (5" DIA) GUTTER (PREFINISHED) 'BRONZE'                                                                    |                   |
| 51 GALVANIZED SHEET METAL DOWNSPOUT (5" DIA) (PREFINISHED) 'BRONZE'                                                                            |                   |
| 52 PREFABRICATED DECORATIVE PREFINISHED CHIMNEY CAP ('CHIMNEY KING' #54 HACIENDA)                                                              |                   |
| WOODS & PLASTICS                                                                                                                               |                   |
| 60 LARGE-SECTION WOOD TRELLIS/BEAM MEMBERS (END PROFILE WHERE INDICATED)(STAIN FINISH) -                                                       |                   |
| 61 DECORATIVE WOOD LATTICE -                                                                                                                   |                   |
| 62 WOOD CORBEL @ ROOF GABLES & FLOWER BOXES -                                                                                                  |                   |
| 63 WOOD FASCIA -                                                                                                                               |                   |
| THERMAL & MOISTURE PROTECTION                                                                                                                  |                   |
| 70 ROOF: ASPHALT SHINGLE<br>CERTAINTED LMP 'WEATHERED WOOD'                                                                                    |                   |
| DOORS & WINDOWS                                                                                                                                |                   |
| 80 'JELDWEN' PREMIUM VINYL WINDOWS (PER WINDOW SCHEDULE)                                                                                       |                   |
| 81 'JELDWEN' ALUMINUM CLAD WOOD FRENCH DOORS & LITES                                                                                           |                   |
| 82 PREFINISHED ALUMINUM VENTILATION OR MECHANICAL LOUVER (SEE MECHANICAL DRAWINGS FOR OTHER LOCATIONS THAT MIGHT NOT OTHERWISE BE REPRESENTED) |                   |

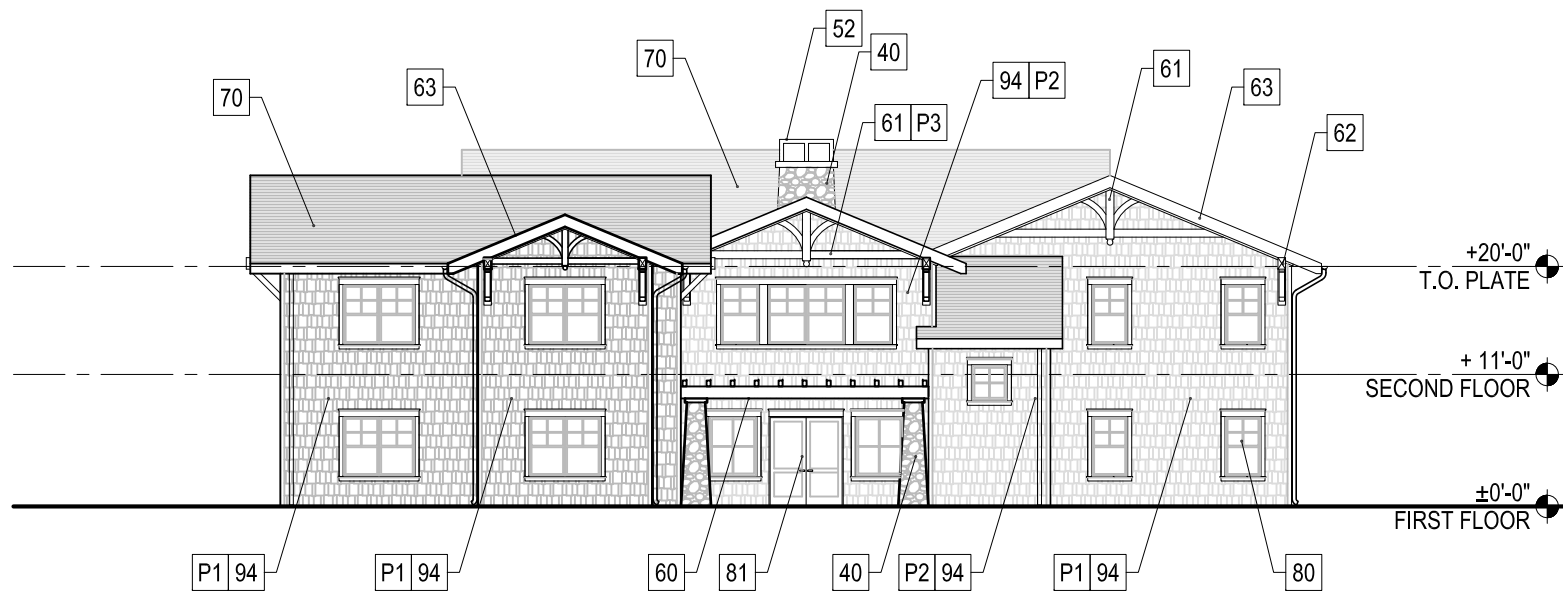
| FINISHES                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 90 CEMENTITIOUS HORIZONTAL LAP SIDING (HARDIEPLANK OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER) |
| 91 CEMENTITIOUS WINDOW AND DOOR HEADER, JAMB AND SILL TRIM (HARDIE OR SIMILAR)                                                                |
| 92 3/2" CEMENTITIOUS TRIM AT JUNCTION OF SIDING AND CEMENT PLASTER (HARDIE OR SIMILAR)                                                        |
| 93 ADD 5/2" CEMENTITIOUS BASE TRIM (HARDIE OR SIMILAR)                                                                                        |
| 94 CEMENTITIOUS SHINGLE SIDING (HARDIESHINGLE OR SIMILAR APPLIED OVER DENGGLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER)      |
| 95 3-COAT CEMENT PLASTER SYSTEM (2% FINISH)(PAINT FINISH) APPLIED OVER PLYWOOD SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER        |



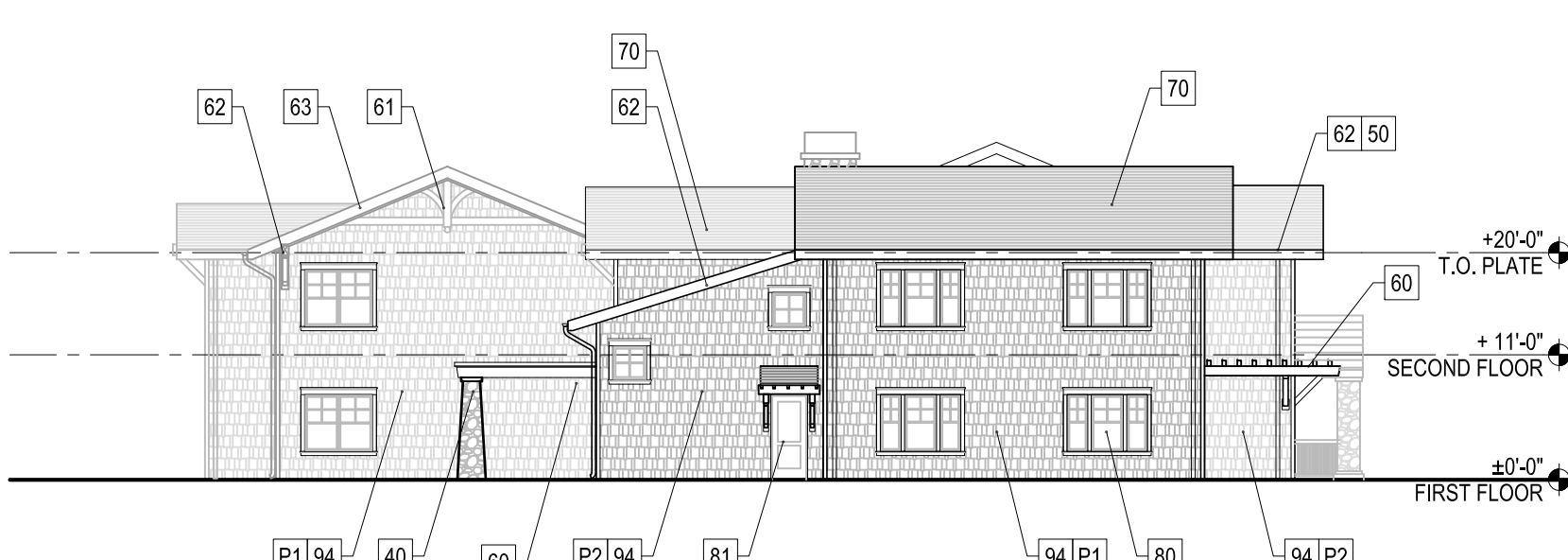
EAST ELEVATION



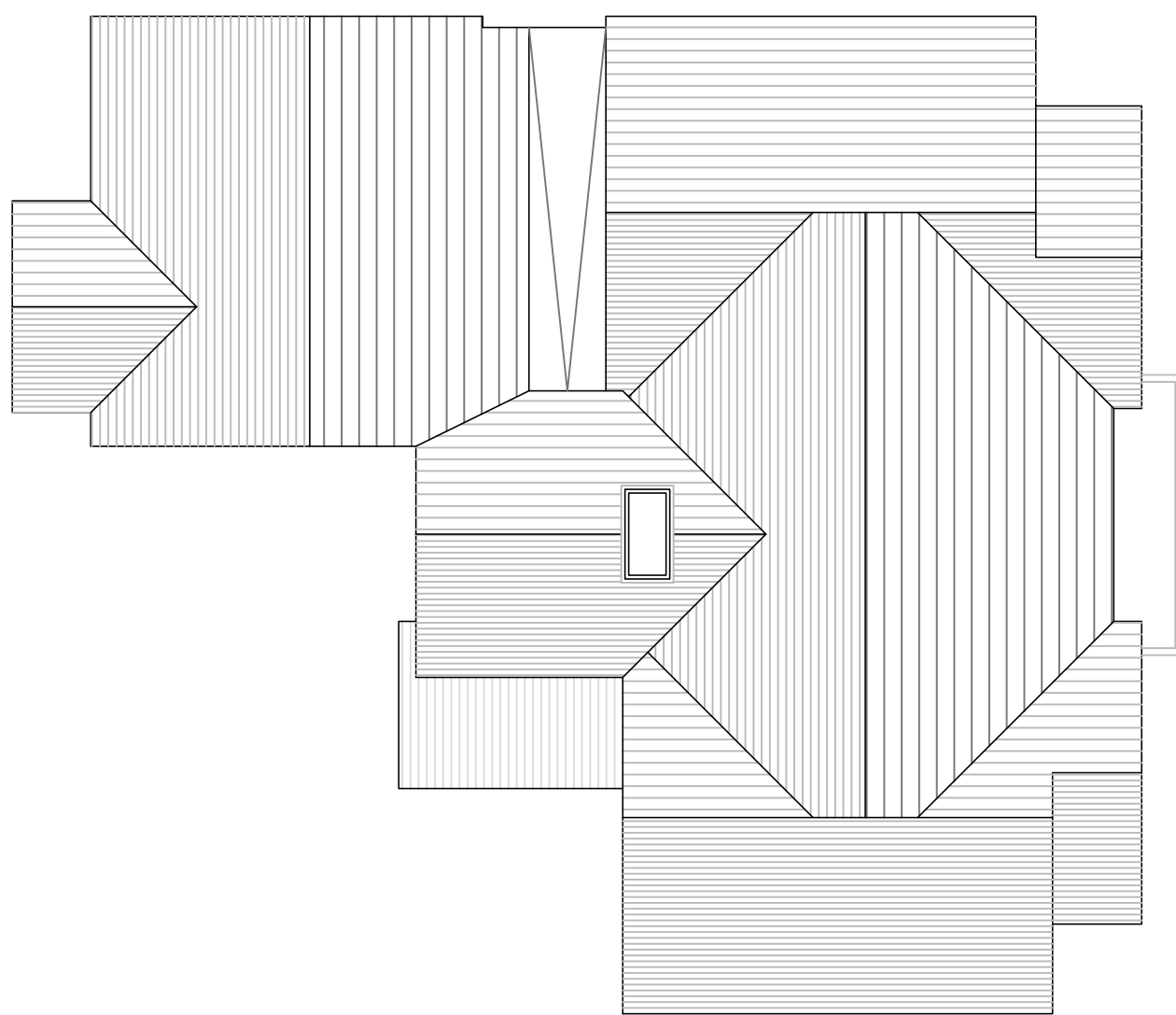
NORTH ELEVATION



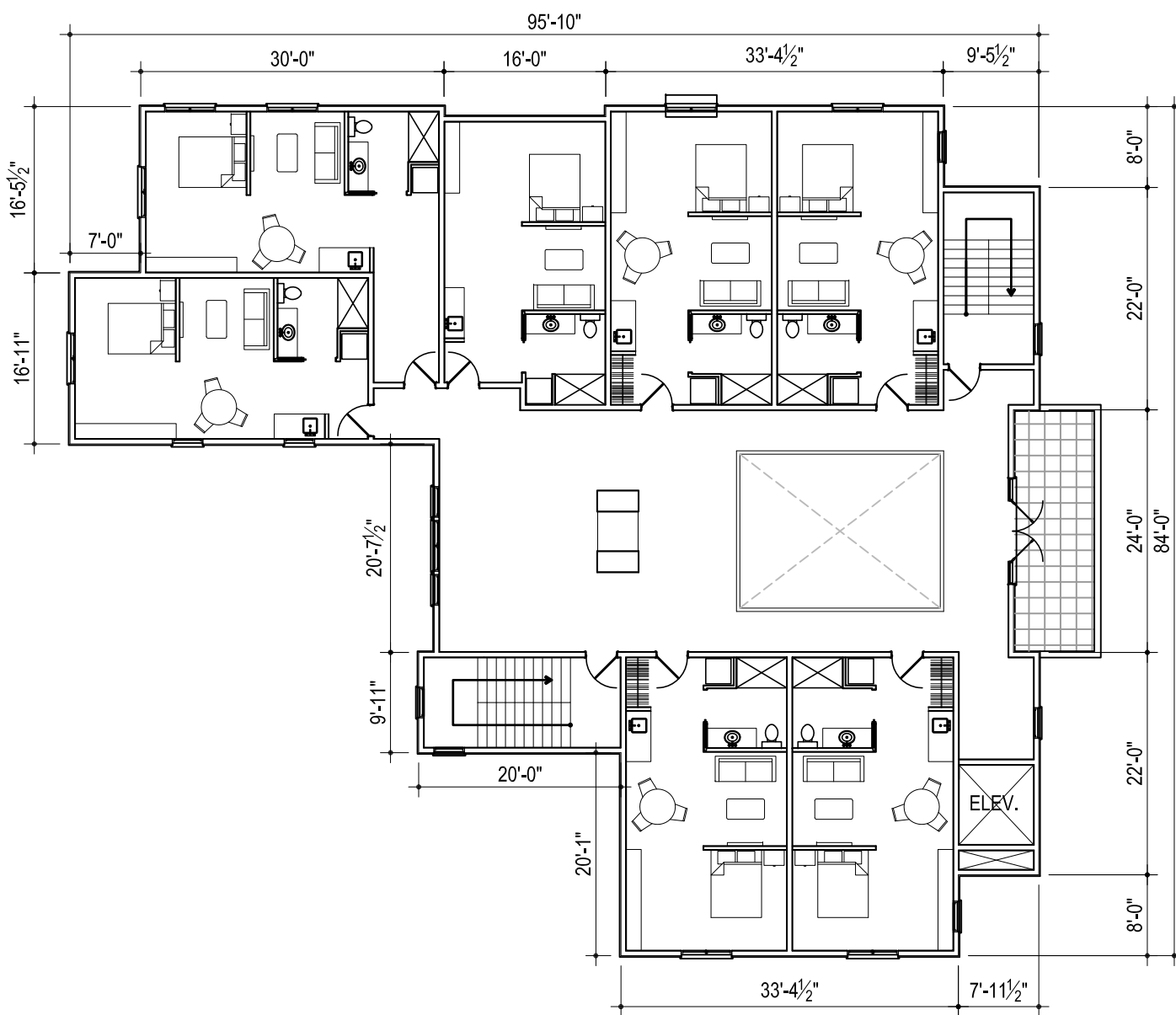
WEST ELEVATION



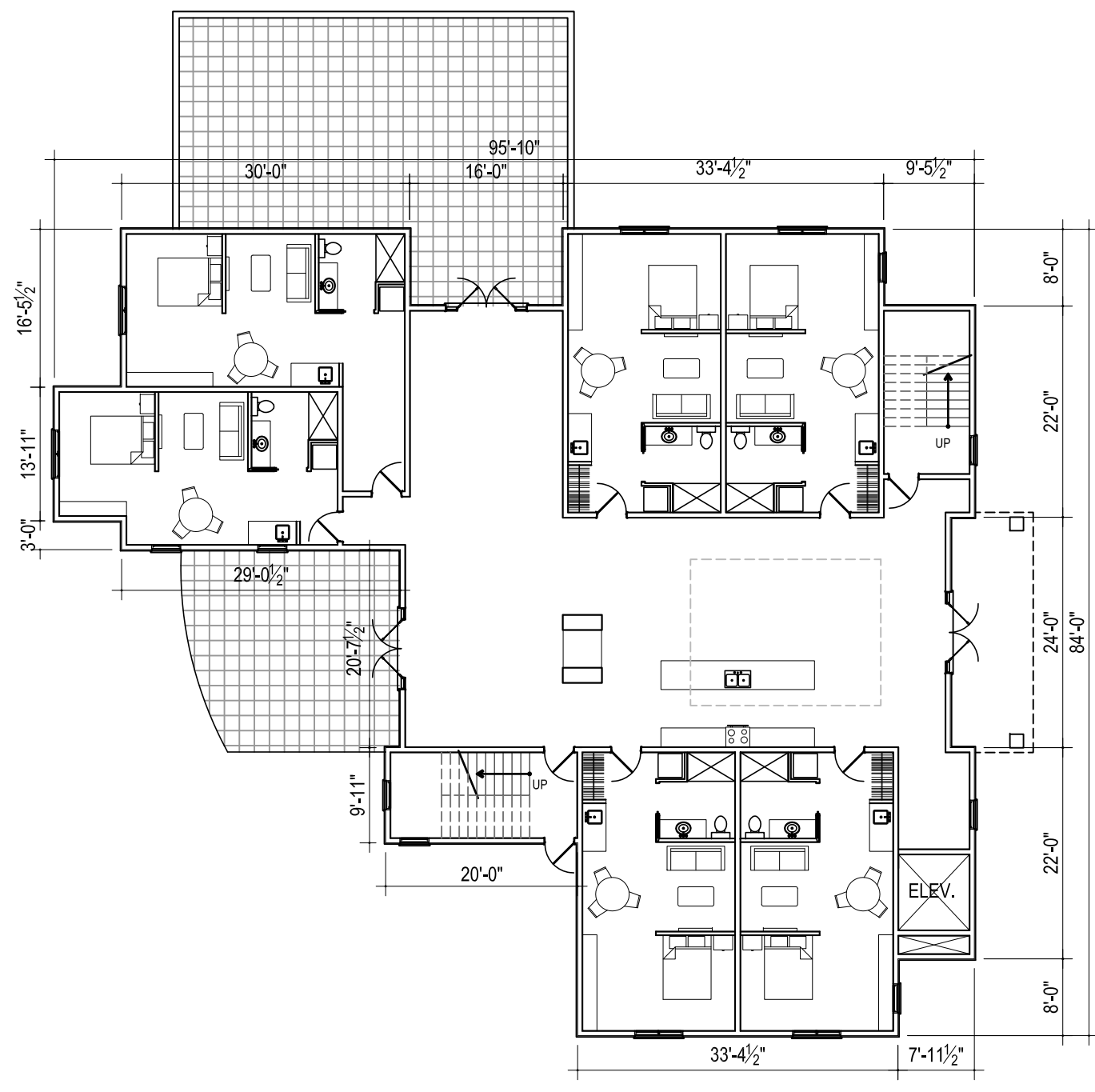
SOUTH ELEVATION



ROOF PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

Scale: 1/16"=1'-0"

0 8 16 32





EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

EXTERIOR ELEVATION KEYNOTES

- MASONRY

STONE MASONRY

FLAGSTONE PIER CAP
- METALS

GALVANIZED SHEET METAL HALF-ROUND (5" DIA) GUTTER (PREFINISHED) 'BRONZE'

GALVANIZED SHEET METAL DOWNSPOUT (5" DIA) (PREFINISHED) 'BRONZE'

PREFABRICATED DECORATIVE PREFINISHED CHIMNEY CAP (CHIMNEY KING #54 HACIENDA)
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DECORATIVE WOOD LATTICE -

WOOD CORBEL @ ROOF GABLES & FLOWER BOXES -

WOOD FASCIA -
- THERMAL & MOISTURE PROTECTION

ROOF: ASPHALT SHINGLE

CERTAINTED LMP 'WEATHERED WOOD'
- DOORS & WINDOWS

\*JELDWEN® PREMIUM VINYL WINDOWS (PER WINDOW SCHEDULE)

\*JELDWEN® ALUMINUM CLAD WOOD FRENCH DOORS & LITES

PREFINISHED ALUMINUM VENTILATION OR MECHANICAL LOUVER (SEE MECHANICAL DRAWINGS FOR OTHER LOCATIONS THAT MIGHT NOT OTHERWISE BE REPRESENTED)

- FINISHES

CEMENTITIOUS HORIZONTAL LAP SIDING (HARDIEPLANK OR SIMILAR APPLIED OVER DENGSLASS SUBSTRATE AND MANUFACTURER'S RECOMMENDED BUILDING PAPER

CEMENTITIOUS WINDOW AND DOOR HEADER, JAMB AND SILL TRIM (HARDIE OR SIMILAR)

3 1/2" CEMENTITIOUS TRIM AT JUNCTION OF SIDING AND CEMENT PLASTER (HARDIE OR SIMILAR)

ADD 5 1/2" CEMENTITIOUS BASE TRIM (HARDIE OR SIMILAR)

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3-COAT CEMENT PLASTER SYSTEM (3/8" FINISH)(PAINT FINISH) APPLIED OVER PLYWOOD SUBSTRATE AND MANUFACTURERS RECOMMENDED BUILDING PAPER

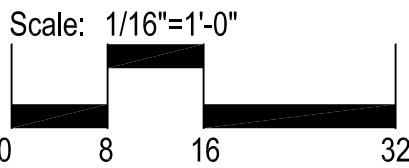


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SHEET CONTENTS  
SENIOR CO-HOUSING:  
FLOOR PLANS, ROOF  
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ELEVATIONS

PROJECT No: 9714







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|            |                                                 |
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ENLARGED  
UNIT PLANS

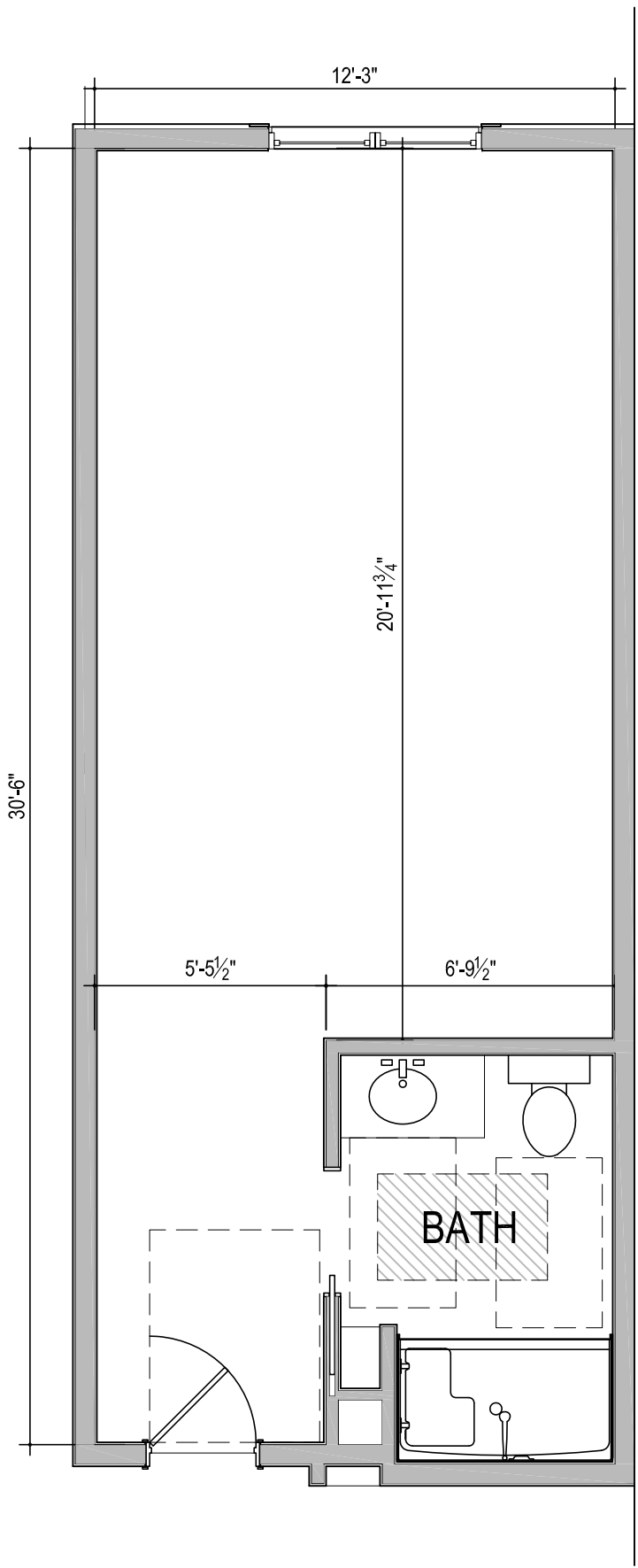
PROJECT No: 9714

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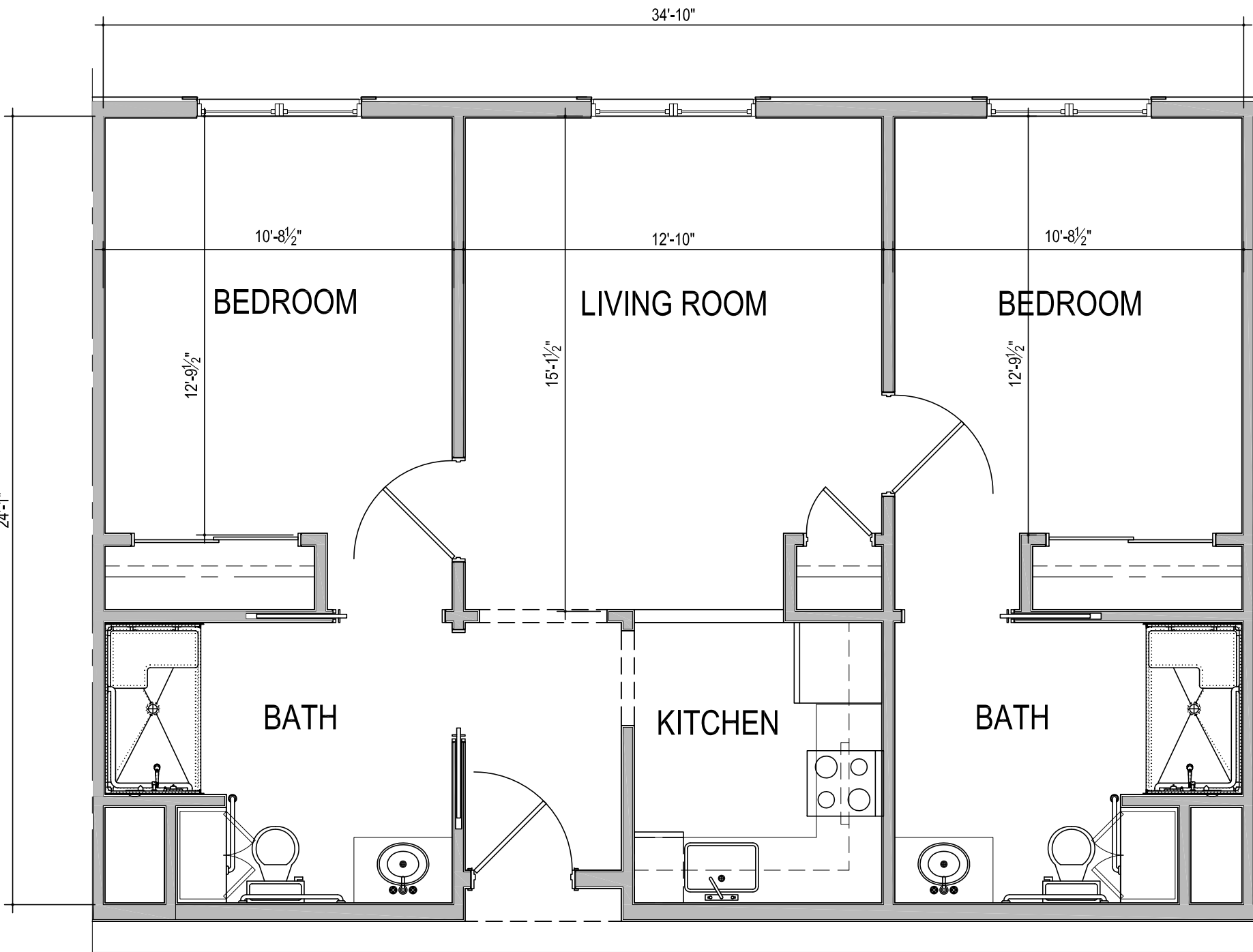
A5.1  
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LATEST REVISION



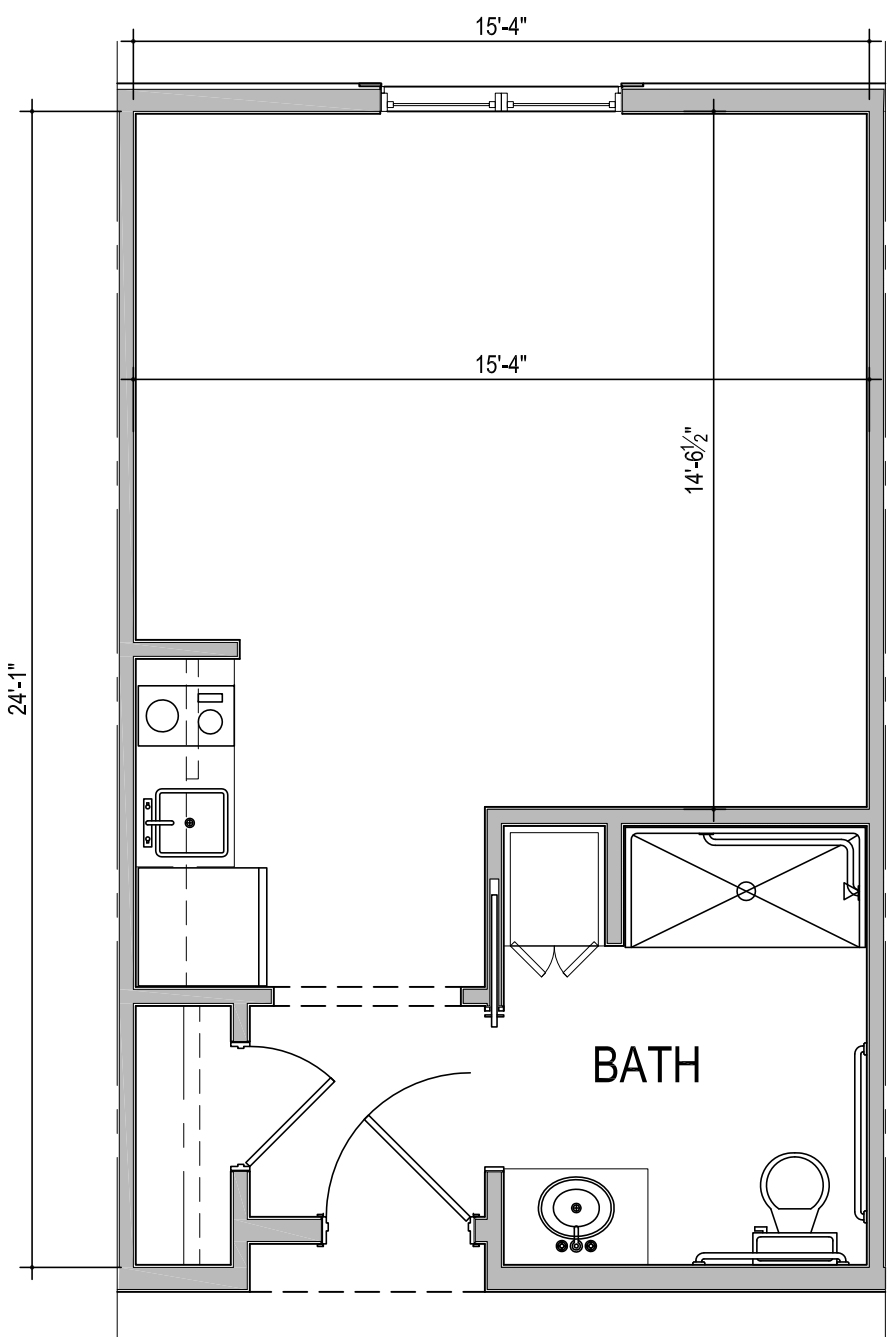
TYPICAL 1-BEDROOM UNIT  
(ALF)



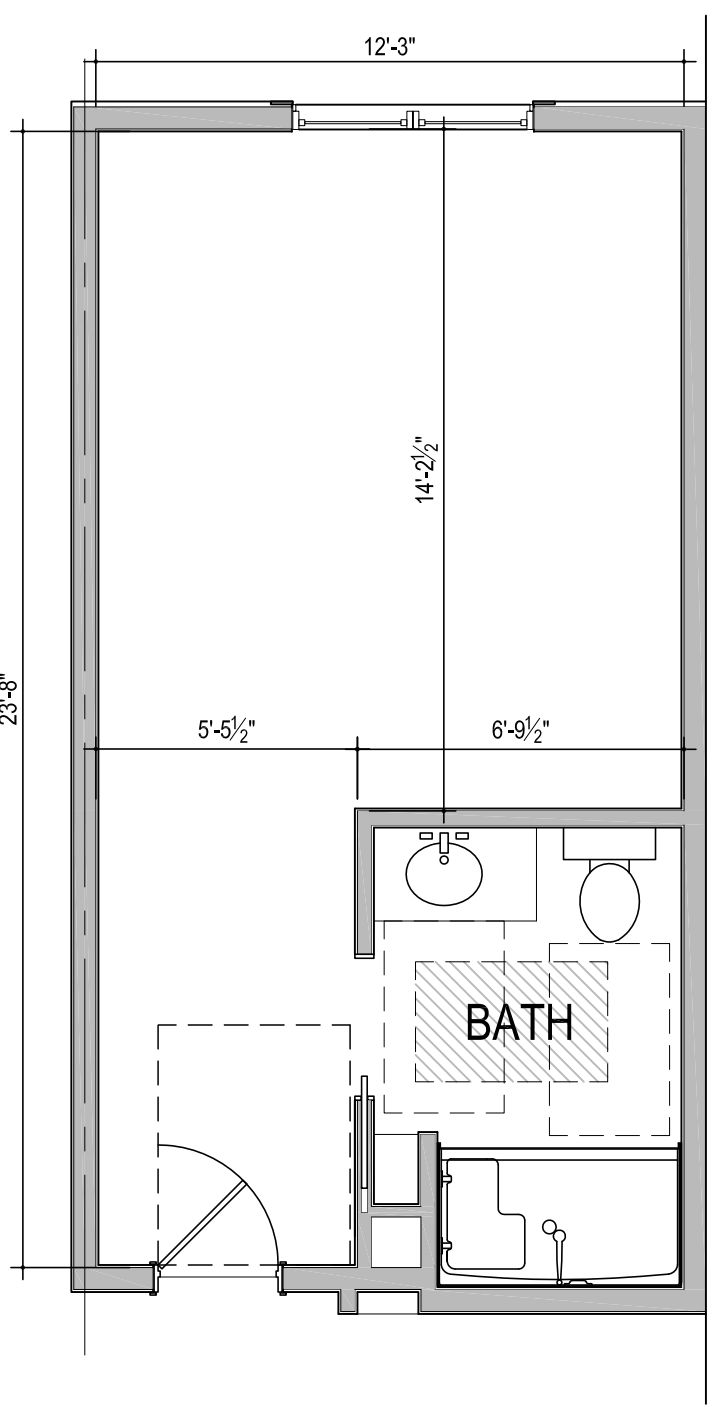
TYPICAL STUDIO UNIT TYPE 2  
(MC)



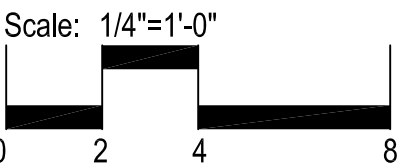
TYPICAL 2-BEDROOM UNIT  
(ALF)



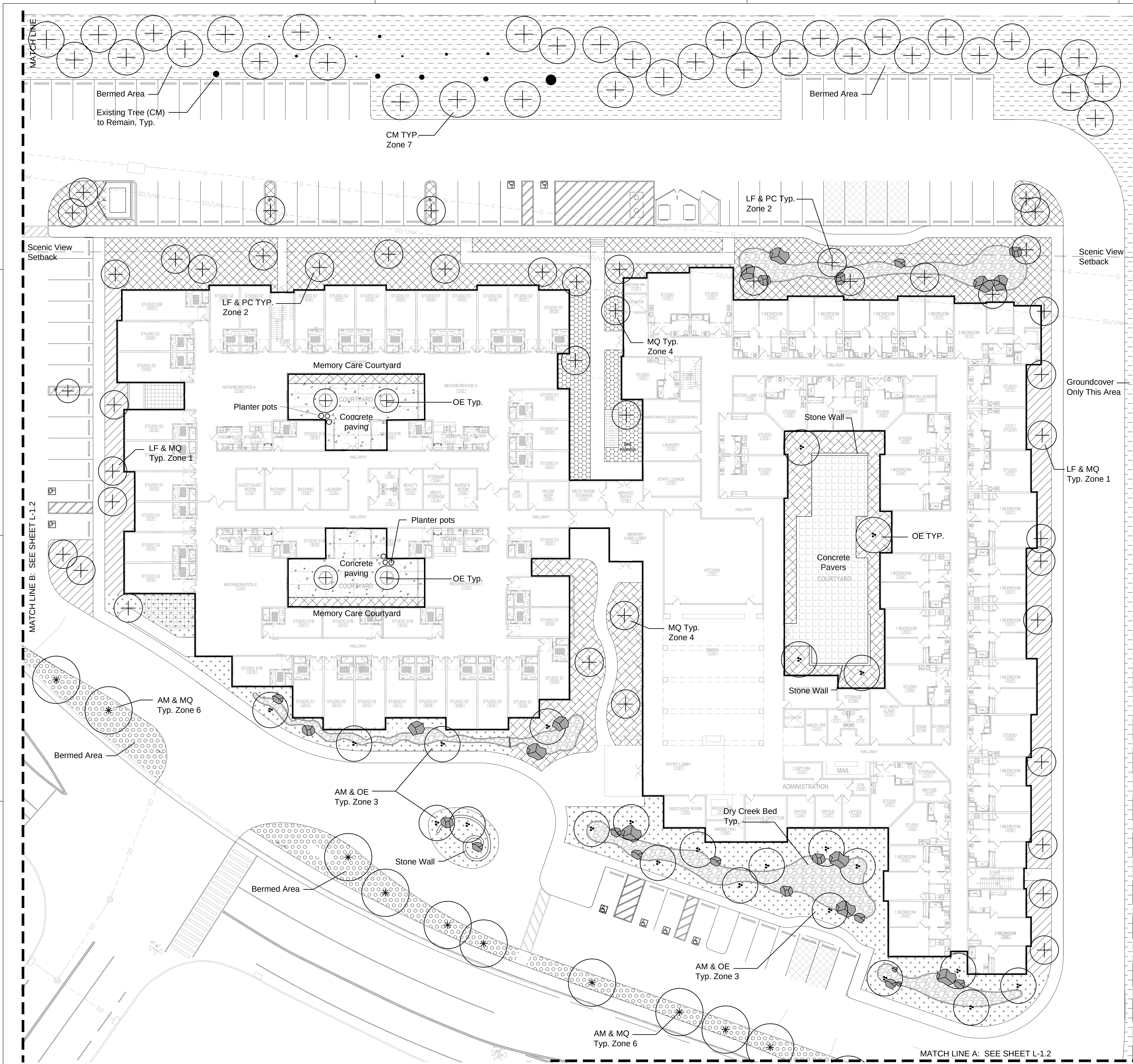
TYPICAL STUDIO UNIT  
(ALF)



TYPICAL STUDIO UNIT TYPE 1  
(MC)







TREE INVENTORY AND MITIGATION SUMMARY

Per Zoning Ordinance Section 17.30.40 (&a and 7b) and the City's Tree ordinance, Municipal Code Chapter 8.5, The City of Seaside requires any mature tree removed to be replaced at a 1:1 ratio. Below tabulation shows how this requirement is met.

| COMMON NAME                   | BOTANICAL NAME       | QUANTITY |
|-------------------------------|----------------------|----------|
| TREES CURRENTLY ON SITE       |                      |          |
| Monterey Cypress              | Cupressus macrocarpa | 94       |
| Blue Gum Eucalyptus           | Eucalyptus globulus  | 3        |
| Total Number of Trees on Site |                      | 97       |

|                                |                      |    |
|--------------------------------|----------------------|----|
| TREES RETAINED ON SITE         |                      |    |
| Monterey Cypress               | Cupressus macrocarpa | 13 |
| Total Number of Trees Retained |                      | 13 |

|                               |                      |    |
|-------------------------------|----------------------|----|
| TREES REMOVED FROM SITE       |                      |    |
| Monterey Cypress              | Cupressus macrocarpa | 81 |
| Blue Gum Eucalyptus           | Eucalyptus globulus  | 3  |
| Total Number of Trees Removed |                      | 84 |

|                                              |  |    |
|----------------------------------------------|--|----|
| TREES REPLACED PER ORDINANCE RATIO           |  |    |
| Monterey Cypress Replaced with same Species  |  | 63 |
| Monterey Cypress Replaced with other Species |  | 18 |
| Eucalyptus Replaced with other Species       |  | 3  |
| Total Number of Trees Replaced               |  | 84 |

|                                                    |  |     |
|----------------------------------------------------|--|-----|
| TREES INSTALLED PER LANDSCAPE PLAN                 |  |     |
| Replacement Trees as shown Above                   |  | 84  |
| Additional Other Species Intalled                  |  | 77  |
| Total Number of Trees Installed per Landscape Plan |  | 174 |

IRRIGATION NOTES

- IRRIGATION PLAN WILL BE INCLUDED WITH CONSTRUCTION DRAWINGS.  
PER AB 1881 THE IRRIGATION DESIGN WILL INCLUDE:
1. IRRIGATION SYSTEM WILL CONNECT TO NEW POINT OF CONNECTION
  2. A SOIL MANAGEMENT REPORT ANALYSIS OF THE EXISTING SITE SOIL WITH SITE SPECIFIC RECOMMENDATIONS
  3. A SYSTEM DESIGNED TO THE RECORDED STATIC PRESSURE AVAILABLE ONSITE
  4. AUTOMATIC IRRIGATION CONTROLLER WITH EVAPOTRANSPIRATION DATA AND RAIN SENSORS
  5. THE SYSTEM WILL BE DESIGNED TO PREVENT RUNOFF AND OVERSPRAY
  6. THE SYSTEM WILL BE DESIGNED PER HYDROZONES AS ESTABLISHED FROM THE PLANTING PLAN
  7. ALL SPRINKLER HEADS WILL BE MATCHED PRECIPITATION
  8. NO OVERHEAD SPRAY WILL BE USED IN AREAS LESS THAN 8' IN WIDTH
  9. OVERHEAD IRRIGATION WILL BE SET BACK 24" FROM NON-PERMEABLE SURFACES
  10. IRRIGATION DISTRIBUTION WILL BE THROUGH A MIX OF:
    - 10.1 LOW FLOW, HIGH-EFFICIENCY SPRAY NOZZLES - HUNTER MP ROTATORS OR RAINBIRD ROTARY SPRAYS
    - 10.2 POINT SOURCE DRIP- RAINBIRD OR SALCO DRIP EMITTERS
    - 10.3 SUBSURFACE DRIP - NETAFIM
    - 10.4 BUBBLERS - RAINBIRD OR TORO

SEE SHEET L1.3 FOR NOTES AND PLANTING LEGEND



**bfs** LANDSCAPE ARCHITECTS  
425 PACIFIC STREET #201  
MONTEREY, CALIFORNIA 93940  
831.646.1383 • BFS@BFLA.COM

Hochhauser  
Blatter

ARCHITECTURE  
AND PLANNING

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SEASIDE SENIOR LIVING, LLC

550 MONTEREY ROAD  
SEASIDE, CA 93955

APN: 031-141-004

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| 05/04/2015 | REVISED SUBMISSION                           |
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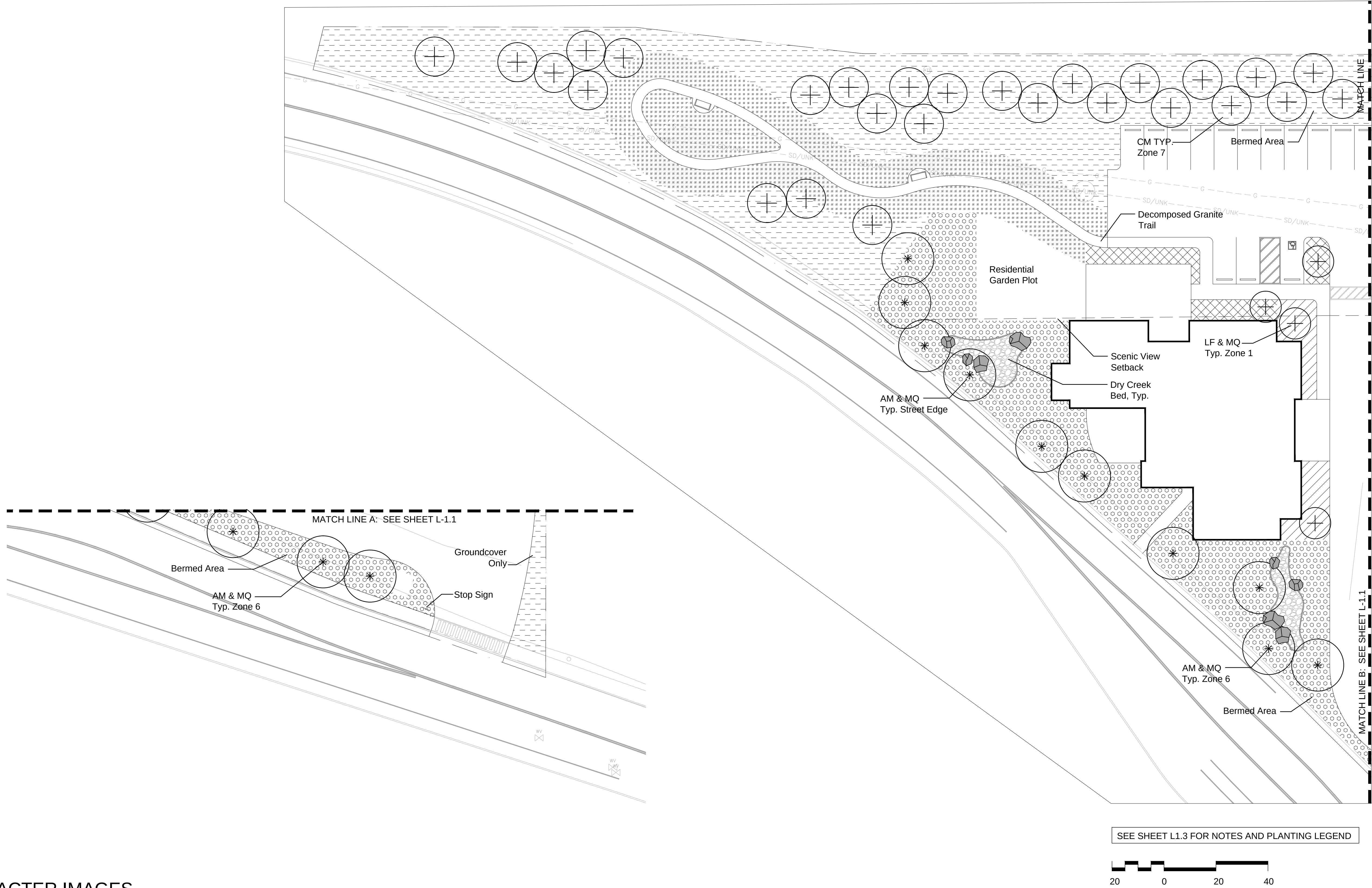


NORTH



PROJECT NORTH

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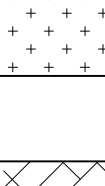
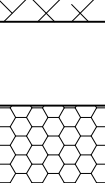
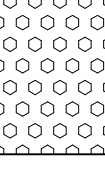
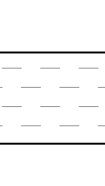
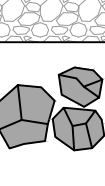
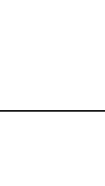


PLANT LEGEND

| WUCOLS RATING*      |    | BOTANICAL NAME                         | COMMON NAME                | SIZE            |
|---------------------|----|----------------------------------------|----------------------------|-----------------|
| <u>Trees</u>        |    |                                        |                            |                 |
| L                   | AM | Arbutus marina                         | NCN                        | 24" box-multi   |
| M                   | CM | Cupressus macrocarpa                   | Monterey Cypress           | 1, 5, 15 Gal.   |
| L                   | LF | Lyonothamnus floribundus asplenifolius | Fernleaf Catalina Ironwood | 15 Gal.         |
| L                   | MQ | Melaleuca quinquenervia                | Cajeput Tree               | 15 Gal.         |
| L                   | OE | Olea europaea 'Swan Hill'              | Fruitless Olive            | 24" box-multi   |
| M                   | PC | Pinus contorta                         | Beach Pine                 | 24" box         |
| <u>Shrubs</u>       |    |                                        |                            |                 |
| L                   | Al | Achillea millefolium                   | Common Yarrow              | 1 Gal.          |
| L                   | Ad | Arctostaphylos 'Dr Hurd'               | Manzanita                  | 5 Gal.          |
| VL                  | Ac | Artemesia californica 'Canyon Gray'    | California Sagebrush       | 1 Gal.          |
| L                   | Cs | Ceanothus 'Skylark'                    | Wild Lilac                 | 5 Gal.          |
| L                   | Cl | Cistus salvifolius 'Prostratus'        | Sageleaf Rockrose          | 5 Gal.          |
| L                   | Dv | Dodonea viscosa                        | Hop Bush                   | 15 Gal.         |
| L                   | Es | Echeveria sp.                          | Hens and chickens          | 1 Gal.          |
| VL                  | Fk | Fremontodendron 'Ken Taylor'           | Flannel Bush               | 5 Gal.          |
| L                   | Lm | Lavatera maritima                      | Bush Mallow                | 5 Gal.          |
| L                   | Lv | Lavendula sp.                          | Lavender                   | 1 Gal.          |
| L                   | Le | Leucodendron sp.                       | Leucodendron               | 5 Gal.          |
| L                   | Lp | Limonium perezii                       | Statice                    | 1 Gal.          |
| L                   | Mn | Melaleuca nesophila                    | Pink Melaleuca             | 15 Gal.         |
| L                   | Ph | Phormium sp.                           | New Zealand Flax           | 5 Gal.          |
| M                   | Pm | Polystichum munitum                    | Western Sword Fern         | 1 Gal.          |
| L                   | Sl | Salvia leucophylla                     | Purple Sage                | 5 Gal.          |
| L                   | Ss | Salvia spathacea                       | Hummingbird Sage           | 1 Gal.          |
| L                   | Wa | Watsonia sp.                           | Watsonia                   | 5 Gal.          |
| L                   | Zc | Zauschneria californica                | California Fuchsia         | 1 Gal.          |
| <u>Groundcovers</u> |    |                                        |                            |                 |
| L                   | Ae | Arctostaphylos 'Emerald Carpet'        | Creeping Manzanita         | 5 Gal. 4' o.c.  |
| M                   | Ar | Armeria maritima 'Californica'         | Sea Pink                   | 1 Gal.12" o.c.  |
| L                   | Cg | Ceanothus griseus horizontalis         | Carmel Creeper             | 5 Gal. 8' o.c.  |
| L                   | Eg | Eriogonum grande 'Rubescens'           | Red Buckwheat              | 1 Gal. 18" o.c. |
| VL                  | Ec | Eschscholzia californica               | California Poppy           | Seed            |
| M                   | Fc | Fragaria chiloensis                    | Beach Strawberry           | Plugs 12" o.c.  |
| L                   | Id | Iris douglasiana                       | Douglas Iris               | Bulbs 12" o.c.  |
| <u>Grasses</u>      |    |                                        |                            |                 |
| L                   | Cf | Calamagrostis foliosa                  | Leafy Reed Grass           | Plugs 9" o.c.   |
| L                   | Fc | Festuca californica                    | California Fescue          | 1 Gal.          |
| L                   | Fg | Festuca glauca                         | Blue Fescue                | 1 Gal.          |
| L                   | Fr | Festuca rubra                          | Creeping Red Fescue        | Plugs 6" o.c.   |
| L                   | Hs | Helictotrichon sempervirens            | Blue Oat Grass             | 1 Gal.          |
| L                   | Mr | Muhlenbergia rigens                    | Deer Grass                 | 1 Gal.          |
| VL                  | Sb | Sisyrinchium bellum                    | Blue-Eyed Grass            | 1 Gal.          |

\* WUCOLS (Water Use Classification of Landscape Species): Provides an assessment of irrigation water needs. VL= Very Low, L=Low, M=Medium.

PLANT ZONES

| ZONE                                        | SYMBOL TYPE                                                                                                | BOTANICAL NAME                                                                                                                                                                                                                             |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                                           |                           | Shrubs<br>Artemesia californica, Arctostaphylos 'Dr. Hurd', Ceanothus 'Skylark', Cistus salvifolius 'Prostratus', Dodonea viscosa, Phormium sp., Zauschneria californica                                                                   |
|                                             |                           | Groundcovers<br>Arctostaphylos 'Emerald Carpet', Ceanothus griseus horizontalis                                                                                                                                                            |
|                                             |                           | Grasses<br>Calamagrostis foliosa, Helictotrichon sempervirens, Festuca glauca, Festuca californica                                                                                                                                         |
| 2                                           |                           | Shrubs<br>Artemesia californica, Arctostaphylos 'Dr. Hurd', Ceanothus 'Skylark', Lupinus arboreus, Salvia leucophylla                                                                                                                      |
|                                             |                           | Groundcovers<br>Arctostaphylos 'Emerald Carpet', Fragaria chiloensis                                                                                                                                                                       |
|                                             |                           | Grasses<br>Calamagrostis foliosa, Festuca rubra, Helictotrichon sempervirens, Muhlenbergia rigens                                                                                                                                          |
| 3                                           |                           | Shrubs<br>Achillea millefolium, Artemesia californica, Ceanothus 'Skylark', Cistus salvifolius 'Prostratus', Echeveria, Leucodendron sp., Limonium perezii, Phormium sp., Salvia leucophylla, Watsonia, Zauschneria californica            |
|                                             |                          | Groundcovers<br>Arctostaphylos 'Emerald Carpet', Eschscholzia californica, Iris douglasiana                                                                                                                                                |
|                                             |                         | Grasses<br>Calamagrostis foliosa, Festuca californica, Festuca rubra, Helictotrichon sempervirens, Muhlenbergia rigens                                                                                                                     |
| 4                                           |                         | Shrubs<br>Achillea millefolium, Artemesia californica, Ceanothus 'Skylark', Cistus salvifolius 'Prostratus', Echeveria, Leucodendron sp., Limonium perezii, Phormium sp., Polystichum munitum, Salvia leucophylla, Zauschneria californica |
|                                             |                         | Groundcovers<br>Arctostaphylos 'Emerald Carpet', Armeria maritima, Fragaria chiloensis                                                                                                                                                     |
|                                             |                         | Grasses<br>Calamagrostis foliosa, Festuca glauca, Helictotrichon sempervirens                                                                                                                                                              |
| 5                                           |                         | Shrubs<br>Ceanothus 'Skylark', Dodonea viscosa, Phormium sp., Polystichum munitum                                                                                                                                                          |
|                                             |                         | Groundcovers<br>Arctostaphylos 'Emerald Carpet', Ceanothus griseus horizontalis                                                                                                                                                            |
|                                             |                         | Grasses<br>Festuca californica                                                                                                                                                                                                             |
| 6                                           |                         | Shrubs<br>Ceanothus 'Skylark', Cistus salvifolius 'Prostratus', Dodonea viscosa, Echium candicans, Phormium sp., Salvia leucophylla                                                                                                        |
|                                             |                         | Groundcovers<br>Arctostaphylos 'Emerald Carpet', Ceanothus griseus horizontalis                                                                                                                                                            |
|                                             |                         | Grasses<br>Helictotrichon sempervirens, Muhlenbergia rigens                                                                                                                                                                                |
| <u>California Natives @ DG Walking Loop</u> |                                                                                                            |                                                                                                                                                                                                                                            |
| 7                                           |                         | Shrubs<br>Ceanthous 'Ray Hartman', Melaleuca nesophila                                                                                                                                                                                     |
|                                             |                         | Groundcover<br>Arctostaphylos 'Emerals Carpet'                                                                                                                                                                                             |
|                                             |                         |                                                                                                                                                                                                                                            |
| 8                                           |                         | Shrubs<br>Artemesia californica, Ceanothus 'Skylark', Fremontodendron 'Ken Taylor', Lavatera maritima, Zauschneria californica                                                                                                             |
|                                             |                         | Groundcovers<br>Achillea millefolium, Arctostaphylos 'Emerald Carpet', Armeria maritima, Erigonum grande 'Rubescens', Salvia leucophylla, Salvia spathacea                                                                                 |
|                                             |                         | Grasses<br>Muhlenbergia rigens, Festuca californica                                                                                                                                                                                        |
| <u>Dry Creek Bed</u>                        |                                                                                                            |                                                                                                                                                                                                                                            |
|                                             |                         | River Cobble                                                                                                                                                                                                                               |
|                                             |  | 4'-6" Boulders                                                                                                                                                                                                                             |
|                                             |                         | Shrubs<br>Achillea millefolium, Artemesia californica, Cistus salvifolius, Phormium, Salvia spathacea, Watsonia, Zauschneria californica                                                                                                   |
|                                             |                         | Groundcovers<br>Arctostaphylos 'Emerald Carpet', Eschscholzia californica, Iris douglasiana                                                                                                                                                |
|                                             |                         | Grasses<br>Calamagrostis foliosa, Festuca glauca, Festuca rubra, Helictotrichon sempervirens, Sisyrinchium bellum                                                                                                                          |

TREE PROTECTION NOTES

The City of Seaside has two effective tools to protect and preserve trees associated with this project. The two tools are the City Tree Ordinance, as discussed earlier, and the BAR, which will issue instructions as to appropriate action by the Applicant. Best Management Practices (BMP) for tree preservation and resource protection are provided in this section. Additional information in the Arborist Report by Thompson Wildland Management, which is on file with the City Planning Department

Proper implementation of tree protection measures and regular construction site monitoring will assist in minimizing harmful impacts to trees, as well as safeguarding and sustaining the health and well---being of trees on the property. ANSI A300 tree care and management practices should be utilized to ensure the greatest level of tree preservation and welfare. Tree protection and preservation BMP will be determined on---site by the project arborist and other

involved parties. Tree and resource preservation measures will be regularly inspected by the Project Arborist and properly maintained by assigned personnel for the duration of the project to ensure they are performing and functioning effectively.

Prior to the commencement of proposed development activities, a pre---construction meeting with the project Arborist will be scheduled to discuss the installation of tree and resource protection measures and BMP that will be necessary for the project. Additionally, a monitoring program should be implemented for the duration of the project that will serve to regularly monitor and inspect the condition of tree and resource protection measures; determine if any repairs, modifications or improvements are necessary; and, to make certain that tree and resource protection measures are functioning and performing effectively. Proper execution and implementation of BMP, and performing regular project site monitoring will assist in preventing and minimizing impacts to trees and other natural resources.

An additional property inspection should be conducted prior to beginning any proposed construction activities to determine the presence or absence of nesting birds, roosting bats and any other sensitive resources that have the potential of occurring on the property. These resources will also be monitored during subsequent inspections. The City should require a contract between the Applicant and a qualified Arborist to perform these inspections periodically for the duration of the project.

The following are recommended tree and resource protection and BMP for the proposed project:

8.1) Exclusionary Fencing: Prior to commencing grading and construction activities install high visibility exclusionary fencing in a manner that clearly defines the work area, limits unnecessary disturbance and protects the critical root zone (i.e., canopy drip---line) of individual trees and tree groupings. The Project Arborist should be involved with identifying and delineating sensitive root zone areas within and beyond the canopy drip---line of retained trees to ensure these trees will be protected and preserved for the duration of the project. To avoid or limit tree impacts, necessary repairs, modifications and maintenance should be conducted on an as---needed basis.

8.2) Sedimentation Control: Install appropriate sedimentation control measures (e.g., silt fence) along the downslope perimeter of the site, and, if necessary, apply soil stabilization and source control measures (e.g., rice straw mulch, erosion control blankets, all---weather surfaces) to exposed soil surfaces to prevent erosion problems and sediment runoff during rain events. Erosion problems and sediment deposition around trees can adversely affect tree health and stability. Routine monitoring as well as necessary maintenance and improvements will ensure erosion and sedimentation control measures are functioning effectively.

8.3) Trunk and Stem Protection: Where grading and construction activities are occurring within 3---feet of trees, install trunk and stem protection measures (e.g., weed free rice straw bales or construction lumber). Tree protection measures should be securely installed to trees with rope and high visibility exclusionary fencing. If it is necessary to perform any pruning, use proper tree pruning practices to minimize stress and maximize wound healing.

8.4) Root Zone Protection: Where possible avoid damaging or severing roots located within critical root zone (i.e., canopy drip---line) of trees, especially roots that are 2 inches in diameter or larger. Construction footings should be designed and excavation cuts performed in a manner to minimize impacts to primary roots. If significant roots are encountered, efforts should be made to carefully excavate (e.g., tunnel or dig) under or around primary lateral roots. Trenching operations that may occur in close proximity to retained trees should be performed under the guidance and monitoring of the project Arborist. Tree roots severed or significantly damaged during grading and excavating operations should be cleanly cut and promptly covered with moist burlap fabric or equivalent until roots are permanently covered with backfill material or until the exposed grading cut and soil profile are permanently stabilized and protected. If burlap covered cut roots are exposed to the outside environment for a prolonged time period, make certain a site attendant is assigned the task of regularly wetting burlap covered roots to prevent root desiccation.

8.5) Trees Damage: In accordance with the established tree care and preservation BMP, when trees are damaged during construction each should be promptly repaired and/or treated as prescribed by the project Arborist specifications. Remedial or corrective treatments will depend largely on the condition of specific tree and the damage or injury sustained.

8.6) Natural Grade Protection: Where possible avoid altering the natural grade and applying excessive fill material within the critical root zone of trees to reduce the likelihood of crown rot and root decay disorders developing. It is particularly important to avoid applying fill material against the lower trunk and root crown of protected trees.

8.7) Irrigation: Trees are to be irrigated on a schedule to be determined by an Arborist at the start of construction. Tree irrigation shall wet the soil within the tree protection zone to a depth of 30 inches.

8.8) Pruning: If tree pruning is necessary, it is important proper pruning BMP are performed. The Project Arborist should oversee proper pruning to minimize harmful impacts to trees and to reduce potential tree hazards. Ideally, tree pruning should be performed during the Fall through early winter months. An important principle is to make proper pruning cuts, keeping them as small as possible while removing as few living branches as possible. Excessive pruning stresses trees by depleting energy reserves and reducing food making processes (i.e., photosynthesis) compromising a tree's ability to replenish essential reserves during periods of stress (e.g. root zone disturbance and drought conditions). Additionally, excessive pruning creates wounds that provide entry points to potentially harmful biotic disorders (e.g., disease, decay and insect pests) that can adversely affect the health and structural integrity of trees. Additional pruning BMP and guidelines are available upon request.

8.9) Woodchip Mulch from Site: Woodchip mulch produced during tree removal operations should be retained on site. This sourced mulch can be utilized for erosion control (i.e., mulch can be effective at stabilizing and protecting exposed soil surfaces) as well as preventing soil compaction within tree root zones and may even be used for future landscaping activities.

8.10) Storage: Avoid storing construction tools, materials and equipment within the canopy drip---line of trees. Do not wash out or dispose of excess materials (e.g., paint, plaster, concrete, etc.) within critical root zones. If it is unavoidable and necessary to temporarily store or stockpile materials and equipment within the drip---line of trees, apply 6---12 inches of clean and properly sourced woodchip mulch to prevent significant soil compaction and root zone disturbance. Once construction activities are complete this thick temporary mulch layer should be removed and reduced to a 3---4 inch layer of woodchip mulch to allow for increased water and oxygen penetration into the subgrade.

8.11) Site Inspections: Regularly perform construction site inspections for the duration of the project to monitor the condition of trees and resource protection measures and to determine if any repairs, adjustments or modifications are necessary. Additionally, trees impacted by site development should be periodically monitored and assessed during and following the project to determine if any tree care and management actions are necessary and to make certain trees do not present a hazard to property and/or nearby structures.

8.12) Contracted Arborist: Prior to the issuance of a building permit, the Applicant shall submit proof of an executed agreement, signed by a qualified Arborist, to ensure compliance with the recommendations of this Arborist Assessment prepared for the project by TWM. All recommendations must be in compliance with the TWM Arborist Report, including the pre---construction surveys for nesting birds and roosting bats in accordance with assessment protocols established in the General Plan and implementation of Best Management Practices (BMPs) for construction activities. In addition, the agreement shall include a schedule of the proposed construction and a pre---construction survey schedule for the Arborist. Also, the agreement should include a schedule for the project biologist as well as including details of the survey process. Results of the pre---construction surveys shall be submitted to the Planning Department prior to the issuance of any Tree Removal Permits. There may be other tree and resource protection recommendations added to this list during the preparation of the City's Conditions of Approval.

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TREES

GROUND  
COVERS

GRASSES

SHRUBS

SHRUBS

SHRUBS



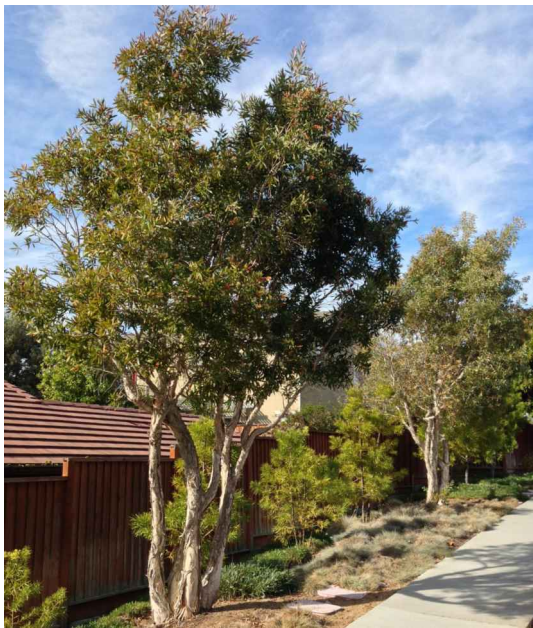
Arbutus marina



Cupressus macrocarpa



Lyonothamnus floribundus



Melaleuca quinquenervia



Olea europaea 'Swan Hill'



Pinus contorta



Arctostaphylos 'Emerald Carpet'



Armeria maritima 'Californica'



Ceanothus griseus horizontalis



Eschscholzia californica



Erigonum grande 'Rubescens'



Fragaria chiloensis



Iris douglasiana



Calamagrostis foliosa



Festuca californica



Festuca glauca



Festuca rubra



Helictotrichon sempervirens



Muhlenbergia rigens



Sisyrinchium bellum



Achillea millefolium



Arctostaphylos 'Dr. Hurd'



Artemisia californica 'Canyon Gray'



Ceanothus 'Skylark'



Cistus salvifolius



Dodonea viscosa



Echeveria sp.



Fremontodendron 'Ken Taylor'



Lavandula sp.



Lavatera maritima



Leucadendron sp.



Limonium perezii



Melaleuca nesophila



Phormium sp.



Polystichum munitum



Salvia leucophylla



Salvia spathacea



Watsonia sp.



Zauschneria californica

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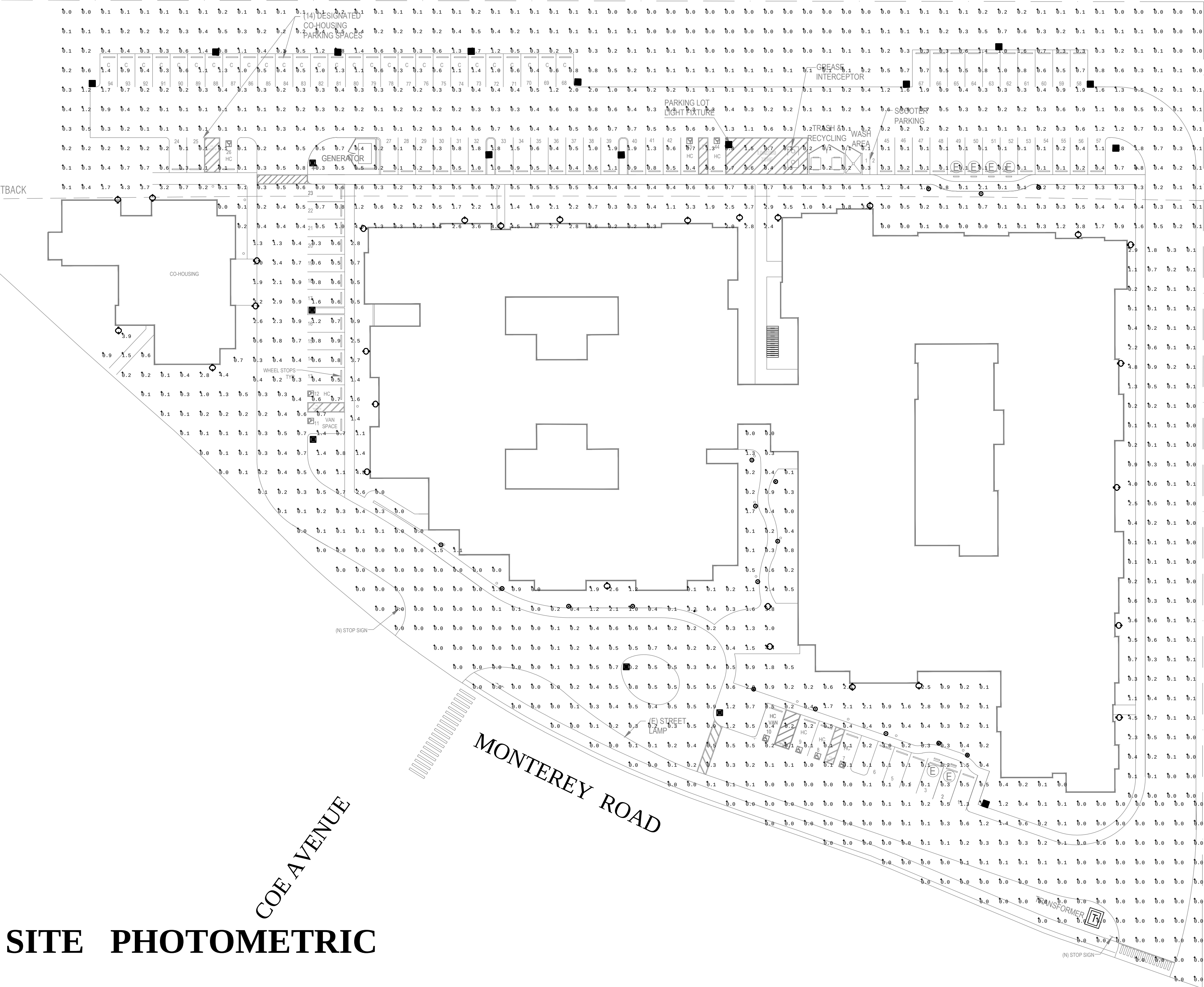
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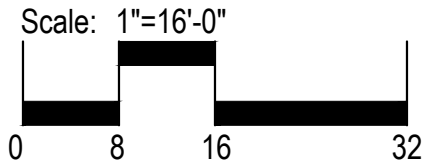
PACIFIC COAST HIGHWAY



SITE PHOTOMETRIC

| Luminaire Schedule |     |                     |             |                   |       |                   |
|--------------------|-----|---------------------|-------------|-------------------|-------|-------------------|
| Symbol             | Qty | Label               | Arrangement | Total Lamp Lumens | LLF   | Description       |
| ■                  | 13  | MED14-H2-40LED-DSFG | SINGLE      | N.A.              | 0.500 | Pole top Type 2   |
| ■                  | 5   | MED14PT-H5-40LED-DS | SINGLE      | N.A.              | 0.900 | Pole Top Type 5   |
| ○                  | 28  | MED11-H3-40LED-DSCG | SINGLE      | N.A.              | 0.500 | Wall Mount Type 3 |
| ○                  | 18  | 8554LED             | SINGLE      | 1800              | 0.900 | Bollard           |

| Calculation Summary |             |       |      |     |     |         |         |         |
|---------------------|-------------|-------|------|-----|-----|---------|---------|---------|
| Label               | CalcType    | Units | Avg  | Max | Min | Avg/Min | Max/Min | Max/Avg |
| CO-HOUSING DRIVE    | Illuminance | Fc    | 1.13 | 3.7 | 0.2 | 5.65    | 18.50   | 3.27    |
| EAST                | Illuminance | Fc    | 0.47 | 4.8 | 0.0 | N.A.    | N.A.    | 10.21   |
| NORTH               | Illuminance | Fc    | 0.51 | 4.6 | 0.0 | N.A.    | N.A.    | 9.02    |
| SOUTH               | Illuminance | Fc    | 0.37 | 4.5 | 0.0 | N.A.    | N.A.    | 12.16   |



# **ATTACHMENT 2 – EXHIBIT B**

## **Mitigation, Monitoring, and Reporting Program For Mitigated Negative Declaration**

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responsible Party | Timing | Verification Date |
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| archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The Developer and the City of Seaside Planning Department should also be notified. Project personnel should not collect or move any archaeological materials. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources (California Register) eligibility. If the deposit is not eligible, a determination should be made as to whether it qualifies as a "unique archaeological resource" under the California Environmental Quality Act (CEQA). If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for listing in the California Register, or is a unique archaeological resource, it will need to be avoided by adverse impacts or such impacts must be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. The data recovery will avoid or substantially reduce the severity of the impact through the professional recovery and analysis of archaeological deposits, and the synthesis of those findings with current archaeological research questions to realize the information potential of the resource. The report should be submitted to City of Seaside and the Northwest Information Center. |                   |        |                   |
| Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric sites often contain human remains.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                   |        |                   |



| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Party                                    | Timing                                      | Verification Date |
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| <p>Historical materials can include wood, stone, concrete footings, walls, and other structural remains; and deposits of wood, glass, ceramics, metal, and other refuse.</p> <p><b>Mitigation Measure CULT-2:</b></p> <p><b>Paleontological Impact Mitigation Program.</b> Prior to the issuance of a grading permit, the Developer shall submit proof of an executed agreement with a qualified Paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) in order to mitigate adverse impacts to paleontological resources that may exist on the site in on-site sediments. The PRIMP shall follow guidelines developed by the Society For Vertebrate Paleontology (SVP; 1995) and include the methods that shall be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following the PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the proposed project. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be</p> | The Construction Contractor/Qualified Paleontologist | During grading and construction activities. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Party                            | Timing                                      | Verification Date |
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| collected from the field and transported to the laboratory for evaluation and curation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                              |                                             |                   |
| <p><b>Standard Condition CUL-T-3:</b></p> <p><b>Discovery of Human Remains.</b> If human remains are encountered, work within 25 feet of the discovery shall be redirected, and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The Developer shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Recommendations for the proper treatment of the remains and associated grave goods consist primarily of notifying the MLD and involving the descendant community. Descendant community involvement will ensure that the cultural values of those who ascribe traditional or religious significance to human remains and associated grave goods are considered in the disposition of such remains and goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Developer, the City, and the Northwest Information Center.</p> | The Construction Contractor                  | During grading and construction activities. |                   |
| <p><b>Standard Condition GEO-1:</b></p> <p><b>Geotechnical Requirements.</b> All grading operations and construction activities shall be conducted in accordance with</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | The Project Engineer/Construction Contractor | Prior to issuance of grading permit.        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Responsible Party           | Timing                               | Verification Date |
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| governing building codes and in conformance with the recommendations included in the <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014). Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code. Prior to issuance of a grading permit, the City's Building Official, or designee, shall review and approve final project design plans and the recommendations of the project geotechnical consultant as summarized in a final written report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                             |                                      |                   |
| <b>Standard Condition GEO-2:</b><br><br><b>Construction General Permit.</b> Prior to issuance of a grading permit, the Construction Contractor shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). The Construction Contractor shall provide the Waste Discharge Identification Number (WDID) to the City of Seaside Public Works Department to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The construction BMPs identified in the SWPPP shall comply with the revegetation requirements outlined in the Zoning Ordinance (Title 17 of the Municipal Code). | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Responsible Party                                              | Timing                                  | Verification Date |
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| <b>Greenhouse Gas Emissions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                |                                         |                   |
| <b>Standard Conditions GHG-1:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                |                                         |                   |
| To the extent feasible and to the satisfaction of the City of Seaside, the Project Architect, Project Engineer, and Construction Contractor shall incorporate the following measures into the design and construction of the proposed project:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                |                                         |                   |
| <ul style="list-style-type: none"> <li>• <b>Construction and Building Materials</b> <ul style="list-style-type: none"> <li>○ Use locally produced and/or manufactured building materials for construction of the proposed project;</li> <li>○ Recycle/reuse demolished construction materials; and</li> <li>○ Use “Green Building Materials,” such as those materials that are resource efficient, and recycled and manufactured in an environmentally friendly way, including low-volatile organic compounds (VOC) materials.</li> </ul> </li> <li>• <b>Energy Efficiency Measures</b> <ul style="list-style-type: none"> <li>○ Design all proposed project buildings to exceed the California Building Code’s Title 24 energy standard, including, but not limited to, any combination of the following:               <ul style="list-style-type: none"> <li>▪ Increase insulation such that heat transfer and thermal bridging are minimized;</li> <li>▪ Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and</li> <li>▪ Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.</li> </ul> </li> <li>○ Provide a landscape and development plan for the proposed project that takes advantage of shade, prevailing winds, and drought-resistant landscaping.</li> </ul> </li> </ul> |                                                                |                                         |                   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | The Project Architect/Project Engineer/Construction Contractor | During project design and construction. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Responsible Party | Timing | Verification Date |
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| <ul style="list-style-type: none"> <li>Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.</li> <li>Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.</li> <li>Install solar or light-emitting diodes (LEDs) for outdoor lighting.</li> </ul> <p><b>Water Conservation and Efficiency Measures</b></p> <ul style="list-style-type: none"> <li>Devise a comprehensive water conservation strategy appropriate for the proposed project and location. The strategy may include the following, plus other innovative measures that might be appropriate: <ul style="list-style-type: none"> <li>Create water-efficient landscapes within the development;</li> <li>Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</li> <li>Use reclaimed water for landscape irrigation within the proposed project and install the infrastructure to deliver and use reclaimed water;</li> <li>Design buildings to be water-efficient and install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals; and</li> <li>Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> </ul> </li> </ul> <p><b>Solid Waste Measures</b></p> <ul style="list-style-type: none"> <li>Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.</li> <li>Provide employee education about reducing waste and available recycling services.</li> </ul> |                   |        |                   |



| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Responsible Party           | Timing                               | Verification Date |
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| <b>Hydrology and Water Quality</b><br><b>Standard Condition WQ-1:</b><br><br><b>Final Stormwater Control Plan.</b> Prior to the issuance of a grading permit, the Project Engineer shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the stormwater controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Project Engineer shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval. | The Project Engineer        | Prior to issuance of grading permit. |                   |
| <b>Noise</b><br><b>Mitigation Measure NOI-1:</b><br><br><b>Sound Barriers.</b> Prior to the issuance of an approved grading plan, the City of Seaside (City) Building Official, or designee, shall confirm that the site plan for the proposed project includes the design and construction of the following sound walls:<br><br>• <b>Patio P2:</b> The Construction Contractor shall construct a sound wall around the perimeter of Patio P2 that shall be                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responsible Party           | Timing                               | Verification Date |
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| <p>attached to the proposed building on both ends. The total length of the sound wall shall be approximately 30 feet (ft). The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 pounds per square foot (lbs/ft<sup>2</sup>) (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass concrete masonry units (CMU)). The sound wall shall be at least 5 ft high as measured relative to the base elevation of the outdoor patio.</p> <ul style="list-style-type: none"> <li><b>Patio P3:</b> The Construction Contractor shall construct an 8-inch thick wall, measuring 6 ft tall around the perimeter of Patio P3. The sound wall shall be at least 9 to 10 ft high and shall be at least 85 ft in length.</li> <li><b>Patio P4:</b> The Construction Contractor shall construct a sound wall that surrounds the perimeter of the patio that shall be attached to the proposed building on both ends. The total length of the wall shall be at least 40 ft. The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 lbs/ft<sup>2</sup> (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass CMU). The sound wall shall be at least 5 ft high.</li> </ul> |                             |                                      |                   |
| <p><b>Mitigation Measure NOI-2:</b></p> <p>Prior to the issuance of a grading permit, the City shall ensure that the Developer's project plans include the design and construction of building treatments including the following:</p> <ul style="list-style-type: none"> <li><b>Co-Housing Building:</b> The Construction Contractor shall install windows and doors with a minimum Sound Transmission Class (STC) rating of 30 with adequate forced-air mechanical ventilation in the residential units with direct line-of-sight to State Route 1 along the northern, eastern, and western sides of the Co-Housing Building. The Construction Contractor shall also install windows and doors with a minimum STC rating of 26 in all residential units proposed along the southern facade of</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Responsible Party           | Timing                               | Verification Date |
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| <ul style="list-style-type: none"> <li><b>the Co-Housing building</b></li> <li><b>Memory Care Facility:</b> The Construction Contractor shall install windows and doors with a minimum STC rating of 30 in all exterior-facing units along the northern façade of the Memory Care Facility. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in units proposed along the eastern and western façades and windows and doors with minimum STC ratings of 26 in units proposed along the Monterey Road-facing units on the southern façade of the Memory Care Facility.</li> <li><b>Assisted Living Building:</b> The Construction Contractor shall install doors and windows with minimum STC ratings of 30 in all exterior-facing units along the northern façade of the Assisted Living Building. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in all exterior-facing units along the eastern and western façades and windows and doors with a minimum 26 STC rating for units proposed along the southern façade of the Assisted Living Building.</li> <li><b>All Buildings:</b> All rooms/units shall include forced-air mechanical ventilation.</li> </ul> |                             |                                      |                   |
| <b>Mitigation Measure NOI-3:</b><br><b>Best Management Noise Reduction Practices.</b> Prior to issuance of a grading permit, the Construction Contractor shall develop and implement a construction noise control plan that includes, but is not limited to, the following available Best Management Practices: <ul style="list-style-type: none"> <li>Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 ft of adjoining sensitive land uses.</li> <li>All construction equipment must have appropriate sound-muffling devices, which shall be properly maintained and used at all times such equipment is in operation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The Construction Contractor | Prior to issuance of grading permit. |                   |

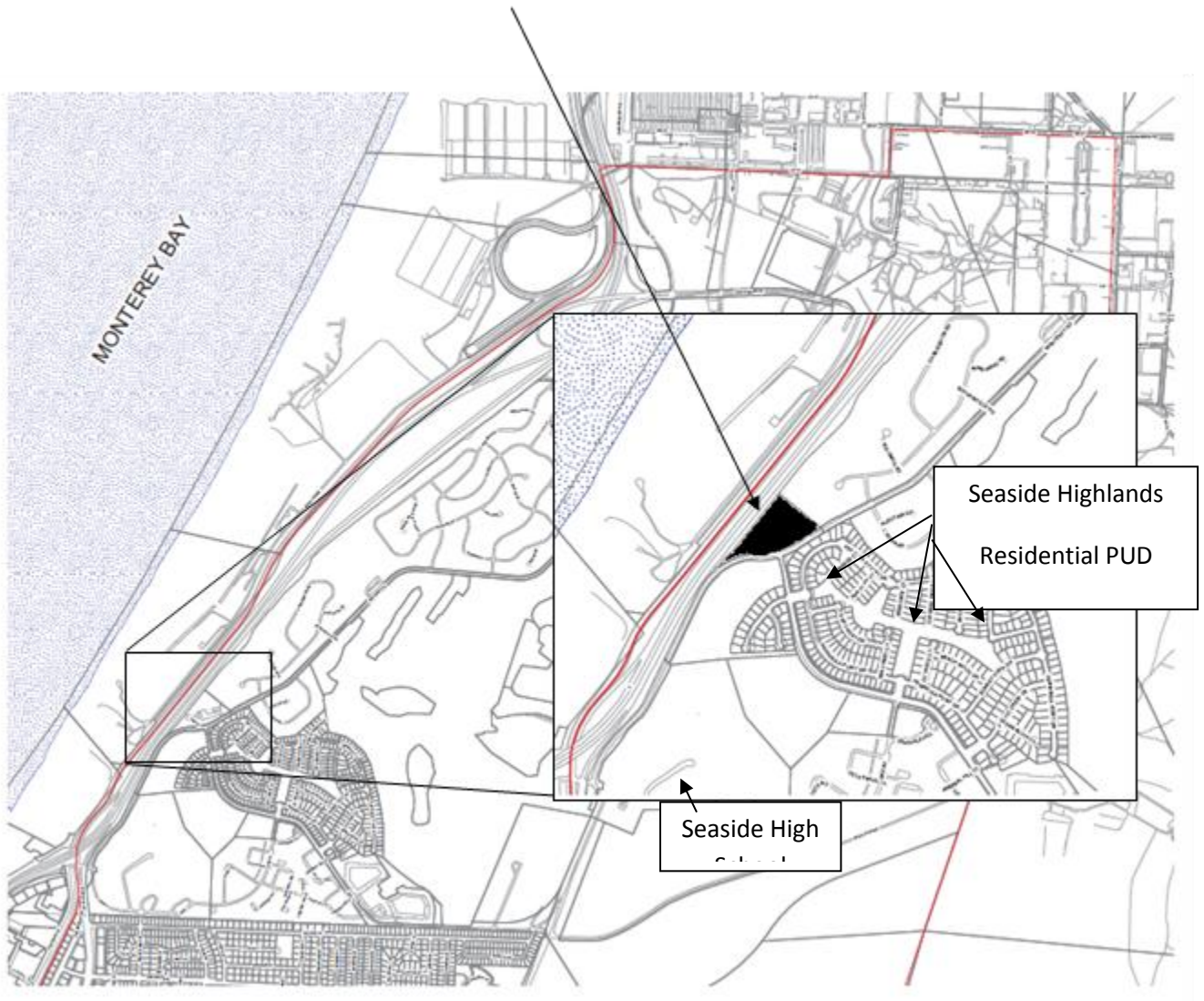
| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responsible Party | Timing | Verification Date |
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| <ul style="list-style-type: none"> <li>The Construction Contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.</li> <li>Unnecessary idling of internal combustion engines shall be prohibited.</li> <li>The Construction Contractor shall locate on-site equipment staging areas, material stockpiles, and construction parking areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period.</li> <li>The Construction Contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</li> <li>Ensure noise from construction workers, such as radios, is not audible at existing residences near the project site.</li> <li>Neighbors located within a 300-foot radius to the construction site shall be notified of the construction schedule in writing.</li> <li>Designate a project liaison that shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. The liaison shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the project contractor, and the liaison shall coordinate with the contractor to modify any construction activities generating excessive noise levels to the greatest extent feasible.</li> <li>Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.</li> <li>Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise controls and practices (including</li> </ul> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Responsible Party | Timing                               | Verification Date |
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| construction hours, construction schedule, and noise coordinator) are being implemented.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                   |                                      |                   |
| <b>Transportation/Traffic</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |                                      |                   |
| <b>Mitigation Measure TRA-1:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                   |                                      |                   |
| <p><b>Employee Shift Schedule of Operations.</b> Prior to issuance of a Grading Permit, the Developer shall be required to submit an Employee Shift Schedule of Operations to the City of Seaside (City) Director of Public Works, or appropriate designee, for review and approval. The Employee Shift Schedule of Operations shall be as follows:</p> <ul style="list-style-type: none"> <li>• Day Shift 1: 6:00 a.m. to 2:00 p.m., with no more than 37 employees</li> <li>• Day Shift 2: 9:00 a.m. to 6:00 p.m., with no more than 5 employees</li> <li>• Evening Shift 2:00 p.m. to 10:00 p.m., with no more than 33 employees</li> <li>• Night Shift: 10:00 p.m. to 6:00 a.m., with no more than 12 employees</li> </ul> <p>During project operations, the Developer shall submit quarterly reports to the City Planning Division documenting compliance with the Employee Shift Schedule of Operations.</p> | The Developer     | Prior to issuance of grading permit. |                   |
| <b>Mitigation Measure TRA-2:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                   |                                      |                   |
| <p><b>Payment into the FORA Fee.</b> Prior to issuance of a Grading Permit, the Developer shall be required to pay the Fort Ord Reuse Authority (FORA) Fee, which includes costs for the adopted Capital Improvement Program (CIP).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The Developer     | Prior to issuance of grading permit. |                   |



## Location Map

**Project Site: 550 Monterey Road**





View from Highway 1 looking north



View from Highway 1 looking east



View from Highway 1 looking south

Project location



View from Monterey Road and Coe Avenue looking west



View from Monterey Road looking southwest



View from Monterey Road looking at existing convenience store to be demolished

Project Location



**FINAL**

**INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION**

**SEASIDE SENIOR LIVING PROJECT  
CITY OF SEASIDE, CALIFORNIA**

LSA

May 2016



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LSA

May 2016

**FINAL**

**INITIAL STUDY/MITIGATED NEGATIVE  
DECLARATION**

**SEASIDE SENIOR LIVING PROJECT**  
**CITY OF SEASIDE, CALIFORNIA**

Submitted to:

Diana Ingersoll  
City of Seaside  
440 Harcourt Avenue  
Seaside, California 93955

Prepared by:

LSA  
285 South Street, Suite P  
San Luis Obispo, California 93401  
(805) 782-0745

Project No. SEZ1402

**LSA**

May 2016

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## INTRODUCTION

Sections 1 and 2 comprise the Comments and Responses of the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Seaside Senior Living Project (proposed project). The purpose of this document is to respond to all comments received by the City of Seaside (City) regarding the environmental information and analyses contained in the IS/MND.

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15073, a Notice of Intent (NOI) to adopt an MND was filed with the Monterey County Clerk and the State Clearinghouse on March 18, 2016. In addition, the NOI was sent to various public agencies, citizen groups, and interested individuals concerned with the proposed project. The NOI was sent to adjacent property owners and was published two weeks in a row in the local newspaper.

The Draft IS/MND was circulated for public review for a period of 30 days, from March 18, 2016, to April 18, 2016. Copies of the Draft IS/MND were made available for public review at the City Planning Division, one area library, and on the internet.

Comments were accepted for a period of 30 days in order to ensure adequate time for residents and agencies to comment on the Draft IS/MND. Four comment letters were received during the public review period. Comments were received from the State of California Department of Transportation (Caltrans), the Applicant, and two private citizens.

The City, as the Lead Agency, is required to consider agency and public comments on a negative declaration. Although preparation of responses to comments received on an IS/MND is not required by CEQA, responses have been prepared.

Information provided in this Response to Comments document clarifies, amplifies, or makes minor modifications to the IS/MND. No significant changes have been made to the information contained in the IS/MND as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

A revised version of the IS/MND has been prepared to make minor corrections and clarifications to the public Draft IS/MND as a result of comments received during the public review period. Revisions to the public Draft IS/MND are shown in track changes in Section 3 of this document. Text that has been added is underlined (underlined) and text that has been deleted is shown with strikeout (~~strikeout~~).

Together, the Responses to Comments and the revised text of the IS/MND are collectively referred to as the Final IS/MND; the Final IS/MND will be submitted for the consideration by the City Planning Commission and City Council prior to a vote to approve the Final IS/MND.

## INDEX OF COMMENTS RECEIVED

The following is an index list of the agencies and individuals that commented on the IS/MND prior to the close of the public comment period or immediately thereafter. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment letter received is indexed with a number below.

| <b>Comment Code</b> | <b>Signatory</b>                        | <b>Date</b> |
|---------------------|-----------------------------------------|-------------|
| <b>State</b>        |                                         |             |
| S-1                 | California Department of Transportation | 4/15/16     |
| <b>Public</b>       |                                         |             |
| P-1                 | Yu-Chu Shen                             | 3/28/16     |
| P-2                 | Seaside Senior Living, LLC              | 4/15/16     |
| P-3                 | Dave Evans                              | 4/20/16     |

## FORMAT OF RESPONSES TO COMMENTS

Responses to each of the comment letters are provided on the following pages. The comment index numbers are provided in the upper right corner of each comment letter, and individual points within each letter are numbered along the right-hand margin of each letter. The City of Seaside's responses to each comment letter immediately follow the letter and are referenced by index numbers in the margins. As noted in some of the responses, the proposed Final IS/MND includes text revisions that provide corrections and clarifications to the public Draft IS/MND.

## **RESPONSE TO COMMENTS**

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## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TTY 711  
<http://www.dot.ca.gov/dist05/>

S-1



Serious drought!  
Help save water!

April 15, 2016

APR 18 2016

MON-1-BB75.11  
SCH# 2016031063

Rick Medina  
City of Seaside Planning Department  
440 Harcourt Avenue  
Seaside, CA 93955

Dear Medina:

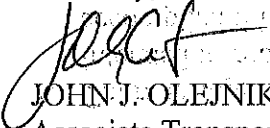
## COMMENTS TO SEASIDE SENIOR LIVING PROJECT

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments in response to your summary of impacts.

1. Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel. S-1-1
2. The traffic impact study suggested several mitigation measures that are demand management-oriented. These include such things as staggered work shifts outside of peak hours, carpooling, and project sponsored shuttle services. Caltrans supports these options in addition to others, such as transit.
3. The trip generation and operational impacts of this development to the Highway 1/Fremont interchange have been minimized as a result of the strategies listed. It is important that these features become more than just recommendations in the study; we encourage the City to validate the findings by making these conditions of approval for the development. S-1-2

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,

  
JOHN J. OLEJNIK

Associate Transportation Planner  
District 5 Development Review Coordinator  
[john.olejnik@dot.ca.gov](mailto:john.olejnik@dot.ca.gov)



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**LETTER CODE:** S-1

**COMMENTER:** State of California, Department of Transportation (Caltrans)

**DATE:** April 15, 2016

### **RESPONSE S-1-1**

The comment provides information regarding Caltrans' interest and reasons for supporting local transportation planning efforts. The comment also states Caltrans' support for the mitigation measure that relies on traffic demand management to reduce traffic impacts. The City of Seaside (City) would like to thank Caltrans for its comment and participation in the environmental process for the proposed project.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft Initial Study/Mitigated Negative Declaration (IS/MND) or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE S-1-2**

The City acknowledges Caltrans' recommendation that Mitigation Measures TRA-1, Employee Shift Schedule of Operations, and TRA-2, Payment into the Fort Ord Reuse Authority Fee, be included as conditions of approval as part of the proposed project's Use Permit (Application UP14-05). The City Planning Staff has included the prescribed traffic mitigation as conditions of approval of the project's requested Use Permit. The Planning Commission and City Council will consider this recommendation when reviewing and approving the Use Permit.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

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Carmen Lo

**From:** Rick Medina <RMedina@ci.seaside.ca.us>  
**Sent:** Monday, March 28, 2016 12:17 PM  
**To:** Pam Reading  
**Subject:** Fwd: Project site (APN #031-141-004) comments

Pam,  
 Forwarding comment received via email.

Rick Medina  
 Senior Planner  
 (831) 899-6726  
[rmedina@ci.seaside.ca.us](mailto:rmedina@ci.seaside.ca.us)  
 >>> Yu-Chu Shen <[ycsboston@gmail.com](mailto:ycsboston@gmail.com)> 3/23/2016 11:15 AM >>>  
 Attn: Rick Medina, Senior Planner

Dear Mr. Medina,  
 I am a resident and home owner at Seaside Highlands, and I would like to voice my grave concern about the proposed senior living project on Monterey Road.

The city is overly optimistic in its traffic analysis. If you have ever been to Monterey Road during peak hours, it should be obvious that the city needs to address the current traffic condition before allowing a senior living project to be built. We are easily stuck on Monterey Road for at least 15 minutes when leaving around 7:40-8 am.

P-1-1

The traffic analysis did not take into account visitors, likely higher-than-normal need of medical/emergency vehicles coming into and out of the senior living project, and regular shopping trips by the residents living on the senior project. The two mitigation measures did not take any of those extra traffics into account. TRA-2 is completely inadequate—it simply told the developer to pay a fee without addressing any actual plan to improve the traffic condition on Monterey road. For all we know, the city might just use that money elsewhere.

P-1-2

The bottom line is, before a senior living project can be built, the city needs to solve the traffic problem on Monterey road first. Whether it's expanding traffic lanes on the outbound of Monterey road, disallowing traffic coming out of seaside high school to turn left (this always caused a huge delay during peak hour), or having a designated right turn lane toward the bottom of Monterey Road for vehicles heading to Hwy 1N, there are options that the city must explore and complete before allowing the new project to be built.

P-1-3

Sincerely,

Yu-Chu Shen  
[ycsboston@gmail.com](mailto:ycsboston@gmail.com)

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**LETTER CODE:** P-1

**COMMENTER:** Yu-Chu Shen

**DATE:** March 23, 2016

### **RESPONSE P-1-1**

The comment states that the project traffic analysis is overly optimistic and that the City of Seaside (City) should address the current traffic condition on Monterey Road before approving the Senior Living Project.

The traffic report and associated traffic analysis in the Initial Study/Mitigated Negative Declaration (IS/MND) addressed existing and future peak-hour roadway conditions in the vicinity of the project site at three intersections and along Monterey Road between Coe Avenue and Fremont Boulevard – State Route 1 (SR-1) Southbound Ramps. Traffic counts were conducted for typical weekday peak hour conditions. The a.m. peak hour is the single highest hour of traffic volumes between 7:00 and 9:00 a.m. The p.m. peak hour is the single highest hour of traffic volumes between 4:00 and 6:00 p.m. A peak-hour level of service (LOS) analysis was then prepared consistent with 2010 Highway Capacity Manual (HCM) methodology and the requirements of the City, County of Monterey (County), and the California Department of Transportation (Caltrans). Based on the results of the traffic analysis, it was found that the project would contribute to the deficient p.m. peak-hour delay at the intersection of Fremont Boulevard–SR-1 ramps/Monterey Road, resulting in a significant project impact. Implementation of Mitigation TRA-1 of the IS/MND, requiring the implementation of a specific employee shift schedule, is being required in order to minimize employee trips during both the a.m. and p.m. peak hours and reduce the impact at Fremont Boulevard–SR-1 ramps/Monterey Road to less than significant.

Caltrans District 5 Development Review supports the recommended mitigation of staggered work shifts outside of the peak-hour periods. Caltrans has stated that the operational impacts of the project to the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would be minimized as a result of this mitigation. As such, the project will provide the necessary mitigation to offset its impact to the local circulation network consistent with the requirements of the City, County, Caltrans, and the California Environmental Quality Act (CEQA).

Pursuant to State CEQA Guideline 15041, the City as lead agency only has the authority to impose mitigation where there is nexus to the proposed project's impacts. As the project has not been shown to cause or exacerbate existing impacts along Monterey Road between Fremont Boulevard and Coe Avenue, mitigation for these existing impacts is not warranted under CEQA. Any public concerns with the existing circulation network should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-1-2**

The comment states that the project traffic analysis did not take into account visitors, higher-than-normal needs for medical/emergency vehicles, and resident shopping trips. The comment also states

that the mitigation measures do not account for these extra traffic trips, are inadequate, and the money the developer pays to improve the traffic condition might not be used to address the traffic impacts associated with the project.

Project trips were generated using trip rates from Land Use Code 254 (Assisted Living) from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012). These trip rates are inclusive of all vehicles (residents, visitors, medical/emergency, etc.) in and out of the project site. As such, the traffic analysis and mitigation measures take into account all trips potentially generated by the project.

As described in the Draft IS/MND, the project will be required to implement Mitigation Measure TRA-2, requiring payment into the Fort Ord Reuse Authority (FORA) Community Facilities District Fee to reduce significant cumulative impacts at the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection and the Monterey Road segment between Fremont Boulevard and Coe Avenue. The Community Facilities District Fee is administered by FORA to fund its Capital Improvement Program (CIP). The most recent FORA CIP identifies specific improvements to the Fremont Boulevard–SR-1 ramps/Monterey Road intersection, Fremont Boulevard/Military Avenue–Del Monte Boulevard intersection, and construction a new SR-1/Monterey Road interchange north of the existing SR 1/Fremont Boulevard interchange. Implementation of these improvement projects as identified in the CIP will address existing intersection deficiencies as well as divert project-related traffic to and from SR-1 from the existing Fremont Boulevard interchange to the new Monterey Road interchange, as well as away from Monterey Road between Fremont Boulevard and Coe Avenue. Therefore, the project's contribution to the FORA Community Facilities District Fee will be utilized to fund improvements to impacted intersections and road segments, including cumulative impacts at the Fremont Boulevard- SR-1 ramps/Monterey Boulevard intersection and the Monterey Road segment between Fremont Boulevard and Coe Avenue as identified in the IS/MND traffic analysis. The City has approved the project's contribution to the FORA Community Facilities District Fee through implementation of Mitigation Measure TRA-2; therefore, no additional mitigation is warranted. No changes to the Draft IS/MND are necessary.

### **RESPONSE P-1-3**

The comment states that before the project can be built, the City should solve the existing traffic problems on Monterey Road.

The project traffic analysis determined that the project would contribute to a significant impact at the intersection of Fremont Boulevard–SR-1 ramps/Monterey Road. The IS/MND prescribes specific mitigation for the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection to offset the project's impact. As noted above in Response P-1-1, while the project has a responsibility to provide mitigation to address its potential impacts, pursuant to State CEQA Guideline 15041, the City as lead agency does not have the authority to impose mitigation where there is no nexus to the proposed project's impacts. Therefore, any public concerns and potential solutions regarding existing traffic along Monterey Road should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

Rick Medina, Senior Planner  
City of Seaside  
440 Harcourt Avenue  
Seaside, California 93955-4708

April 15, 2016  
rmedina@ci.seaside.ca.us  
(831) 899-6726  
www.ci.seaside.ca.us

Subject: Comments to Seaside Senior Living Project Initial Study & MND  
550 Monterey Road Seaside, California (APN 031-141-004)

Cc: Diana Ingersoll, Deputy City Manager; Pam Reading, LSA

Dear Rick,

Enclosed in this letter are our comments to the City of Seaside and LSA's Initial Study and Mitigated Negative Declaration (MND) prepared March 18, 2016 for the Seaside Senior Living Project. It is our understanding that comments from the public are due by April 18, 2016.

Each of the project consultants working exclusively with us (Seaside Senior Living, LLC) responded to the content of their respective section, i.e. Section XVI (Page 138) Transportation/Traffic comments from Hatch, Mott and MacDonald. City Staff and its consultants should review sections prepared by LSA. Those sections are: Section III (Page 51) Air Quality; Section VII (Page 80) Greenhouse Gas Emissions. There are other sections providing background information that we reviewed but generally have no comments, such as Section I (Page 45) Aesthetics; or Section II (Page 50) Agriculture and Forestry Resource.

P-2-1

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**I. BACKGROUND INFORMATION (Page 1)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**II. ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION (Page 3)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL, STATE PLANS AND MANDATED LAWS (Page 23)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION (Page 41)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**V. EVALUATION OF ENVIRONMENTAL IMPACTS (Page 43)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**VI. ENVIRONMENTAL CHECKLIST**

**SECTION I: AESTHETICS (Page 45)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION II: AGRICULTURE AND FORESTRY RESOURCES (Page 50)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION III: AIR QUALITY (Page 51)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION IV: BIOLOGICAL RESOURCES (Page 59)**

Rob Thompson reviewed the Biological Resources section starting on page 59 and do not have any comments or suggestions. Mr. Thompson also briefly reviewed the posted biotic and arborist reports that have been modified since the final drafts that were submitted and noticed at the bottom of page 7 (bottom right corner) that the word "truck" should be replaced with "trunk". There may be some similar minor text errors that should be reviewed by the City and LSA in the final reviews.

In reviewing both the Landscape Plan and the Arborist Report the City will see that more attention is needed to explain the circumstances associated with tree removal and total tree replacement. Arborist Report finds three (3) Blue Gum Eucalyptus trees and 94 Monterey Cypresses for a total of 97 trees. The project Landscape Architect points out: "Page 62, second paragraph: states 'remove 44 trees, of which 42 trees would be replaced'. This count is not correct, possibly old data. We are removing 84 trees and replacing 84 trees." "In summary: The tree schedule replaces all three (3) Blue Gum Eucalyptus trees with other species; and, replaces 81 Monterey Cypresses with 63 (75%) new Monterey Cypresses and 21 (25%) other species. In essence, the total trees replaced increase the original tree count by over 82%, from 97 trees to 174 trees".

P-2-1

P-2-2

There are three Bluegum Eucalyptus (*Eucalyptus globulus*) and 94 Monterey Cypress (*Cupressus macrocarpa*) on the project site, or a total of 97 trees. After full implementation of the Landscape Plan there will be 174 trees on site, 77 more trees than exists on site at the start of the project. Please review the following table and edit this Initial Study to properly reflect the design of Seaside Senior Living Project.

Significant consideration of the project's landscaping is devoted to trees and the City of Seaside's tree policies guiding tree removal and replacement (City Tree Ordinance: Municipal Code Chapter 8.54). The Arborist Report, dated October 1, 2015, confirms that 97 trees are on-site: three (3) Blue Gum Eucalyptus and 94 Monterey Cypress trees. The proposed project anticipates removal of 84 existing trees during construction to be replaced with 174 new trees of various species. On the eastern edge facing Monterey Road, a row of street trees, Cajeput Trees (*Melaleuca quinquenervia*) and Marina Strawberry Trees (*Arbutus marina*), will be installed. Monterey Cypress (*Cupressus macrocarpa*) trees will be planted along the western edge near California State Route-1. Fernleaf Catalina Ironwood (*Lyonothamnus floribudus*) and Beach Pine (*Pinus contort*) will be planted in the area north of the building. Within the residential portion of the Assisted Living and Memory Care Facilities, Fernleaf Catalina Ironwood (*Lyonothamnus floribudus*), Cajeput Tree (*Melaleuca quinquenervia*) and Fruitless Olive (*Olea europaea* 'Swan Hill') will be planted (Olive and Strawberry Trees along eastern edge and along residential edge). The facilities will be surrounded by 19 varieties of shrubs and six (6) varieties of groundcover, all listed on the Landscape Plan. The southern open space area by SR-1 will be populated with Monterey Cypress and California natives as identified in the Landscape Plan.

The City's Tree Ordinance requires City permits to remove existing trees or to install new ones and the City General Plan (GP) (page COS-3) contains a list of trees that may *not* be planted without BAR approval. BAR, which serves as the first line of defense to ensure only appropriate species are planted, is concerned with the over-all aesthetic of the City. The GP list includes Coast Redwood, Blue Gum Eucalyptus, Monterey Cypress, Monterey Pine, Willows, Cottonwood and Poplar. The Tree Ordinance also requires a one to one ratio (1:1) to replace trees removed using only the species approved by BAR. Because Monterey Cypress trees are on the GP list, the Landscape Architects are recommending replacing less than the original amount, and only in keeping with the existing site character. Monterey Cypresses are reduced by 25%. while the Blue Gum Eucalyptus is reduced by 100%. The project removes 84 trees of the above species and replaces them with 174 trees of various species, or a 1:2 ratio. The tree schedule replaces all three (3) Blue Gum Eucalyptus trees with other species; and, replaces 81 Monterey Cypresses with 63 (75%) new Monterey Cypresses and 21 (25%) other species. In essence, the total trees replaced increase the original tree count by over 82% (from 97 to 174 trees). The project's Landscape Architects are requesting BAR to accept a reduction of Monterey Cypresses due to such a large number of replacement trees in comparison to the landscaped area. The addition of 77 more trees should provide the City with equitable trade offs. The following table provides detailed information.

P-2-2



Tree Inventory and Mitigation Summary for Landscape Plan

*Per Municipal Code Chapter 8.54 - Tree Ordinance*

| COMMON NAME                                         | BOTANICAL NAME                  | QUANTITY   |
|-----------------------------------------------------|---------------------------------|------------|
| <i>1. Trees Currently On Site</i>                   |                                 | <i>97</i>  |
| 1.1. Monterey Cypress                               | ( <i>Cupressus macrocarpa</i> ) | 94         |
| 1.2. Blue Gum Eucalyptus                            | ( <i>Eucalyptus globulus</i> )  | 3          |
| <i>2. Trees Removed From Site</i>                   |                                 | <i>84</i>  |
| 2.1. Monterey Cypress                               | ( <i>Cupressus macrocarpa</i> ) | 81         |
| 2.2. Blue Gum Eucalyptus                            | ( <i>Eucalyptus globulus</i> )  | 3          |
| <i>3. Trees Retained On Site</i>                    |                                 | <i>13</i>  |
| 3.1 Monterey Cypress                                | ( <i>Cupressus macrocarpa</i> ) | 13         |
| <i>4. Trees Removed</i>                             |                                 | <i>84</i>  |
| 4.1 Monterey Cypress Replaced With Same Species     | ( <i>Cupressus macrocarpa</i> ) | 63         |
| 4.2 Monterey Cypress Replaced With Other Species    | ( <i>See Landscape Plan</i> )   | 18         |
| 4.3 Blue Gum Eucalyptus Replaced With Other Species | ( <i>Eucalyptus globulus</i> )  | 3          |
| <i>5. Trees Installed Per Landscape Plan</i>        |                                 | <i>174</i> |
| 5.2 Trees Remain                                    |                                 | 13         |
| 5.2 Replacement Trees As Shown Above                |                                 | 84         |
| 5.3 Additional Other Species Installed              |                                 | 77         |

P-2-2

Rob Thompson, ISA Certified Arborist and Resource Ecologist  
Thompson Wildland Management (TWM)  
57 Via Del Rey • Monterey, CA. 93940  
(831) 277-1419 Email: [rob@wildlandmanagement.com](mailto:rob@wildlandmanagement.com)  
Website: [wildlandmanagement.com](http://wildlandmanagement.com)

Elke Ikeda, Landscape Architect (CLA 4719)(CPSI)  
BFS LANDSCAPE ARCHITECTS  
425 Pacific Street, Suite 201, Monterey CA 93940 (831.646.1383 • [www.bfsla.com](http://www.bfsla.com))

**SECTION V: CULTURAL RESOURCES (Page 68)**

Ms. Mary Doane of Archaeological Consultant, Inc. prepared the Cultural Resources Assessment for the California Environmental Quality Act (CEQA) Draft Initial Study and Proposed Mitigated Negative Declaration for Seaside Senior Living Project at 550 Monterey Road in Seaside California (August 5, 2015).

P-2-3

*We recommend that the Cultural Resources be incorporated into the Draft Initial Study and Proposed Mitigated Negative Declaration as is. However, we continue our reservation regarding the extreme findings of the Paleontological literature review. It is a matter we will discuss with the City at the Planning Commission Hearing looking for a more reasonable Condition of Approval. Take note of the relevant Conclusions and Recommendation*

on page 5 in the Archaeological Reconnaissance, which is typical in the sand dune areas of Fort Ord: "The stabilized sand dune terrain is **unlikely** to produce significant paleontological (fossil) resources because of the absence of bedrock. In addition, the site is developed with major previous heavy development and trenching (PG&E gas line and MCWD sewer lines).

P-2-3

Mary Doane, B.A. and Gary S. Breschini, Ph.D., RPA  
Archaeological Consultant, Inc.  
P.O. Box 3377 • Salinas, California 93912 • (831-422-4912)

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**SECTION VI: GEOLOGY AND SOILS (Page 73)**

HK&A reviewed pages 73 to 79 and have no issues with Geology/Soils section of the Draft Initial Study Proposed Mitigated Negative Declaration prepared by LSA Associates Inc., dated March 2016.

Project Engineer: Christopher A. George, P.E.  
Haro, Kasunich and Associates Geotechnical and Coastal Engineers  
116 East Lake Avenue • Watsonville, California 95076 • (831-722-4175)

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**SECTION VII: GREENHOUSE GAS EMISSIONS (Page 80)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

P-2-4

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**SECTION VIII: HAZARDS AND HAZARDOUS MATERIALS (Page 91)**

Weber, Hayes and Associates agree with the Initial Study findings regarding the Seaside Senior Living Project.

- The project would have less than a significant impact or no impact from Hazards and Hazardous Materials.

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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**SECTION IX: HYDROLOGY AND WATER QUALITY (Page 96)**

Weber, Hayes and Associates agrees with the Initial Study findings regarding the Seaside Senior Living project that:

- The project would have less than a significant impact or no impact on Hydrology and Water Quality.

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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**SECTION X: LAND USE AND PLANNING (Page 103)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XI: MINERAL RESOURCES (Page 105)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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P-2-4

**SECTION XII: NOISE (Page 106)**

Illingworth & Rodkin, Inc. (I&R) has completed a review of the Noise Impact Analysis of the IS/MND Draft Report for the Seaside Senior Living Project. A letter from I&R with comments is enclosed. The Study has been reviewed for accuracy and completeness. The key issues for our review were to confirm that the results of our noise assessment were properly conveyed in the draft report. Our comments are summarized below. *While we did make some notes for clarity purposes, none of our comments change the results of the IS/MND draft report.*

P-2-5

**Existing Noise Environment**

In Figure XII-1 on page 111, both of the short-term measurement locations are labeled "ST-1." While the locations of both ST-1 and ST-2 were accurate in the text and in Table VI.XII.4, ST-2 was mislabeled in the figure.

**Discussion/Conclusion/Mitigation – XII (a)**

While discussing the short-term construction noise impacts, two types of short-term impacts were mentioned: 1) truck traffic for equipment and transport and crew commuting; and 2) project construction. In our analysis of construction noise, hauling construction equipment is included with operational construction noise. Therefore, the noise levels provided for the project construction would include construction truck traffic. Additionally, the last sentence of the second paragraph on page 113 states, "... the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA)." We did not make this assumption in our report. Most likely, workers would be commuting to and from the project site before and after the allowable construction hours, and may at times be perceptible. However, due to the short nature of these perceived noise increases, they would not be considered to result in a substantial temporary or permanent noise increase on an hourly average or daily average basis.

P-2-6

In the first paragraph on page 114, the statement, "As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA Leq at a distance of 50 ft." The referenced table provides ranges for typical hourly average noise levels, not maximum noise levels. Also, in our report, we provided the range of 81 to 88 dBA Leq, which refers to the range for all pertinent equipment present at the site during all phases of construction for domestic housing.

P-2-7

In the last paragraph on page 115 where long-term noise impacts from mechanical equipment are discussed, this sentence is not accurate, "The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft. away from on-site residential units." The nearest mechanical equipment room, as stated in the I&R report, would be 180 feet from the southern property line, which is near existing single-family residences. Therefore, this sentence should state that the room would be over 180 feet from the nearest existing residence. For this impact, we are assessing long-term project

P-2-8

noise as it affects existing noise-sensitive receptors adjoining the site, not the proposed on-site receptors.

Project Engineers: Michael Thill and Carrie J. Janello, Illingworth & Rodkin, Inc.  
1 Willowbrook Court, Suite 120 • Petaluma, CA 94954 • (707.794.0400 x26)

P-2-8

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**SECTION XIII: POPULATION AND HOUSING (Page 129)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XIV: PUBLIC SERVICES (Page 132)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XV: RECREATION (Page 136)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XVI: TRANSPORTATION/TRAFFIC (Page 138)**

Mr. Jeff Waller, of Hatch Mott MacDonald (HMM), has reviewed the City of Seaside and LSA Initial Study/MND. The City's report matches HMM's analysis. The mitigations also match what HMM suggested. The Initial Study/MND declared that all significant impacts could be mitigated following HMM's mitigation plans. Mr. Waller is available if you have any questions.

Jeff Waller, TE, Project Engineer, Hatch Mott MacDonald | Transportation Planning  
1300-B First Street, Gilroy, CA, 95020 •  
Direct: 408 848 3163 • jeffrey.waller@hatchmott.com

P-2-9

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**SECTION XVII: UTILITIES AND SERVICE SYSTEMS (Page 149)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute to Section XVII other than Hydrology Assessment, and the project would have less than a significant impact or no impact on the following:

XVII(a). Exceed wastewater treatment requirements - no impact

XVII(b). Construction of new water or wastewater treatment facilities - no impact

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XVII(c). Construction of new storm water drainage facilities or expansion - no impact

Hydrology Assessment: Weber, Hayes and Associates (WHA) prepared the *Hydrology Assessment* for the California Environmental Quality Act (CEQA) *Draft Initial Study for Seaside Senior Living Facility* at 550 Monterey Road in Seaside California (WHA, September 15, 2015).

A letter from WHA with comments is enclosed. The *Hydrology Assessment* referenced graphics from the September 10, 2015 *Preliminary Stormwater Control Plan* for the Facility, prepared by JF Construction and Engineering Company. The *Preliminary Stormwater Control Plan* was revised on October 26, 2015 to clarify calculations. These revisions did NOT affect the graphics of the *Preliminary Stormwater Control Plan*, and therefore we have no comments or changes to the *Hydrology Assessment*. We recommend that the *Hydrology Assessment* be incorporated into the *Draft Initial Study and Proposed Mitigated Negative Declaration* as is.

P-2-10

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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- XVII(d). Have sufficient water supplies available - no impact
  - XVII(e). Result in a determination by the wastewater treatment provider - no impact
  - XVII(f). Be served by a landfill with sufficient permitted capacity - no impact
  - XVII(g). Comply with federal, state, and local statutes and regulations related to solid waste – No Impact
- 

#### **SECTION XVIII: MANDATORY FINDINGS OF SIGNIFICANCE (Page 157)**

SSL recommends a personal meeting with City Staff to review each attribute of this document prior to our full acceptance and the City's final preparations of all Conditions of Approval.

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#### **VII. FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES Page 161**

At this time, SSL does not have any new information to contribute.

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#### **VIII. MITIGATION MONITORING AND REPORTING PROGRAM Page 163**

SSL recommends a personal meeting with City Staff to review each attribute of this document prior to our full acceptance and the City's final preparations of all Conditions of Approval.

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P-2-11

#### **IX. REFERENCES Page 183**

At this time, SSL does not have any new information to contribute.

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#### **APPENDICES (PROVIDED ON ENCLOSED CD)**

- A: TECHNICAL REPORTS
  - B: MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY WILL  
SERVE LETTER
-



**ENCLOSED DOCUMENTS:**

Letters from:

1. Craig Drizin, Weber, Hayes and Associates
2. Carrie J. Janello, Illingworth & Rodkin, Inc.

**ILLINGWORTH & RODKIN, INC.**  
**Acoustics • Air Quality**

1 Willowbrook Court, Suite 120  
Petaluma, California 94954

Tel: 707-794-0400  
www.illingworthrodkin.com

Fax: 707-794-0405  
illro@illingworthrodkin.com

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April 11, 2016

Mr. Ricardo de la Cruz  
Seaside Senior Living, LLC & Santa Cruz Memory Care, LLC  
PO Box 1259  
Capitola, California 95010

**Via email:** [rdlc13@gmail.com](mailto:rdlc13@gmail.com)

**Subject: Seaside Senior Living Project, Seaside, CA –  
Review of the Noise Impact Analysis of the IS/MND Draft Report**

Dear Mr. de la Cruz:

Illingworth & Rodkin, Inc. (I&R) has completed a review of the Noise Impact Analysis of the IS/MND Draft Report for the Seaside Senior Living Project. The Study has been reviewed for accuracy and completeness. The key issues for our review were to confirm that the results of our noise assessment were properly conveyed in the draft report. Our comments are summarized below. While we did make some notes for clarity purposes, none of our comments change the results of the IS/MND draft report.

**Existing Noise Environment**

In Figure XII-1 on page 111, both of the short-term measurement locations are labeled “ST-1.” While the locations of both ST-1 and ST-2 were accurate in the text and in Table VI.XII.4, ST-2 was mislabeled in the figure.

**Discussion/Conclusion/Mitigation**

*XII(a)*

While discussing the short-term construction noise impacts, two types of short-term impacts were mentioned: 1) truck traffic for equipment and transport and crew commuting; and 2) project construction. In our analysis of construction noise, hauling construction equipment is included with operational construction noise. Therefore, the noise levels provided for the project construction would include construction truck traffic. Additionally, the last sentence of the second paragraph on page 113 states, “...the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA).” We did not make this assumption in our report. Most likely, workers would be commuting to and

from the project site before and after the allowable construction hours, and may at times be perceptible. However, due to the short nature of these perceived noise increases, they would not be considered to result in a substantial temporary or permanent noise increase on an hourly average or daily average basis.

In the first paragraph on page 114, the statement, “As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA  $L_{eq}$  at a distance of 50 ft.” The referenced table provides ranges for typical hourly average noise levels, not maximum noise levels. Also, in our report, we provided the range of 81 to 88 dBA  $L_{eq}$ , which refers to the range for all pertinent equipment present at the site during all phases of construction for domestic housing.

In the last paragraph on page 115 where long-term noise impacts from mechanical equipment are discussed, this sentence is not accurate, “The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units.” The nearest mechanical equipment room, as stated in the I&R report, would be 180 feet from the southern property line, which is near existing single-family residences. Therefore, this sentence should state that the room would be over 180 feet from the nearest existing residence. For this impact, we are assessing long-term project noise as it affects existing noise-sensitive receptors adjoining the site, not the proposed on-site receptors.

◆ ◆ ◆

Please feel free to contact us with any questions on the analysis or if we can be of further assistance.

Sincerely,



Carrie J. Janello  
Consultant  
***Illingworth & Rodkin, Inc.***

(15-265)



**WEBER, HAYES & ASSOCIATES**

*Hydrogeology and Environmental Engineering*

120 Westgate Drive, Watsonville, CA 95076

(831) 722-3580 // [www.weber-hayes.com](http://www.weber-hayes.com)

April 6, 2016

Project: 2X428

**TO: CITY OF SEASIDE, PLANNING DIVISION**

*Attn: Rick Medina*

*440 Harcourt Avenue*

*Seaside, CA 93955*

**SUBJECT: HYDROLOGY ASSESSMENT –**

**DRAFT INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION**

**SITE: SEASIDE SENIOR LIVING FACILITY**

*550 Monterey Road, Seaside, California (the “Site”)*

*Monterey County Assessor’s Parcel Number (APN): 031-141-004*

*Dear Mr. Medina:*

Weber, Hayes and Associates (WHA) prepared the *Hydrology Assessment* for the California Environmental Quality Act (CEQA) *Draft Initial Study for Seaside Senior Living Facility* at 550 Monterey Road in Seaside California (WHA, September 15, 2015).

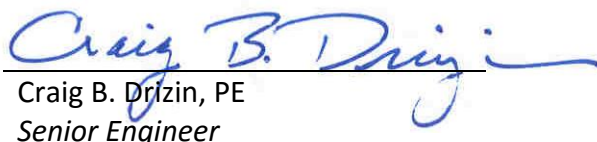
The *Hydrology Assessment* referenced graphics from the September 10, 2015 *Preliminary Stormwater Control Plan* for the Facility, prepared by JF Construction and Engineering Company. The *Preliminary Stormwater Control Plan* was revised on October 26, 2015 to clarify calculations. These revisions did NOT affect the graphics of the *Preliminary Stormwater Control Plan*, and therefore we have no comments or changes to the *Hydrology Assessment*.

**We recommend that the *Hydrology Assessment* be incorporated into the *Draft Initial Study and Proposed Mitigated Negative Declaration* as is.**

*Sincerely yours,*

WEBER, HAYES AND ASSOCIATES

By:

  
Craig B. Drizin, PE  
Senior Engineer

c: Seaside Senior Living, LLC c/o: Rick de la Cruz

[rdlc13@gmail.com](mailto:rdlc13@gmail.com)

**WEBER, HAYES & ASSOCIATES**

**LETTER CODE:** P-2

**COMMENTER:** Seaside Senior Living, LLC

**DATE:** April 15, 2016

### **RESPONSE P-2-1**

The comment states that City of Seaside (City) staff and its consultants should review sections of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-2-2**

The comment states that the biotic and arborist reports have been modified since the final drafts were submitted to the City. The comment also identifies minor text errors in these final reports and recommends that the reports be reviewed by the City and LSA. The comment goes on to state that the information presented in the arborist report regarding tree impacts and replacement plantings differs from the information presented in the Draft IS/MND.

The Final Arborist Report dated October 1, 2015 and the Final Biotic Resources Assessment dated October 2, 2015, both prepared by Thompson Wildland Management and submitted to the City in PDF format by the Project Applicant, were analyzed and included in the Draft IS/MND. No changes to these documents were made by the City or its environmental consultant, LSA. The typographical error noted by the commenter is within the Final Arborist Report that was provided to the City by the Project Applicant; therefore, the City and its environmental consultant, LSA, are not at liberty to make revisions to this report as requested by the commenter.

LSA received a Final Arborist Report from the applicant, as noted above, on October 1, 2015. The Applicant submitted a revised set of Project Plans to the City on January 4, 2016. The January 4, 2016 project plans included a landscaping plan. The landscaping plan provided in the January 4, 2016 project plans provide different tree replacement information than is presented and discussed in the Final Arborist Report. When the City discussed the discrepancies between the Final Arborist Report and the landscaping plan with the Applicant, the Applicant informed the City that that Final Arborist Report predated the revised landscaping plan and therefore, to use the landscaping plan provided on January 4, 2016 as the basis for the IS/MND tree analysis. Therefore, the tree replacement information and analysis provided in the IS/MND is based on the January 4, 2016 landscape plan.



The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-2-3**

The comment states that paleontological conclusions presented in the Cultural Resources Assessment prepared by Archaeological Consultant, Inc. should be incorporated directly into the Draft IS/MND and that the Project Applicant would like to discuss the paleontological mitigation measure with the City at the Planning Commission Hearing.

The Archaeological Reconnaissance Report prepared for and peer reviewed by LSA dated October 23, 2014 and revised April 21, 2015 did not include a discussion of paleontological resources. Per the direction of the City, LSA prepared a Paleontological Analysis Memorandum (October 7, 2015) for the proposed project. In preparation of the Paleontological Analysis Memorandum, LSA examined geologic maps of the project area and reviewed relevant geological and paleontological literature to determine which geologic units are present within the project area and whether fossils have been recovered from those or similar geologic units elsewhere in the region. A search for known fossil localities was also conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project area. The Paleontological Analysis Memorandum is provided at the end of these Responses to Comments.

The conclusions of this analysis are provided in the Draft IS/MND state that,

*“The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because excavation during the course of the proposed project would reach depths of these paleontologically sensitive deposits, there is a potential for the project to impact paleontological resources. Implementation of Mitigation Measure CULT-2 requires the development of a Paleontological Resource Impact Mitigation Program (PRIMP), the presence of a qualified paleontological monitor during excavation and grading activities in deposits with a high paleontological sensitivity rating, and the methods to be used if a paleontological resource is encountered. Therefore, with implementation of Mitigation Measure CULT-2, project-related impacts to paleontological resources would be reduced to less than significant levels.”*

A revised Archaeological Reconnaissance Report, dated August 5, 2015, including a statement regarding the likelihood of paleontological resources on the project site was provided to the City on August 12, 2015. At the time this report was received by the City, per the direction of the City, LSA had already drafted the Paleontological Analysis Memorandum. Therefore, the revised Archaeological Reconnaissance Report was not peer reviewed by LSA and the conclusions provided in the report were not reflected in the Draft IS/MND. No analysis or research is provided in the revised Archaeological Reconnaissance Report to substantiate the concluding statement that, “The stabilized sand dune terrain is unlikely to produce significant paleontological (fossil) resources

because of the absence of bedrock;" therefore, no changes to the conclusions in the Draft IS/MND have been made. The August 5, 2015 Archaeological Reconnaissance Report is provided at the end of these Responses to Comments.

#### **RESPONSE P-2-4**

The comment states that City staff and its consultants should review sections of the Draft IS/MND prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

#### **RESPONSE P-2-5**

The comment states that in Figure XII-1, both of the short-term measurement locations are labeled "ST-1."

Figure XII-1 has been revised in the Final IS/MND and short-term measurement location, ST-2, has been correctly labeled.

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measure, or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

#### **RESPONSE P-2-6**

The comment states that in the Noise and Vibration Analysis prepared by Illingworth & Rodkin, Inc., construction noise associated with hauling construction equipment was analyzed under operational construction noise. The comment also states that there are assumptions presented in the Draft IS/MND that are not presented in the Noise and Vibration Analysis.

As the City's environmental consultant, LSA peer reviewed the Noise and Vibration Analysis and did not find a discussion of off-site transportation related noise impacts due to construction activities, only typical maximum noise levels for pieces of equipment (Table 6) and typical ranges of construction activities that would occur on-site (Table 7) based on a report published by the Environmental Protection Agency in 1973. LSA utilized the Noise and Vibration Analysis as a basis

for the Noise section of the Draft IS/MND; however, based upon LSA's noise technical experience and it's CEQA experience, LSA included an expanded discussion about transportation-related noise impacts associated with project construction activities to ensure that the Draft IS/MND thoroughly addressed all CEQA thresholds in the noise analysis. The analysis provided in the Draft IS/MND does not contradict the information provided in the Noise and Vibration Analysis but rather expands upon it. Therefore, no changes to the Draft IS/MND are necessary.

## RESPONSE P-2-7

The comment states that in the first paragraph on page 114, the statement, "As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA Leq at a distance of 50 ft," is inconsistent with the referenced table in the Noise and Vibration Assessment.

This statement in the Draft IS/MND has been revised to read, "As shown in Table VI.XII.6, typical hourly noise levels range from 81 to 88 dBA Leq at a distance of 50 ft. when all pertinent equipment is in operation on-site."

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measure, or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

## RESPONSE P-2-8

The comment states that the project should assess long-term project-related noise only as it affects existing noise-sensitive receptors adjoining the site, and not proposed on-site receptors.

The comment is correct. The IS/MND included a typographical error and references the distance of the proposed mechanical room to on-site sensitive receptors rather than to off-site sensitive receptors. The analysis regarding the impacts of mechanical equipment has therefore been revised to be clear that the nearest mechanical equipment room is more than 180 feet from off-site sensitive receptors, that noise levels at the nearest noise-sensitive receptors would not change from the existing conditions, and that impacts associated with the operation of mechanical equipment on the project site would be less than significant, and no mitigation is required. The revised paragraph addressing off-site impacts from on-site mechanical equipment is provided below.

***"Mechanical Equipment.*** *The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA Leq, and during nighttime hours, existing noise levels range from 56 to 66 dBA Leq. The nearest mechanical equipment room is proposed to be located at a distance of more than 180 ft away from the southern property line. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA Leq at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA Leq. Given the nearest noise sensitive residential land uses are beyond*

*the southern boundary of the project site and are therefore more than 180 ft from the proposed mechanical equipment room, noise levels at the nearest noise-sensitive receptors would not change from the existing conditions. Therefore, impacts associated with the operation of mechanical equipment on the site would be less than significant, and no mitigation is required.”*

The change is not a “substantial revision” because it does not identify a new, avoidable significant effect or mitigation measures or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

## **RESPONSE P-2-9**

The comment states that City staff and its consultants should review sections of the Draft IS/MND prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

## **RESPONSE P-2-10**

The comment states that the Draft IS/MND references the September 10, 2015 *Preliminary Stormwater Control Plan* when it should reference the revised *Preliminary Stormwater Control Plan* dated October 26, 2015. The comment also states that although the graphics in the revised Plan did not change from the previous version, that analysis in the IS/MND should reflect the revised Plan.

The date of the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* referenced in Section IX, Hydrology and Water Quality, in the Draft IS/MND was inaccurately referenced as September 2015. The October 26, 2015 version of the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* was provided in Appendix A of the Draft IS/MND and utilized as the basis for the discussion and analysis provided in Section IX of the Draft IS/MND. The September 2015 reference has been revised to correctly reflect October 2015 in the Final IS/MND.

The change is not a “substantial revision” because it does not identify a new, avoidable significant effect or mitigation measures or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies,

amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

### **RESPONSE P-2-11**

The comment recommends a personal meeting with City staff to review each attribute of the Draft IS/MND prior to project approval.

The City acknowledges the commenter's request to meet with the City prior to approval of the Final IS/MND and will coordinate with the commenter to schedule such a meeting.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.



Carmen Lo

**From:** Rick Medina <RMedina@ci.seaside.ca.us>  
**Sent:** Wednesday, April 20, 2016 2:07 PM  
**To:** Pam Reading  
**Subject:** Fwd: Mitigated Negative Declaration - File Number UP14-05 (Senior Living Project)

Pam,  
 Forwarding public comment received via email today.

Rick Medina  
 Senior Planner  
 (831) 899-6726  
[rmedina@ci.seaside.ca.us](mailto:rmedina@ci.seaside.ca.us)

>>> Dave Evans <[dngrisk@gmail.com](mailto:dngrisk@gmail.com)> 4/19/2016 5:15 PM >>>

Apologies for being a day late with this. I've been traveling the past month and just had a chance to review the documents. A couple thoughts on the traffic report, probably none of which are news to you.

The Fremont/SR 1/Monterey Road intersection is horrible at peak hours. Now we're going to add employees (even with a TDM, which I would think is very difficult to facilitate/enforce), visitors, residents (unless none will have their own vehicles, which is not the norm for Senior Living facilities), vendors, and plenty of ambulances (for when the residents have to be transported to hospitals or skilled nursing facilities)? I'm not sure where Hatch Mott secured their trip data, but it is not conservative, based on my experience with aging parents in such facilities. I think they could double the figures in their charts and be closer to reality!

P-3-1

Whoever is responsible for the Fremont intersection, needs to drive it each day to see just how dangerous it is! If the City needs to work with Caltrans or some other agency, they should consider:

1. Eliminating the left turn from the High School onto Monterey Road. I've seen way too many near collisions as a result of right turns from Fremont onto Monterey, just as someone tries to make a left turn into the line up for the signal. Add pedestrians, bicyclists, and moms with strollers (slogging through the dirt between the cross walk and the High School entrance), and it's a recipe for something really bad.

P-3-2

2. Please, please, please, can't someone pour some concrete to connect the cross walk up to the High School entrance?? How hard can it be to put a sidewalk where it is so desperately needed?

P-3-3

3. Create a right turn lane from Monterey Road onto the SR1 northbound ramp. This would help with some of the congestion. I have no idea where Hatch Mott got delays of 31.5 and 47.5 seconds, but that's laughable. I've sat on Monterey Road for 10 minutes or more many a time during peak hours.

P-3-4

4. Somehow the "lane cheaters" in the right turn lane onto Fremont that instead proceed across the intersection onto Monterey need to be addressed. The tall orange "barriers" glued to the lane stripe? Something else? Each such lane violation just exacerbates the danger for everyone when Monterey suddenly is one lane on the other side of the intersection.

P-3-5

5. Somehow the left turn lane from the southbound SR-1 offramp onto Monterey Road needs to be extended. It's basically worthless as traffic backs up before the signal and none of those who could be turning left remain stuck.

P-3-6

6. Coe Ave is not addressed in the report. What will be the unintended consequences for the Middle School at the intersection of General Jim Moore and Coe? My guess is people along Coe will start using it instead of Monterey Road, as they get frustrated with even longer delays on Monterey.

P-3-7

Best Regards,  
 Dave Evans  
 4820 Peninsula Point Dr  
 Seaside, CA 93955  
 831-392-5643

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**LETTER CODE:** P-3

**COMMENTER:** Dave Evans

**DATE:** April 19, 2016

### **RESPONSE P-3-1**

The comment states that the Fremont/State Route 1 (SR-1)/Monterey Road Intersection is horrible at peak hour and that the project's trip data does not accurately account for the number of project-related trips.

The proposed project includes construction and operation of a 144-unit assisted living facility. In order to assess project-related traffic impacts, project vehicle trips were estimated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012) for the Assisted Land Use category. This land use category and therefore the project trip generation is inclusive of all project-related vehicles that might travel to and from the proposed project site, including residents, visitors, and medical/emergency response. As such, the Traffic Report prepared by Hatch Mott MacDonald and Traffic section of the Draft Initial Study/Mitigated Negative Declaration (IS/MND), which was based on the Traffic Report, accurately account for all trip types associated with the project. No changes to the Draft IS/MND are necessary.

### **RESPONSE P-3-2**

The comment recommends eliminating the left turn from the High School onto Monterey Road.

Pursuant to the California Environmental Quality Act (CEQA) Guideline 15041, the City of Seaside (City) as lead agency only has the authority to impose mitigation where there is nexus to a proposed project's impacts. Because implementation of the project would not contribute to the existing traffic conditions at the High School/Monterey Road/Fremont Boulevard intersection, eliminating left turns from the High School onto Monterey Road as part of implementation of the project is not warranted under CEQA. Any public concerns with the existing circulation network should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-3-3**

The comment requests that concrete be poured to connect the cross walk up to the High School entrance.

Please refer to response P-3-2 above.

## **RESPONSE P-3-4**

The comment recommends that a right turn lane from Monterey Road onto the SR-1 northbound ramp be created. The comment also states that the delays of “31.5 and 47.5 seconds” are inaccurate.

A peak-hour level of service (LOS) analysis was conducted for the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection based on the 2010 Highway Capacity Manual (HCM) methodology, consistent with the requirements of the City, County, and the California Department of Transportation (Caltrans). The delays reported in the Traffic Report are the average vehicle delays during the a.m. peak hour (single highest hour of traffic volumes between 7:00 and 9:00 a.m.) and the p.m. peak hour (single highest hour of traffic volumes between 4:00 and 6:00 p.m.). As stated in the Draft IS/MND, the project will be required to implement Mitigation Measures TRA-1 and TRA-2 to reduce potentially significant project-related impacts associated with traffic. Please also refer to response P-3-2 above. Any concerns about the existing circulation network and potential improvements should be directed to the City outside of the context of this project. No changes to the Draft IS/MND are necessary.

## **RESPONSE P-3-5**

The comment states that the “lane cheaters” in the right turn lane onto Fremont Boulevard that instead proceed across the intersection onto Monterey Road need to be addressed.

Please refer to response P-3-2 above.

## **RESPONSE P-3-6**

The comment states that the left turn lane from the southbound SR-1 off-ramp onto Monterey Road needs to be extended.

Please refer to response P-3-2 above.

## **RESPONSE P-3-7**

The comment states that Coe Ave is not address in the Traffic Report.

Similar to the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection, a peak-hour LOS analysis was conducted for the intersection of Coe Avenue/Monterey Road. Based on the results of this analysis, the Coe Avenue/Monterey Road intersection is anticipated to operate at satisfactory LOS B with implementation of the project. As such, potential impacts to Coe Avenue have been addressed and analyzed in the Traffic Report and the Traffic section of the Draft IS/MND. No changes to the Draft IS/MND are necessary.

**ARCHAEOLOGICAL RECONNAISSANCE FOR THE SEASIDE SENIOR  
LIVING PROJECT, AUGUST 5, 2015**



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# ARCHAEOLOGICAL CONSULTING

RECEIVED  
CITY OF SEASIDE  
AUG 12 2015  
RESOURCE MANAGEMENT  
SERVICES

P.O. BOX 3377  
SALINAS, CA 93912  
(831) 422-4912

## ARCHAEOLOGICAL RECONNAISSANCE FOR THE SEASIDE SENIOR LIVING PROJECT, APN 031-141-004, IN SEASIDE, MONTEREY COUNTY, CALIFORNIA

by

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October 23, 2014

Final revision August 5, 2105

Prepared for

Seasons Management LLC

**SUMMARY:** PROJECT 5034

**RESULTS:** NEGATIVE

**ACRES:** ±5.5

**SITES:** NONE

**UTMG:** 6.0422/40.5428

**MAP:** USGS 7.5 MINUTE MARINA QUADRANGLE

---

### For Planning Department:

|                                         | Yes | No       | N/A      | See text |
|-----------------------------------------|-----|----------|----------|----------|
| Evidence of:                            |     |          |          |          |
| Sacred/Religious site                   | ___ | ___      | <u>X</u> | ___      |
| Native American Remains                 | ___ | <u>X</u> | ___      | ___      |
| Anything of Archaeological Significance | ___ | <u>X</u> | ___      | ___      |
| Findings of Historical Significance     | ___ | <u>X</u> | ___      | ___      |

## **INTRODUCTION**

In October 2014 Archaeological Consulting was authorized by Eric Jacobsen to prepare a Phase 1 Archaeological Reconnaissance report for the proposed Seaside Senior Living, LLC Project in Seaside, Monterey County, California.

As part of our methodology in the preparation of this report, we have conducted: 1) a background records search at the Northwest Information Center of the California Historical Resources Information System, located at Sonoma State University; and 2) a field reconnaissance of the project area. The following report contains the results of these investigations as well as our conclusions and recommendations.

## **PROJECT LOCATION AND DESCRIPTION**

The ±5.5 acre project area, APN 031-141-004, is located at 550 Monterey Road in Seaside, Monterey County, California (see Map 1). The Universal Transverse Mercator Grid (UTMG) coordinates for the approximate center of the roughly triangular project area are 6.0422/40.5428 on the USGS 7.5 minute Marina Quadrangle (1947; photo-revised 1983). The project proposes redevelopment of the parcel as a Senior Assisted Living and Memory Care Facility (see Site Plan A1.1).

At the time of the field survey, the parcel contained a derelict service station. The central portion of the parcel was covered with pavement. Soil was accessible for examination along Monterey Road, north of the service station, along the western side of the parcel and in the southern end. Vegetation consisted of cypress trees, low growing oaks, acacias, coastal scrub and many patches of iceplant. Surface soil visibility was variable depending on vegetation cover. Overall, soil visibility was considered adequate for the purposes of this reconnaissance.

## **PROJECT METHODOLOGY**

The methodology used in the preparation of this report included two primary steps, as follows:

### **Background Research**

The background research included an examination of the archaeological site records, maps, and project files of the Northwest Information Center of the California Historical Resources Information System, located at Sonoma State University, Rohnert Park. In addition, our extensive files and maps were examined for supplemental information, such as mention of historic or prehistoric resources in the general area. These literature searches are undertaken to determine if there are any recorded archaeological resources in the project area, and whether the area has been included in any previous archaeological studies.

The California Office of Historic Preservation has established the regional Information Centers as the local repository for all archaeological reports prepared under cultural resource management regulations. A background literature search at the appropriate Information Center is required by state guidelines and current professional standards. Following completion of a project, a copy of the report must be deposited with that organization.

### **Field Reconnaissance**

The field survey, performed on October 9, 2014 by Mary Doane and Gina Kay, consisted of a "general surface reconnaissance" of all areas which could reasonably be expected to contain visible cultural resources and which could be viewed without major vegetation removal or excavation. Trowel probes and scrapings were made in areas of thicker vegetation. The sidewalls of the large empty retaining pond to the north of the parcel were viewed for evidence of soil stratification or variation with depth.

## **RESULTS OF THE RECONNAISSANCE**

### **Background Research**

The project area lies within the currently recognized ethnographic territory of the Costanoan (often called Ohlone) linguistic group. Discussions of this group and their territorial boundaries can be found in Breschini, Haversat, and Hampson (1983), Kroeber (1925), Levy (1978), Margolin (1978), and other sources. In brief, the group followed a general hunting and gathering subsistence pattern with partial dependence on the natural acorn crop. Habitation is considered to have been semi-sedentary and occupation sites can be expected most often at the confluence of streams, other areas of similar topography along streams, or in the vicinity of springs. These original sources of water may no longer be present or adequate. Also, resource gathering and processing areas and associated temporary campsites are frequently found on the coast and in other locations containing resources utilized by the group. Factors that may influence the locations of these sites include the presence of suitable exposures of rock for bedrock mortars or other milling activities, ecotones, the presence of specific resources (oak groves, marshes, quarries, game trails, trade routes, etc.), proximity to water, and the availability of shelter. Temporary camps or other activity areas can also be found along ridges or other travel corridors.

The background search of the files at the Northwest Information Center found no recorded archaeological resources located within one kilometer of the project area. No cultural resources listed in the California Inventory of Historical Resources (March 1976), California Historical Landmarks, and the National Register of Historic Places were found in the project area. The 1869 City Lands of Monterey Map reveals nothing within the project area. The 1947 (photo-revised 1968) USGS 7.5 Minute Marina Quadrangle depicts no buildings in the project area.



A series of aerial photographs taken between 1956 and 2012 reveal no structures on the parcel up to the 1987 photograph (see Attachment EDR Aerials). The 1998 photograph shows the service station on the parcel. The USGS National Geologic Map Database places the project area within an extensive area that includes much of the former Fort Ord labeled Qod, quaternary older dune sand deposit, on the map (Wagner et al. 2002).

The CHRIS background search found no evidence of a prior archaeological survey within the project area. A previous survey was found to have included the area along the western edge of the project parcel (Joslin and Wilson 1999).

### **Field Reconnaissance**

None of the materials frequently associated with prehistoric cultural resources in this area (dark midden soil, fragments of weathered marine shell, flaked or ground stone, bone fragments, fire-affected rock, etc.) were observed during the field reconnaissance.

Native soil in the project area was tan stabilized dune sand. The excavation for a retention pond on the parcel to the north revealed substantial depth for the sand dune deposit with no evidence of stratification, or of natural, historic or paleontological inclusions.

No surface evidence of potentially significant historic period archaeological resources was noted during the reconnaissance. Modern trash was apparent in the homeless campsites along the western part of the parcel. Construction debris was stockpiled on the southern part of the parcel. The built environment, the derelict service station seen in the 1998 aerial photograph of the parcel, is not of sufficient age to trigger an historic evaluation (see EDR Aerial attachment for photo-documentation).

## CONCLUSIONS AND RECOMMENDATIONS

Based upon the background research and the field reconnaissance, we have concluded that there is no surface evidence of potentially significant archaeological or historical resources in the project area. The stabilized sand dune terrain is unlikely to produce significant paleontological (fossil) resources because of the absence of bedrock. The nearest identified fossil-bearing rock is located in the hills of Miocene sedimentary sandstone/mudstone (Tm on the map) several miles south of the project area. Because of this, we make the following recommendation:

- The proposed Seaside Senior Living project should not be delayed for archaeological reasons.

Because of the possibility of unidentified (e.g., buried) cultural resources being found during construction, we recommend that the following standard language, or the equivalent, be included in any permits issued for the project area:

- If archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 50 meters ( $\pm 160$  feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

## REFERENCES

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Map 1. Project Location.

| DATE    | DESCRIPTION        |
|---------|--------------------|
| 10/1/01 | PLANNING PHASE     |
| 10/1/01 | CONCEPT DESIGN     |
| 10/1/01 | PRELIMINARY DESIGN |
| 10/1/01 | FINAL DESIGN       |
| 10/1/01 | CONSTRUCTION       |

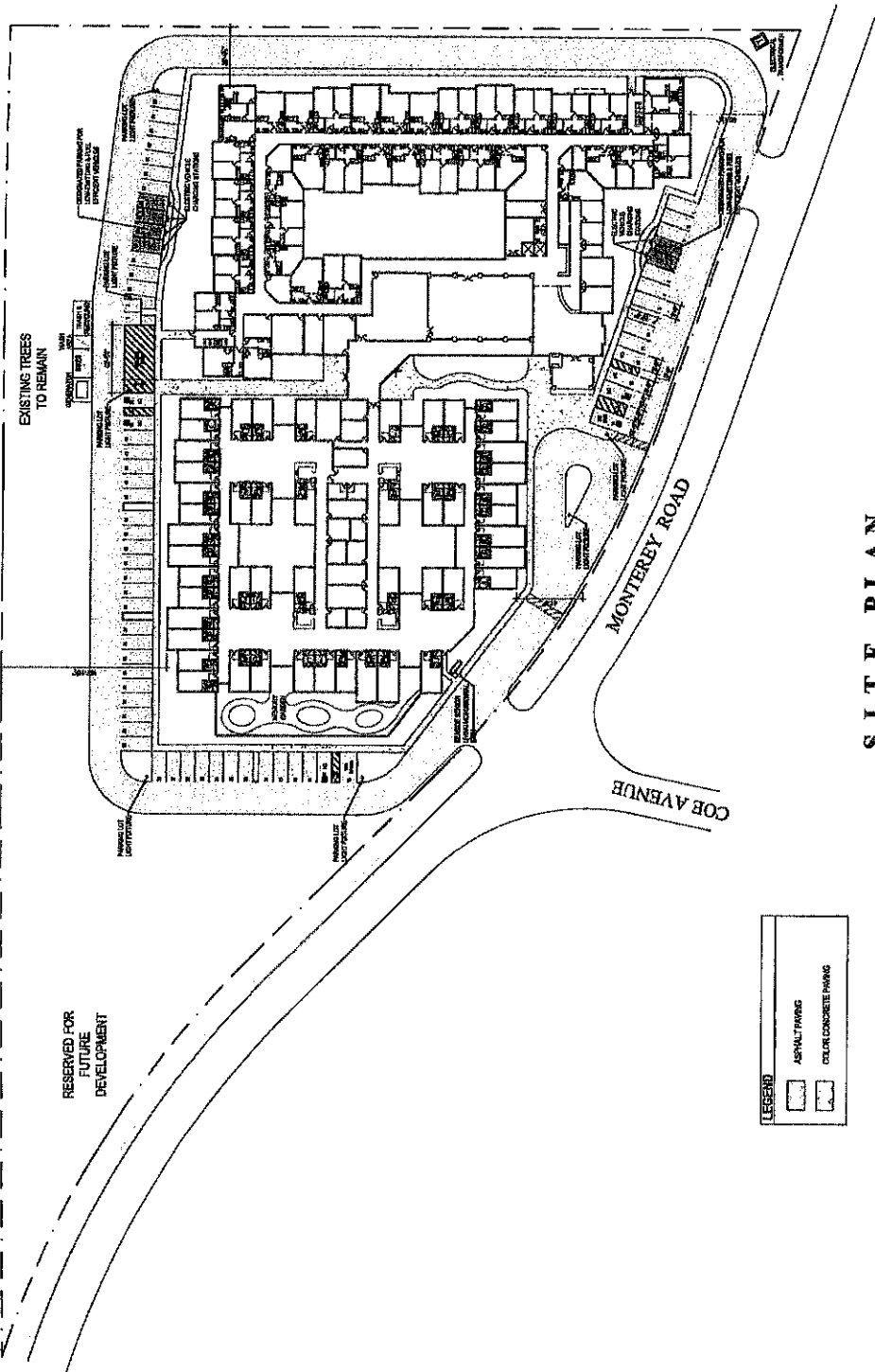
|                   |                                               |
|-------------------|-----------------------------------------------|
| PROJECT NO.       | 0714                                          |
| PROJECT NAME      | SEASIDE SENIOR LIVING                         |
| PROJECT LOCATION  | 850 MONTEREY ROAD, SEASIDE, CA 92083          |
| PROJECT OWNER     | SEASIDE SENIOR LIVING, LLC                    |
| PROJECT ARCHITECT | Hochhauser Blattner Architecture and Planning |

|                   |                                               |
|-------------------|-----------------------------------------------|
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| PROJECT ARCHITECT | Hochhauser Blattner Architecture and Planning |

PACIFIC COAST HIGHWAY



SITE PLAN



**Attachment**

**EDR Aerials**



**Seaside Senior Living**

550 Monterey Road

Seaside, CA 93955

Inquiry Number: 4112228.1

October 22, 2014

**The EDR Aerial Photo Decade Package**



6 Armstrong Road, 4th Floor  
Shelton, Connecticut 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

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**Date EDR Searched Historical Sources:**

Aerial Photography October 22, 2014

**Target Property:**

550 Monterey Road

Seaside, CA 93955

| <u><i>Year</i></u> | <u><i>Scale</i></u>               | <u><i>Details</i></u>           | <u><i>Source</i></u> |
|--------------------|-----------------------------------|---------------------------------|----------------------|
| 1956               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1956               | USGS                 |
| 1961               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1961               | Mark Hurd            |
| 1968               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1968               | USGS                 |
| 1974               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1974               | NASA                 |
| 1981               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1981               | USGS                 |
| 1987               | Aerial Photograph. Scale: 1"=500' | Flight Year: 1987               | USGS                 |
| 1998               | Aerial Photograph. Scale: 1"=500' | /DOQQ - acquisition dates: 1998 | USGS/DOQQ            |
| 2005               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2005               | USDA/NAIP            |
| 2009               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2009               | USDA/NAIP            |
| 2010               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2010               | USDA/NAIP            |
| 2012               | Aerial Photograph. Scale: 1"=500' | Flight Year: 2012               | USDA/NAIP            |



INQUIRY #: 4112228.1

YEAR: 1956

| = 500'





INQUIRY #: 4112228.1

YEAR: 1968

| = 500'





INQUIRY #: 4112228.1

YEAR: 1974

| = 500'







INQUIRY #: 4112228.1

YEAR: 1961

| = 500'



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## **PALEONTOLOGICAL ANALYSIS MEMORANDUM**

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## MEMORANDUM

**DATE:** October 7, 2015

**TO:** Pam Reading, LSA Associates, Inc.

**FROM:** Sarah Rieboldt, Ph.D., LSA Associates, Inc.

**SUBJECT:** Paleontological Analysis of the Seaside Assisted Living Facility Project, City of Seaside, Monterey County, California (LSA Project No. SEZ1402)

## INTRODUCTION

The Seaside Assisted Living Project (project) proposes to develop a high-quality assisted living facility in the City of Seaside, Monterey County, California. The project consists of an Assisted Living Facility, a Memory Care Facility, a Co-Housing Facility, and associated amenities. Development of this project will involve demolition of the existing 5,000-square foot building; removal of existing pavement and minor structures; removal and/or relocation of existing wet and dry utilities; clearing and grading the project area; construction of the three new facilities, parking areas, and driveways; and landscaping. The project is located on approximately 5.47 acres.

This memorandum was prepared to ensure compliance with all applicable State regulations and guidelines regarding paleontological resources, including the California Environmental Quality Act (CEQA): Public Resources Code (PRC) Division 13, Chapter 2.6; the *State CEQA Guidelines*: California Code of Regulations, Title 14, Chapter 3, Appendix G; and PRC 5097.5. It addresses the potential for the project to adversely impact paleontological resources and, if needed, includes mitigation measures and other recommendations to minimize these impacts.

## METHODOLOGY

LSA Associates, Inc. (LSA) examined geologic maps of the project area and reviewed relevant geological and paleontological literature to determine which geologic units are present within the project area and whether fossils have been recovered from those or similar geologic units elsewhere in the region. A search for known fossil localities was also conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project area.

## RESULTS

The project is located in the southern part of the Coast Ranges Geomorphic Province of California (California Geological Survey, 2002). The Coast Ranges Geomorphic Province is characterized by mountain ranges and valleys that stretch for 600 miles from the Oregon border to the Santa Ynez River in Santa Barbara County (Norris and Webb, 1976). These mountains and valleys trend in a northwest direction, subparallel to the direction of the San Andreas Fault (California Geological

Survey, 2002; Norris and Webb, 1976). The province can be divided into northern and southern subprovinces: divided by San Francisco Bay (Norris and Webb, 1976). Although geologically very similar to the northern ranges, the southern ranges lie west of the San Andreas Fault zone and are better known because of their oil and gas resources, clearer exposures, and more intensive development (Norris and Webb, 1976). Within the province, basement rocks consist of Jurassic and Cretaceous (201.3–66 million years ago [Ma]) igneous, metamorphic, and marine sedimentary rocks that formed in island arc, subduction zone, and deep to shallow marine environments (Howard, 1979; Norris and Webb, 1976). These basement rocks are overlain by Cenozoic (less than 66 Ma) sedimentary rocks that accumulated in deep to shallow and eventually continental environments (Howard, 1979; Norris and Webb, 1976).

According to geologic mapping by Wagner et al. (2002), the project area contains Late Pleistocene (11,700–126,000 years ago) sediments of the Older Dune Sand. These sediments consist of sand that was blown in to the area and has since been stabilized by vegetation. The Older Dune Sand accumulated during the Rancholabrean North American Land Mammal Age (NALMA) (11,000–240,000 years ago). Rancholabrean fossils have been found in alluvial deposits of the same age across California. Common examples of Rancholabrean vertebrate fossils include ground sloth, dire wolf, saber-toothed cat, camel, bison, mammoth, horse, rodent, bird, reptile, and amphibian fossils (Bell et al., 2004; Jefferson, 1991a, b).

The locality search conducted through the online collections database at the UCMP identified four fossil localities from Pleistocene deposits within Monterey County. These localities have produced specimens of giant ground sloth (*Glossotherium* [*Paramylodon*]), bison (*Bison latifrons*), camel (*Camelops*), and horse (*Equus johnstoni*).

## RECOMMENDATIONS

The project area is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because excavation during the course of the project will reach these paleontologically sensitive deposits, there is a potential for the project to impact paleontological resources. In order to mitigate potential adverse impacts to nonrenewable paleontological resources, LSA recommends the following procedures:

- A paleontologist shall be hired to develop a Paleontological Resource Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading.
- Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following a PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the project.
- If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance.



- Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution.
- At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.
- In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected from the field.

By following the above procedures, potential impacts to nonrenewable paleontological resources would be avoided.

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**SEASIDE SENIOR LIVING PROJECT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

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~~DRAFT~~FINAL

# INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

SEASIDE SENIOR LIVING PROJECT  
CITY OF SEASIDE, CALIFORNIA

Submitted to:

Diana Ingersoll  
City of Seaside  
440 Harcourt Avenue  
Seaside, California 93955

Prepared by:

LSA Associates, Inc.  
285 South Street, Suite P  
San Luis Obispo, California 93401  
(805) 782-0745

Project No. SEZ1402

LSA

~~March~~ May 2016

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B: MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY WILL SERVE  
LETTER

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## INITIAL STUDY

### I. BACKGROUND INFORMATION

|                                     |                                                                                        |
|-------------------------------------|----------------------------------------------------------------------------------------|
| <b>Project Title:</b>               | Seaside Senior Living Project                                                          |
| <b>File No.:</b>                    | UP14-05 and BAR14-20                                                                   |
| <b>Project Location:</b>            | City of Seaside, California                                                            |
| <b>Name of Property Owner:</b>      | Seaside Senior Living, LLC                                                             |
| <b>Name of Applicant:</b>           | Ricardo de la Cruz                                                                     |
| <b>Assessor's Parcel Number(s):</b> | APN 031-141-004                                                                        |
| <b>Acreage of Property:</b>         | 5.47 acres                                                                             |
| <b>General Plan Designations:</b>   | Community Commercial                                                                   |
| <b>Zoning:</b>                      | Community Commercial                                                                   |
| <b>Lead Agency:</b>                 | City of Seaside                                                                        |
| <b>Prepared By:</b>                 | LSA Associates, Inc.<br>285 South Street, Suite P<br>San Luis Obispo, California 93401 |
| <b>Date Prepared:</b>               | <del>March</del> May 2016                                                              |
| <b>Contact Person:</b>              | Rick Medina                                                                            |
| <b>Phone Number:</b>                | (831) 899-6726                                                                         |

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## II. ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

### A. Environmental Setting

The project site is located in the central portion of the City of Seaside (City), a coastal community of approximately 35,000 residents on the south side of Monterey Bay. The City is within the County of Monterey (County) and is located approximately 18 miles (mi) southwest of the City of Salinas and 3 mi east-northeast of Monterey city center (refer to Figure II-1, Project Vicinity and Location). The project site is located at 550 Monterey Road, on the north side of Monterey Road at the intersection of Monterey Road and Coe Avenue. The project site is bounded by California State Route 1 (SR-1) to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest.

### B. Project Description

The project site is approximately 5.47 acres (Assessor's Parcel Number [APN] 031-141-004). The project site was previously owned by the United States (U.S.) Army. Following the closure of Fort Ord in 1994, the parcel was transferred to the City under the Fort Ord Reuse Authority Act (FORA). There is currently one 5,000 square foot (sf) structure located on the project site that would be removed as part of the proposed project. The structure was formerly used by the U.S. Army as a convenience store and gas station but is currently vacant.

The majority of the project site is currently undeveloped with the exception of the 5,000 sf structure, the asphalt parking area, and the parking lot lights. The project site is generally flat, sloping from Monterey Road downward towards SR-1. There are three bluegum eucalyptus (*Eucalyptus globulus*) and 94 Monterey cypress (*Cupressus macrocarpa*) on the project site, with ice plant (*Carpobrotus edulis*) being the predominant groundcover. The remainder of the project site is primarily characterized by non-native ruderal plant species.

The proposed project would include demolition of the existing 5,000 sf structure and the development of a State of California licensed Residential Care Facility for the Elderly (RCFE). A Residential Care Facility for the Elderly means a housing arrangement chosen voluntarily by the resident, the resident's guardian, conservator, or other responsible person; where 75 percent of the residents are 60 years of age or older and where varying levels of care and supervision are provided, as agreed to at time of admission or as determined necessary at subsequent times of reappraisal. Any younger residents must have needs compatible with other residents.<sup>1</sup> The RCFE will be comprised of two buildings that will house three related uses on the project site (refer to Figure II-2, Conceptual Site Plan). Building A-1 will house the Assisted Living Facility (81,679 sf) (refer to Building A-1 on Figure II-2), Building A-2 will house the Memory Care Facility (29,707 sf) (refer to Building A-2 on Figure II-2), and Building B will be used for the Assisted Living Co-Housing Facility (10,894 sf) (refer to Building B on Figure 1-2), for a total of 122,280 sf of new construction. The proposed project would be constructed in compliance with current California Building Code and Americans with Disability

---

<sup>1</sup> State of California, Department of Social Services, Health and Human Services Agency. Title 22, Division 6, Chapter 8, Page 24. *Residential Care Facilities for the Elderly*. March 5, 2008.

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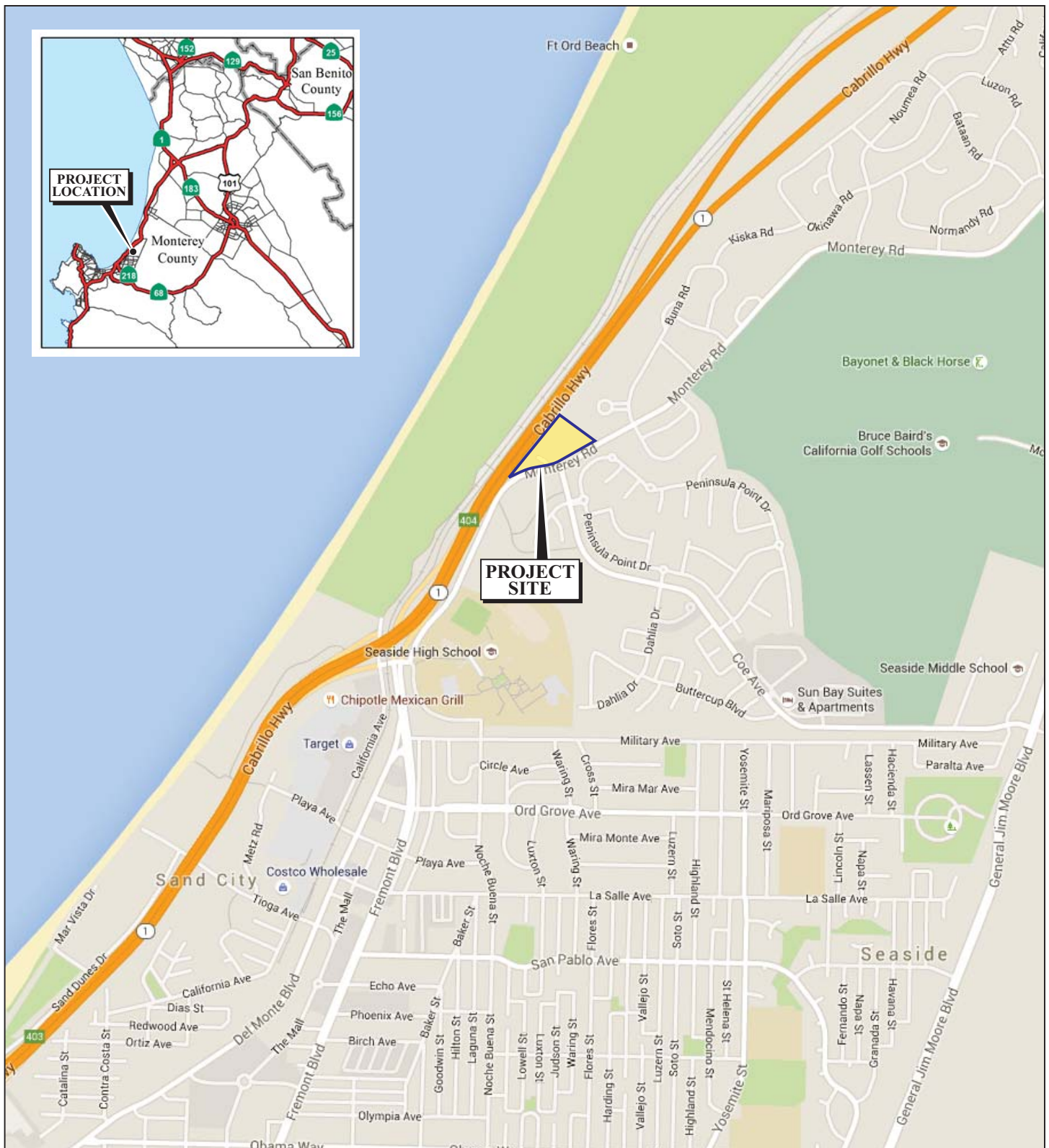
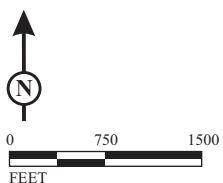


FIGURE II-1

LSA



SOURCE: Google Maps

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Seaside Senior Living Project  
Project Vicinity and Location

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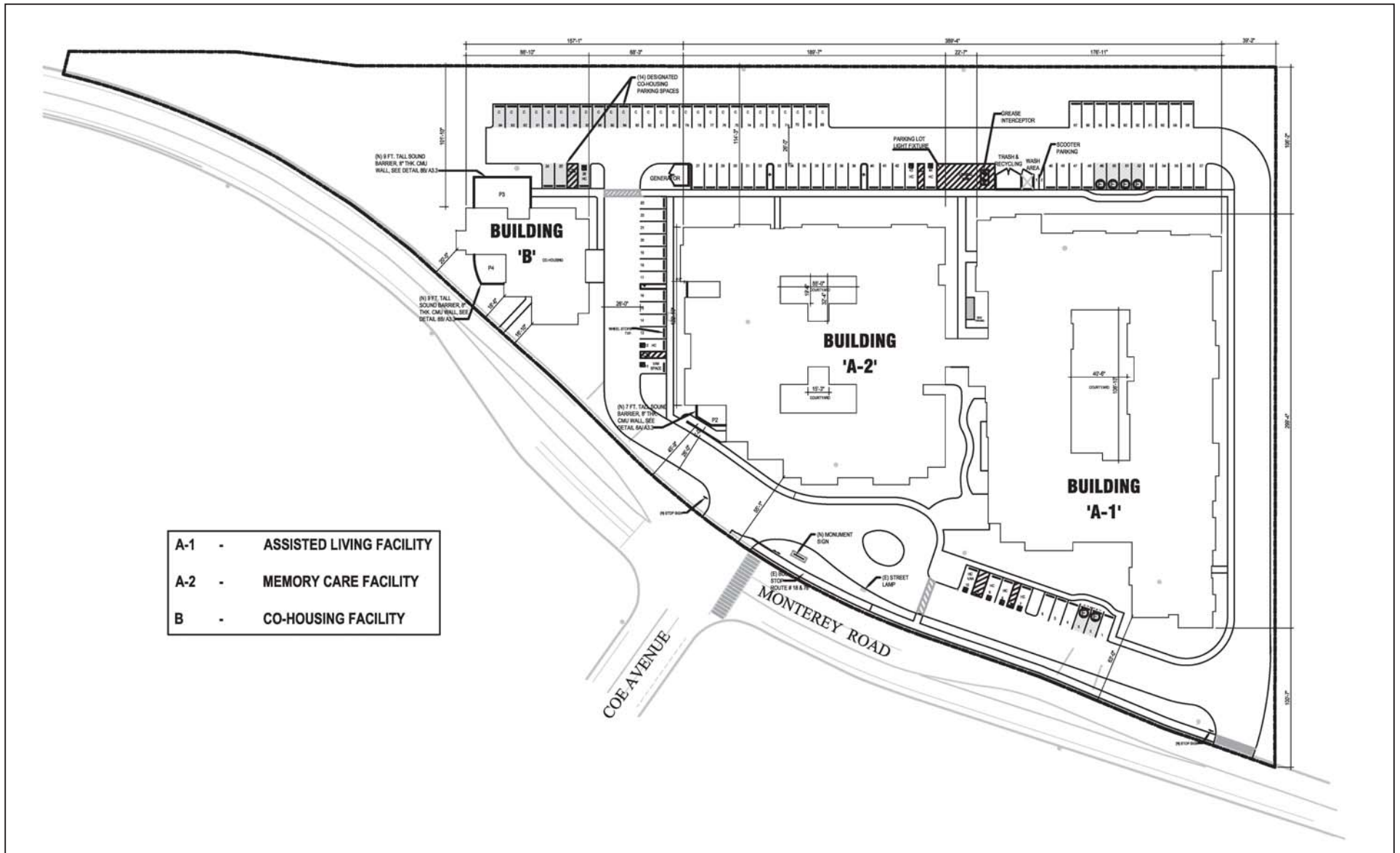


FIGURE II-2

LSA



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FEET

SOURCE: Hochhauser Blatter

I:\SEZ1402\G\Site Plan.cdr (3/3/2016)

Seaside Senior Living Project  
Conceptual Site Plan

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Act Standards. The proposed project would be constructed in one phase. Project construction is anticipated to last approximately 18 months.

**Project Objectives.** The City and the project Applicant have established the following project objectives:

- Create a State Licensed Residential Care Facility for the Elderly (RCFE) providing Assisted Living and Memory Care, with associated amenities, including on-site memory support, healthcare by licensed professionals, and recreational activities along with cultural and therapeutic programs to seniors;
- Offer an assisted living facility for seniors, a type of residential housing not currently provided in the City;
- Create new employment opportunities in the City, particularly for healthcare professionals specializing in care and recreational services for senior and supporting fields;
- Contribute to improved residential options for senior citizens within the City by creating a development that incorporates the following design and planning principles as part of the project: safety and security, recreation and therapeutic activities, on-site management and healthcare, and transportation, including shuttle service to local restaurants, shopping, and health services; and
- Design a project that incorporates sustainable features including low-flow water fixtures, energy-efficient mechanical systems, and the use of recycled materials.

**Project Technical, Economic, and Environmental Characteristics.** The 2004 Seaside General Plan designates the project site as Community Commercial (CC). The City Zoning Ordinance (Title 17 of the Municipal Code) designates the project site as Community Commercial (CC).

**Demolition and Utility Relocation.** The proposed project would include demolition of the existing 5,000 sf structure, on-site pavement, parking lights, and gas pump islands and covers (the gas pumps were previously removed by the U.S. Army in 1996).

The proposed project would also include replacement of the following existing utilities in the same general location, within the western part of the project site bordering SR-1, as they are currently provided: (1) AT&T underground phone lines, (2) Marina Coast Water District's 10-inch pressurized sewage pipe line, and (3) an 8-inch gravity-fed sewage pipe line, which would be replaced with a 12-inch sewage pipe line.

Additionally, the proposed project would require reconstructing the following utilities that run along the westerly side of the project site: (1) a storm drain trunk line and (2) fiber optic cables.

**Project Components.** The proposed project would develop two buildings that would house three related senior living uses on the project site including an Assisted Living Facility (81,679 sf) (refer to Building A-1 on Figure II-2), a Memory Care Facility (29,707 sf) (refer to Building A-2 on

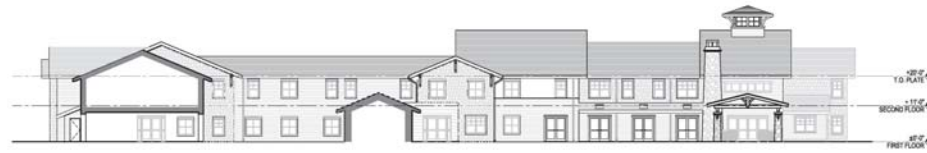
Figure II-2), and an Assisted Living Co-Housing Facility (10,894 sf) (refer to Building B on Figure II-2) for a total of 122,280 sf of new development. The specific components and amenities of each facility are provided below.

**Assisted Living Facility.** The proposed 81,679 sf Assisted Living Facility would be part of a two-story structure containing 88 residential units (refer to Figure II-3a, Assisted Living Elevations). A portion of the second story would be located above the adjoining Memory Care Facility. Of the 88 total residential units, there would be 39 studios (averaging 440 sf per unit), 42 one-bedroom units (averaging 550 sf per unit), and seven (7) two-bedroom units (averaging 700 sf per unit). The facility would be designed to serve approximately 100 seniors with daily living services. The studio units would include a kitchenette while the one- and two-bedroom units would include a full kitchen. All units would include Americans with Disabilities Act (ADA)-compliant bathrooms. The one and two-bedroom residential units would be designed to accommodate two individuals; the studio units would be designed to accommodate one individual. The Assisted Living Facility would also provide a Fire Code-approved elevator.

The Assisted Living Facility would offer residents daily meals served in a large dining area, housekeeping services including laundry, transportation, social and therapeutic services, entertainment, and options for personal care. The 81,679 sf facility would include the following amenities for residents: lobby/living room, dining room, wellness clinic, theater, activity/social room, beauty/barber salon, central kitchen, laundry facility, and outdoor recreational spaces.

**Memory Care Facility.** The proposed 29,707 sf Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level (refer to Figure II-3b, Memory Care Elevations). Of the 43 total residential units, there would be 31 private studios (averaging 330 sf per unit) designed for one resident and 12 companion studios (averaging 400 sf per unit) designed for two residents. The facility would be designed to serve approximately 55 mentally impaired seniors with assisted living care and therapeutic programs. The facility would consist of four distinct neighborhoods of approximately 11 units each. Each neighborhood would have access to two secure inner courtyards (2,992 sf outdoors). Each neighborhood would include a therapy kitchen, living room, dining room, and activity areas. All units would include ADA-compliant bathrooms; however, no kitchens or kitchenettes would be available within the units. Additionally, the facility would include staff offices, a staff conference room, a staff lounge, secured medication storage, therapy spa, kitchen prep-room, and a laundry facility.

**Co-Housing Facility.** The proposed 10,894 sf Co-Housing Assisted Living Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for seniors requiring assisted living facilities (refer to Figure II-3c, Senior Co-Housing Elevations). Each unit would be approximately 490 sf and would be designed to serve 1 to 2 people. All units would include ADA-compliant bathrooms and a small kitchenette. All residential units would open to common living areas that would include a community kitchen, dining areas, living rooms, a laundry facility and outdoor patios. The building would also provide one Fire Code-approved elevator.



ASSISTED LIVING - WEST ELEVATION



ASSISTED LIVING - NORTH ELEVATION



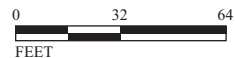
ASSISTED LIVING - EAST ELEVATION



ASSISTED LIVING - SOUTH ELEVATION

LSA

FIGURE II-3a



SOURCE: Hochhauser & Blatter

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Seaside Senior Living Project  
Assisted Living Elevations

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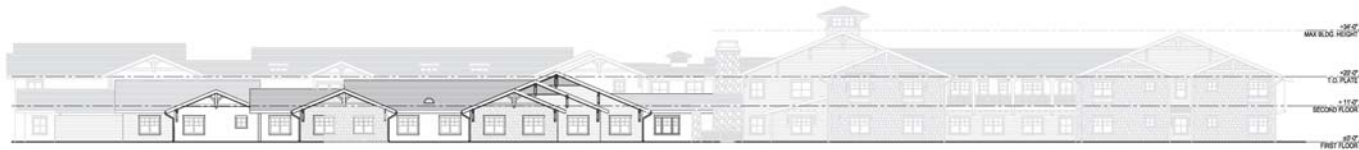
MEMORY CARE - WEST ELEVATION



MEMORY CARE - NORTH ELEVATION



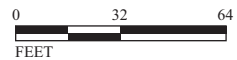
MEMORY CARE - EAST ELEVATION



MEMORY CARE - SOUTH ELEVATION

FIGURE II-3b

LSA



SOURCE: Hochhauser & Blatter

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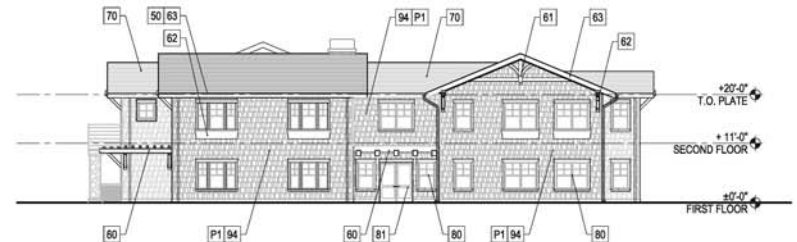
Seaside Senior Living Project  
Memory Care Elevations

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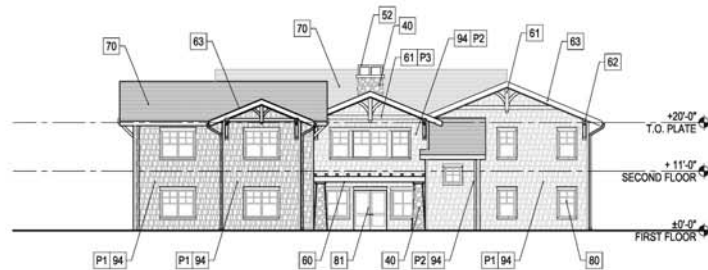




**EAST ELEVATION**



**NORTH ELEVATION**



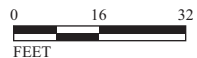
**WEST ELEVATION**



**SOUTH ELEVATION**

LSA

FIGURE II-3c



SOURCE: Hochhauser & Blatter

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*Seaside Senior Living Project*  
Senior Co-Housing Elevations

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**Architectural Style.** The proposed project would be designed to conform with Section R2.1 Occupancy, of the most current California Building Code (CBC), which includes building code requirements for residential care facilities for the elderly with more than six non-ambulatory residents.

The project would be designed in the traditional California Craftsman architectural style. The architectural design includes horizontal- and Craftsman shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables, flower boxes, and wood fascia. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, and wood castings and head and sill trim around all windows and doors. The roofs would consist of asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The City of Seaside Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the proposed project is considered and approved by the Planning Commission and the City Council.

All services including trash and recycling, emergency power, and delivery areas would be located along the northern extent of the facilities (rear of the building) and would be screened from public view.

One freestanding monument sign, approximately 6-feet (ft) high by 10 ft wide, would be constructed near the front door of the building, which is just north of the project driveway entrance opposite Coe Avenue. The monument sign would be composed of a stone masonry base with an approximately 3 ft by 6.5 ft wooden sign hung from a wooden lattice-style pergola frame. Internal directional signage would also be provided on the site.

**Lighting.** On-site lighting for the proposed project would consist of traditional California craftsman style double-head lights located in the parking and driveway areas (approximately 7 ft high), walkway bollard lighting (approximately 3 ft high), landscape lighting, and wall-mounted single-head lights at the building entrances, along the building sides, and in the courtyard areas, the Co-Housing area, and the trash and recycling enclosure area (refer to Table II.1, below).

**Table II.1: Outdoor Lighting Plan**

| Lights                      | Front     | Rear      | Sides     | Total     |
|-----------------------------|-----------|-----------|-----------|-----------|
| Double-Head Lights: Parking | 3         | 9         | 3         | 15        |
| Building Entrances          | 2         | 2         | 0         | 4         |
| Building Sides              | 3         | 8         | 7         | 18        |
| Trash & Recycling Enclosure | 0         | 0         | 1         | 1         |
| Co-housing Lights           | 2         | 1         | 3         | 6         |
| <b>Total Count</b>          | <b>10</b> | <b>20</b> | <b>14</b> | <b>44</b> |

All exterior lighting would be in conformance with the City's Outdoor Illumination Standards (City Municipal Code 17.30.070) and would not result in spill-over to any adjacent properties. Building exterior lights would be surface-mounted and directed away or screened from adjacent residential uses.

**Landscaping.** The proposed project would include approximately 17,958 sf of open space and 61,856 sf of landscaping, including around the exterior perimeter of the primary Assisted Living and Memory Care facility, around the perimeter of the parking areas, and within the courtyards and gardens. California native plants and drought-tolerant species would be used on the site.

Construction of the proposed project would require the removal of 84 trees – three bluegum and 81 Monterey cypress trees. Thirteen of the existing Monterey cypress located adjacent to SR-1 would remain and would be integrated into the proposed project. Sixty-three of the Monterey cypress trees to be removed by the proposed project would be replaced, in-kind, on the site, with a minimum 5-gallon container. These Monterey cypress will be planted according to standard landscaping practices to allow enough space for the Monterey cypress trees to grow with a dense tree canopy to a height of 30–40 ft. Eighteen of the Monterey cypress trees would be replaced, on the site, with a different tree species, with a minimum 5-gallon container. The 3 bluegum trees would be replaced, on site, with a different tree species. Of the 84 trees removed by the proposed project, 18 Monterey cypress trees would not be replaced in-kind because the proposed project site improvements (e.g., buildings, parking lots, and underground utilities) preclude the feasible placement of all 81 Monterey cypress trees.

The irrigation system for the proposed project would be designed in compliance with the State of California Green Building Code, Title 24 energy efficiency requirements, and Assembly Bill 1881, which promotes water efficient landscaping. The irrigation system would be designed to reflect the existing site soil conditions and would be installed by hydrozones as established by the planting plan. The irrigation system would also be designed to the recorded static pressure available on site in order to prevent runoff and overspray. The irrigation system would include the following features:

- Automatic irrigation controller with evapotranspiration data and rain sensors
- All sprinkler heads matched to precipitation
- No overhead spray used in areas less than 8 ft in width
- Overhead irrigation set back 24 inches from non-permeable surfaces
- Irrigation distribution through a mix of: low-flow, high-efficiency spray nozzles; point source drip; subsurface drip; and bubblers

**Parking.** The proposed project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The Assisted Living Facility and Memory Care Facility combined would provide 78 parking spaces for residents, visitors and employees. The Co-Housing Facility would provide 14 parking spaces for residents and visitors. Of the 92 total parking spaces, 8 parking spaces would be ADA-compliant and designated as handicap parking, 6 parking spaces would be designated for low-emitting and fuel-efficient vehicles and provide electric vehicle charging

stations, 23 parking spaces would be designated for compact vehicles, and 55 parking spaces would be designated for standard vehicles. An additional 9 spaces would be provided for bicycle parking, and 2 spaces would be provided for motorcycle parking.

**Access and Circulation.** Local access to the project site is provided by Monterey Road. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. Both driveways are proposed to have a single ingress and egress lane.

The intersection at Coe Avenue/Monterey Road would be converted to a four-way stop as part of the proposed project. In order to provide full access to the main entrance, the following lane configurations/reconfigurations would be included as part of the proposed project:

- Northbound Coe Avenue: One left-turn lane, one through lane, and one right-turn lane
- Southbound main project entrance: One left-turn lane, one through lane, and one right-turn lane
- Eastbound Monterey Road: One left-turn lane, one through lane, and one right-turn lane
- Westbound Monterey Road: One left-turn lane, one through lane, and one right-turn lane

The second driveway is located approximately 400 ft east of the intersection of Monterey Road and Coe Avenue, and is near the eastern end of the project site. The proposed project would provide a stop sign within the development approximately 5 ft before the terminus of the driveway and its intersection with Monterey Road.

Circulation within the project site would include an internal road forming a “loop” that would provide access to the three facilities, parking, and fire hydrants for emergency fire response. The internal road would provide one lane of travel in each direction and would be accessible from each driveway.

**Utilities and Services.** The Marina Coast Water District (MCWD) provides water, wastewater, and recycled water services to the project site. MCWD must issue a water permit for any development or redevelopment activity that would involve the connection or modification of a connection to an existing water or wastewater distribution system, such as the proposed project.

Water for the proposed project would be supplied from the MCWD from groundwater wells.

Wastewater from the proposed project would be sent, via lines owned and managed by MCWD, to the Monterey Regional Water Pollution Control Agency’s (MRWMD) Regional Wastewater Treatment Plant where it would be treated. The existing sewer lines within the vicinity of the project site include one 8-inch gravity-fed sewage line and one 10-inch pressurized line. The residential buildings would connect directly to the 8-inch gravity-fed sewage line, which would be relocated and upgraded to a 12-inch gravity-fed sewage line as part of the proposed project.

Stormwater runoff from the new impervious surfaces would be treated by means of rain gardens (planted depressions allowing stormwater runoff from impervious surfaces the opportunity to be absorbed) permeable pavement, and infiltration on site. The proposed project includes the installation of seven rain gardens (varying in size) located along the exterior perimeter of the two buildings (refer to Figure II-2). Throughout the project site, drain inlets and a pipe system would be provided to collect the storm water from the driveways and other impervious surfaces, and direct it to the rain gardens, with the exception of the southerly, undeveloped end of the project site. In this location, the existing vegetation would be protected in place and runoff would infiltrate directly into the ground. Pervious pavers would be installed at interior courtyards and in all parking stalls. The new stormwater drainage system would accommodate storm water up to the 100-year storm.

**Sustainable Development.** The proposed project would incorporate the following sustainable design features to the greatest extent feasible:

- Use of “Green Building Materials,” such as those materials that are resource-efficient, recycled, and manufactured in an environmentally friendly way, including low-volatile organic compound materials and materials free from formaldehyde;
- Installation of energy-efficient mechanical systems and solar systems;
- Supplying of electric auto chargers on site;
- Installation of water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals. Plum for recycled water (purple water) and on site gray-water systems;
- Designing buildings to promote the use of natural daylight and increase natural ventilation;
- Installation of occupancy sensor controlling lights in facility hallways, stairwells, offices, restrooms, and amenity areas;
- Installation of shading devices on south and west facing windows to reduce heat transfer from the sun;
- Installation of air conditioning systems free from chlorofluorocarbons (CFCs) and hydrofluorocarbons (HFCs) as part of the refrigerant system;
- Provision of a landscape and development plan for the proposed project that includes:
  - Native and/or drought-tolerant plants;
  - Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
  - Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and
- Provision of interior and exterior storage areas for recyclables and green waste from kitchen uses.

### C. Discretionary Actions

In accordance with Sections 15050 and 15367 of the California Environmental Quality Act (CEQA) Guidelines, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have



jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The ministerial and discretionary actions to be considered by the City as a part of the proposed project include:

- **Use Permit:** Review and approval by the City Planning Commission of a Use Permit (Application UP14-05) for the development of a 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, including landscaping and parking areas.
- **Sign Permit:** Review and approval by the City Planning Commission of a Sign Permit for the proposed project.
- **Demolition Permit:** Review and approval by the City Planning Commission of a Demolition Permit to remove a 5,000 sf existing structure on the project site.
- **Plan Review:** Review and approval of the proposed project's Site and Elevation Plan, Lighting Plan, and Landscape Plan by the City's Board of Architectural Review (Application: BAR14-20).

Other public agencies (Responsible Agencies) whose approval is required for project development include:

- Fort Ord Reuse Authority – Entitlement Consistency Determination
- State of California Department of Social Services – State License for a Residential Care Facility
- Marina Coast Water District – Water and Sewer Connection
- Monterey Regional Water Pollution Control Agency – Wastewater Treatment Permit
- California Regional Water Quality Control Board – National Pollutant Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP) Permits
- Monterey Bay Unified Air Pollution Control District – Potential construction and operation permits

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### III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS

The plans checked below are applicable to the proposed project. Their consistency or nonconsistency with project implementation is described below. Referenced documents are listed in Section VIII, References.

|                            |                                     |                             |                                     |
|----------------------------|-------------------------------------|-----------------------------|-------------------------------------|
| General Plan/Area Plan     | <input checked="" type="checkbox"/> | Air Quality Management Plan | <input checked="" type="checkbox"/> |
| Specific Plan              | <input type="checkbox"/>            | Airport Land Use Plan       | <input type="checkbox"/>            |
| Water Quality Control Plan | <input type="checkbox"/>            | Local Coastal Program-LUP   | <input type="checkbox"/>            |
| Fort Ord Reuse Plan        | <input checked="" type="checkbox"/> |                             |                                     |

#### A. General Plan

The proposed project was reviewed for consistency with the 2004 City of Seaside (City) General Plan (refer to Table III.1). The City's General Plan covers the approximate 8 square miles of land that make up the City area. The General Plan is intended as a comprehensive long-term plan to outline the physical growth and development of the community, and is the City's primary document for regulating land use and development. The General Plan includes eight elements to serve as a blueprint for the future growth of the City. These elements consist of: Land Use, Urban Design, Economic Development, Circulation, Conservation/Open Space, Safety, Noise, and Housing. Each element states its own goals and policies to guide land use and development decisions within the City. For a project to be considered consistent with the General Plan, it must be consistent with all applicable goals and policies found in the separate elements.

The following goals and policies from the 2004 City of Seaside General Plan are applicable to the proposed project:

**Goals:** Land Use: Goals LU-2, LU-4, LU-5, LU-6, and LU-8  
Circulation: Goal C-4  
Safety: Goals S-1 and S-2  
Noise: Goals N-1 and N-3  
Housing: Goals H-1, H-2, and H-3

**Policies:** Land Use: Policies LU-2.4, 4.1, 5.1, 5.3, 6.1, 6.2, and 8.2  
Circulation: Policies C-4.1, C-4.2, and C-4.3  
Safety: Policies S-1.1, S-1.2, S-1.3, and S-2.2  
Noise: Policies N-1.1 and N-3.1  
Housing: Policies H-1.6, H-1.7, H-2.5, H-2.6, H-2.7, and H-3.1

The proposed project was found to be consistent with all applicable goals and policies found in the 2004 City of Seaside General Plan.

**CONSISTENT.**

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><b>Goal LU-2:</b> Revitalize existing commercial area.</p> <p><b>Policy LU-2.4:</b> During redevelopment and revitalization activities, ensure quality architectural and design themes.</p> | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 feet (ft) east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> <p>The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                            | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p><b>Goal LU-4:</b> Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.</p> <p><b>Policy LU-4.1:</b> Require that all new development 1) funds its share of community services and facilities; 2) uses quality design and materials; 3) is compatible with surrounding uses, the site, and available infrastructure.</p> | <p><b>Evidence:</b> The proposed project will complement the existing site and enhance the character of the community as follows:</p> <ol style="list-style-type: none"> <li>1. The proposed project will consist of demolishing an abandoned gas station/convenience store and redeveloping the site with an Assisted Living Facility; a Memory Care Facility; and a Co-Housing Assisted Living Facility. The Assisted Living Facility and the Memory Care Facility are contained in an 111,386 sf building. Of the 111,386 sf building, 81,679 sf will be used by the Assisted Living Facility and 29,707 sf will be used by the Memory Care Facility (refer to Building A-1 for the Assisted Living Facility and Building A-2 for the Memory Care Facility on Figure 1-2). The Co-Housing Assisted Living Facility will be 10,894 sf.</li> </ol> <p>The project will be able to fund its share of infrastructure improvements by re-constructing all required gas, water, and sewer lines to serve the development and pay the required Fort Ord Reuse Agency Fees.</p> <ol style="list-style-type: none"> <li>2. The proposed project is being designed such that the height and setback of the buildings are similar to (e.g., two-story) or greater than (e.g., setbacks varying from approximately 16 to 63 ft) the neighboring residential areas. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. The project would be designed in the traditional California Craftsman architectural style. The architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables, flower boxes, and wood fascia. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, and wood castings and head and sill trim around all windows and doors. The roofs would consist of asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The City Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the proposed project is considered and approved by the Planning Commission and the City Council. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential</li> </ol> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                                                                                                                                                                                                                                                                                                                                                                  | <p>development.</p> <p>The proposed project will water conservation measures to comply with Title 24 of the 2013 California Building Code and a planting and irrigation system in compliance with the State Model Landscape Ordinance.</p> <p>The proposed project would also be designed to conform to Section R2.1 Occupancy, of the most current California Building Code (CBC), which includes building code requirements for residential care facilities for the elderly with more than six non-ambulatory residents.</p> <p>3. The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City's standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan. Furthermore, because the proposed project would include the development of residential housing for seniors, the land use character of the project site would be similar to the surrounding residential uses so the proposed project would not substantially change the character of the views currently experienced by off-site viewers. As mentioned above, the proposed project includes landscaping along the perimeter of the project site and around each of the two buildings to buffer the view of the facilities from passing motorists and off-site viewers.</p> <p>Furthermore, the proposed project will allow for the relocation of existing infrastructure system on-site and will not require any expansion in the capacity of the existing infrastructure system.</p> |
| <p><b>Goal LU-5:</b> Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs.</p> <p><b>Policy LU-5.1:</b> Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without</p> | <p><b>Evidence:</b> Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr.<sup>1</sup> This does not include any reduction that would be obtained through incorporation of the sustainability features listed in Section II.B of this IS/MND. Based on the current and 10-year annual water consumption rates provided by the Marina Coast Water District, there is sufficient water allocation remaining in the 1,012 af/yr Ord Community/City of Seaside water allocation limit to</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |



**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                     | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p>negatively impacting the existing community.</p> <p><b>Policy LU-5.3:</b> Actively promote water conservation by City residents and businesses.</p>                                                                                                                                                                       | <p>meet the water supply needs of the proposed project. Therefore, water supply is available to meet the incremental increase in demand from the proposed project. The project would not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water.</p> <p><b>Evidence:</b> Provision of a landscape and development plan for the proposed project that includes:</p> <ul style="list-style-type: none"> <li>• Native and/or drought-tolerant plants;</li> <li>• Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</li> <li>• Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> </ul> <p>Provision of ultra-high efficiency water fixtures within the living units and dining area facilities in accordance with the Marina Coast Water District standards.</p>                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal LU-6:</b> Ensure that sewer services and facilities are provided and maintained to adequately meet the community's current and future need for sewer collection and treatment.</p> <p><b>Policy LU-6.1:</b> Maintain the existing sewer system to provide a high level of service to community neighborhoods.</p> | <p><b>Evidence:</b> Wastewater from the proposed project would be sent, via lines owned and managed by MCWD, to the Monterey Regional Water Pollution Control Agency's (MRWMD) Regional Wastewater Treatment Plant where it would be treated. The existing sewer lines within the vicinity of the project site include one 8-inch gravity-fed sewage line and one 10-inch pressurized line. Buildings would connect directly to the 8-inch gravity-fed sewage line, which would be relocated and upgraded to a 12-inch gravity-fed sewage line as part of the proposed project.</p> <p>The MCWD facilities would receive wastewater generated from the proposed project. The wastewater is ultimately pumped to the Monterey Regional Water Pollution Control Agency (MRWPCA) regional treatment plant for processing, which is located 2 miles north of the City of Marina in northern Monterey County. Any future development on the project site would be serviced by the MRWPCA regional treatment facility. The regional treatment facility is responsible for the disposal of treated wastewater. MRWPCA has provided the Applicant with a will service letter (see Appendix B of this IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments.</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                   | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><b>Policy LU-6.2:</b> Ensure new development and redevelopment projects provide adequate sewage collection infrastructure.</p>                                                                                                                                                                                                          | <p><b>Evidence:</b> The MRWPCA regional treatment facility has been designed to treat typical wastewater flows from different land uses in the region, including within the City. The proposed project would generate wastewater flows typical of residential and commercial uses in the City. Therefore, the proposed project would not produce wastewater atypical of flows received at the MRWPCA regional treatment plant. MRWPCA has provided the Applicant with a will service letter (see Appendix B of IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. In addition, as discussed in Response XVII(b) of the environmental checklist, the proposed project is anticipated to generate approximately 24,000 gallons of wastewater per day, which is a fraction of 0.1 percent of the available daily treatment capacity at MRWPCA. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the MRWPCA regional treatment plant, would be typical of wastewater flows in the City, and would not result in the MRWPCA regional treatment facility exceeding its wastewater treatment requirements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Goal LU-8:</b> Provide a level of flood control and protection that meets the needs of the community.</p> <p><b>Policy LU-8.2:</b> Ensure developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State and federal standards.</p> | <p><b>Evidence:</b> Throughout the project site, drain inlets and a pipe system would be provided to collect the storm water from the driveways and other impervious surfaces, and direct it to the rain gardens, with the exception of the southerly, undeveloped end of the project site. In this location, the existing vegetation would be protected in place and runoff would infiltrate directly into the ground. Pervious pavers would be installed at interior courtyards and in all parking stalls. The new stormwater drainage system would accommodate storm water up to the 100-year storm.</p> <p>Prior to the issuance of a grading permit, the Applicant shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the storm water controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Applicant shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|                                                                                                                                                                                                                                                  | for review and approval.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal C-4:</b> Ensure adequate parking is provided on-site</p> <p><b>Policy C-4.1:</b> Require off-street parking in new development and redevelopment projects.</p>                                                                        | <p><b>Evidence:</b> The proposed project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The Assisted Living Facility and Memory Care Facility combined would provide 78 parking spaces for residents, visitors and employees. The Co-Housing Facility would provide 14 parking spaces for residents and visitors. Of the 92 total parking spaces, 8 parking spaces would be ADA-compliant and designated as handicap parking, 6 parking spaces would be designated for low-emitting and fuel-efficient vehicles and provide electric vehicle charging stations, 23 parking spaces would be designated for compact vehicles, and 55 parking spaces would be designated for standard vehicles. An additional 9 spaces would be provided for bicycle parking, and 2 spaces would be provided for motorcycle parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Goal S-1:</b> Reduce the risks to people and property from hazards related to seismic activity, flooding, geologic conditions, and wildfires</p> <p><b>Policy 8-S.1:</b> Reduce the risk of impacts from seismic and geologic hazards.</p> | <p><b>Evidence:</b> The project site is located in a region characterized by moderate to high seismic activity, which could result in damage to the proposed buildings. There are several faults in the vicinity of the project site that are capable of producing strong ground motion. A fault search conducted as part of the <i>Geotechnical Investigation Report</i> identified 24 active faults and potentially active faults mapped within a 62-mile radius of the project site. These 24 faults, their distance from the site, and their estimated mean moment magnitude are listed in Table VI.VI.1. During an earthquake along any of these faults, seismically induced ground shaking at the project site would be expected to occur. The severity of the shaking would be influenced by the distance of the project site to the seismic source, the soil conditions, and the depth to groundwater.</p> <p>According to the <i>Geotechnical Investigation Report</i>, the Rinconada Fault is the closest known fault to the project site and, because of the fault's proximity, has the greatest potential to generate the highest level of ground shaking at the project site. The probabilistic maximum considered earthquake (MCE)<sup>2</sup> for the project site is estimated to result in a peak ground acceleration of 0.56 g.<sup>3</sup> Due to the proximity of the project site to the Rinconada Fault, the Blanco section of the Reliz Fault and the Monterey Bay-Tularcitos Fault and other active faults in the area, it is likely that the project site would be subjected to strong ground shaking from at least one moderate to severe earthquake during the lifespan of the proposed project. Therefore, strong seismic ground shaking generated by seismic activity is considered a potential constraint that may affect the proposed project. All applicable</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                  | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <p><b>Policy S-1.2:</b> Protect the community from flooding hazards.</p> <p><b>Policy S-1.3:</b> Reduce the risk of wildfire hazard in the community.</p>                                                 | <p>guidelines, including compliance with the California Building Code and the City of Seaside Building Code, accepted industry standards, and other regional and local regulations that address seismic hazards, would be incorporated into the project's building plans.</p> <p><b>Evidence:</b> According to the City's General Plan Safety Element (2004), the project site is not located within a 100-year flood zone. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year special flood hazard area. The project site is mapped as Zone X, Other Flood Areas, which is defined as areas of 0.2 percent annual chance floodplain (500-year floodplain), areas of 1 percent annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Map No. 06053C0290G; April 2, 2009).</p> <p><b>Evidence:</b> According to the City's General Plan Safety Element, the project site is located within a Fire Hazard Area. Although located in a Fire Hazard Area, the project site is surrounded by residential development to the east and south and SR-1 to the west and north. During operation, the project site would be developed with structures and landscaping and surrounded by urban development and roadways. In addition, the proposed use of the site would be typical of urban development and would have a low risk of igniting a wildfire. Because of the urban nature of the project site and surrounding development, and the proposed on-site uses, the risk of wildfire during operation would be low.</p> |
| <p><b>Goal 8-2:</b> Protect the community from public safety hazards related to human activities.</p> <p><b>Policy 8-2.2:</b> Minimize the risk to the community associated with hazardous materials.</p> | <p><b>Evidence:</b> Construction of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction would be limited and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, in the unlikely event that a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials used during construction. Construction of the proposed project would result in the disturbance of soils on the project site, which was once a gas station for Fort Ord. The project site previously contained three 1,000 gallon underground storage tanks (USTs) and associated product piping. The USTs and product piping located on site were properly removed in January 1997. Additionally, soil and soil vapor sampling was conducted to confirm soils on site do not contain any significant residual impacts from the gas station operations. Based on soil</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>and soil vapor sampling conducted, there is no evidence of a petroleum hydrocarbon or VOC release resulting from the former gas station operation.</p> <p>Project operation would involve the use of potentially hazardous materials (e.g., cleaning agents, paints, fertilizers, or pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to residents or workers in the vicinity of the project site. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>Goal N-1:</b> Provide consistent and effective noise control through proper and use planning.</p> <p><b>N-3:</b> Minimize non-transportation related noise impacts.</p> <p><b>Policy N-1.1:</b> Ensure new development and reuse/revitalization projects can be made compatible with the noise environment and existing development.</p> <p><b>Policy N-3.1:</b> Reduce the impacts of noise producing land uses, activities, and businesses on noise sensitive land uses.</p> | <p><b>Evidence:</b> The City of Seaside General Plan requires that interior noise levels be maintained at or below 45 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for residential uses.</p> <p>Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods but in general, interior noise levels would be up to 58 to 59 dBA CNEL. The proposed project will be required to install doors and windows with varying Sound Transmission Class (STC) ratings in units subjected to potentially high interior noise levels. The proposed project will also be required to install forced-air mechanical ventilation in all residential units. These requirements will help maintain interior noise levels below the City's 45 dBA CNEL noise threshold.</p> <p><b>Evidence: Traffic-related Noise.</b> The project site is located between State Route 1 (SR-1) and Monterey Road just north of the Monterey Road and Coe Avenue intersection in the City of Seaside. Existing ambient noise was compared to projected ambient noise levels after the project is developed to determine if the project would be compatible with the existing noise environment and existing development. The primary existing noise source in the vicinity of the project site is vehicular traffic along SR-1 and local traffic along Monterey Road. Neighborhood traffic along Coe Avenue also affects the noise environment. Traffic-related noise will not be compatible with outdoor patios in three specific locations within the project site. Therefore, the proposed project includes walls around certain patios within the proposed development to ensure that use of the patios does not expose residents to excessive noise.</p> <p><b>Stationary Noise.</b> The proposed project includes the operation of</p> |

**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>mechanical ventilation as well as emergency vehicles that may periodically assist residents. Neither the operation of mechanical equipment nor the periodic use of emergency vehicles will generate noise that will impact surrounding sensitive land uses.</p> <p><b>Mechanical Equipment.</b> The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA <math>L_{eq}</math>, and during nighttime hours, existing noise levels range from 56 to 66 dBA <math>L_{eq}</math>. The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA <math>L_{eq}</math> at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA <math>L_{eq}</math>. Any other identified locations for mechanical equipment would be located further than 180 ft from the nearest noise-sensitive receptors.</p> <p><b>Emergency Response.</b> The proposed senior assisted-living facility may, on occasion, require emergency vehicle assistance, which may include the use of a siren. At a distance of approximately 50 ft, sirens could reach levels of 92 to 94 dBA <math>L_{max}</math>. The nearest existing residences would be located approximately 125 ft from the entrance driveway of the project site, which would result in maximum instantaneous noise levels of 88 to 90 dBA <math>L_{max}</math>. While these levels could be considered to be excessive, they would occur within short time spans and would be in response to emergencies. According to Chapter 9.12.040 of the City's Municipal Code, excessive, unnecessary, or unusually loud noise is exempt from the established noise regulations.</p> |
| <p><b>Goal H-1:</b> Maintain a range of housing opportunities to address the existing and projected needs of the community.</p> <p><b>Policy H-1.6:</b> Support the concept of “aging in place” by maintaining a range of housing types that allows people to remain in the community as their housing needs change.</p> <p><b>Policy H-1.7:</b> Ensure new residential developments are adequately served by infrastructure, including water and sewer, park and recreation</p> | <p><b>Evidence:</b> The proposed project will contribute to improved residential options for senior citizens within the City by creating a development that incorporates a range of housing types for seniors, such as assisted living and memory care. The proposed project will provide seniors currently living in the Seaside/Monterey area an opportunity to “age in place” and remain in the area as they begin to require different housing options and a higher level of care.</p> <p><b>Evidence:</b> The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. It is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City, although some of the senior residents would relocate to</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



**Table III.1: General Plan Consistency**

| General Plan Goal/Policy                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p>areas, libraries, transportation, public safety and other necessary community services.</p>                                                                                                                                         | <p>obtain assisted living care in this location. Furthermore, the proposed project will include utilities and recreation areas on-site. Therefore, the proposed project would not substantially increase the demand on existing public services or the need for new or expanded public services.</p>                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Goal H-2:</b> Maintain and improve existing neighborhoods and housing.</p>                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Policy H-2.6:</b> Through a design review process, ensure new residential developments and revitalization projects are compatible (i.e. scale, size, height, design, and appearance) with surrounding uses:</p>                  | <p><b>Evidence:</b> The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City's standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan and that the design is consistent with the surrounding residential neighborhoods.</p> |
| <p><b>Policy H-2.7:</b> Support public education programs that promote property maintenance.</p>                                                                                                                                       | <p><b>Evidence:</b> The proposed project will include a demonstration garden at the south end of the development which will include drought tolerant species native to the Monterey Peninsula.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Goal H-3:</b> Use public-private partnerships and collaborative efforts to ensure that all segments of the community have access to safe and decent housing that meets their special needs.</p>                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Policy H-3.1:</b> Participate in programs assisting in the production and conservation of adequate, safe, and attractive housing affordable to very-low, low, and moderate income households and other special needs groups.</p> | <p><b>Evidence:</b> The assisted living and memory care facilities will provide housing opportunities for seniors with limited mobility and/or in need of special assistance for daily living functions. This type of housing type is limited within the community. The co-housing facility will provide affordable housing in a dormitory style environment.</p>                                                                                                                                                                                                                                                                                                                                                                 |

<sup>1</sup> Water consumption was calculated based on the Marina Coast Water District's Urban Water Management Plan water demand factors. (144 dwelling units x 0.25 af/yr/dwelling unit) + (0.89 ac landscaping x 2.1 af/yr/ac) + (2,000 sf restaurant x 0.00145 af/yr/sf) = 40.8 af/yr.

<sup>2</sup> A maximum considered earthquake is defined as an earthquake that is expected to occur once in approximately 2,500 years, that is, it has a 2 percent probability of being exceeded in 50 years.

<sup>3</sup> g = acceleration due to gravity 9.8 (m/s<sup>2</sup>)

ac = acres

af/yr = acre-feet per year

City = City of Seaside

ft = foot/feet

IS/MND = Initial Study/Mitigated Negative Declaration

MCWD = Marina Coast Water District

sf = square feet

## **B. Air Quality Management Plan**

The proposed project was reviewed for consistency with the Monterey Bay Unified Air Pollution Control District's (MBUAPCD) Air Quality Management Plan (AQMP). For a project to be considered consistent with the AQMP the project must not exceed to MBUAPCD significance thresholds or cause a significant impact on air quality. If feasible mitigation measures can be implemented to reduce the project's impact level from significant to less than significant under the California Environmental Quality Act (CEQA), the project is considered to be consistent with the AQMP. Furthermore, since the AQMP is based on projections from local General Plans, projects that are consistent with the local General Plan are considered consistent with the AQMP.

Construction of the proposed project would result in the disturbance (grading and excavation) of approximately 3.25 ac. Since grading would take several weeks, the daily area of disturbance would cover less than 2.2 acres per day and would be below the MBUAPCD threshold of significance. Nevertheless, the proposed project would implement MBUAPCD's standard construction practices (refer to Standard Condition AQ-1 in Section III, Air Quality) to ensure that construction activities would not contribute to substantial short-term air pollution. Implementation of the proposed project would generate 447 daily trips. Long-term operational emissions associated with project-related mobile and stationary sources were calculated with the CalEEMod model (refer to Table VI.III.2 in Section III, Air Quality). Based on the results of the CalEEMod model, project emissions (both stationary sources and vehicular sources) would not exceed the MBUAPCD daily emissions thresholds. Therefore, the construction and operation of the proposed project would not result in a significant air quality impact. In addition, the proposed project is considered to be consistent with the City's General Plan and is, therefore, consistent with the AQMP.

**CONSISTENT.**

## **C. Fort Ord Base Reuse Plan**

The project site is located within the jurisdiction of the Fort Ord Base Reuse Plan (BRP). The BRP was created by the Fort Ord Reuse Authority who is responsible for overseeing the redevelopment of the former Fort Ord Army Base. The base was closed in 1994 and the BRP was adopted in 1997 to oversee the redevelopment of the site from military uses to primarily civilian uses and was then reassessed in 2012. The BRP lays out objectives and policies that are intended to guide developers

who wish to build within the boundaries of the former base. These objectives and policies are also intended to guide the decision making of the local municipal governments as they create policies and other land use plans. In order for a project to be considered consistent with the BRP it must be consistent with all applicable objectives and policies that are found in the BRP. The proposed project was reviewed for consistency with the BRP (refer to Table III.2). The following objectives and policies from the BRP are applicable to the proposed project:

**Objectives:** Land Use Element: Residential Land Use Objectives B and C  
Land Use Element: Institutional Land Use Objective D  
Conservation Element: Soils and Geology Objective A  
Conservation Element: Hydrology and Water Quality Objective C  
Noise Element: Objective A  
Safety Element: Seismic and Geologic Hazards Objective A  
Safety Element: Fire, Flood and Emergency Management Objective A  
Safety Element: Hazardous and Toxic Materials Safety Objective A

**Policies:** Land Use Element: Residential Land Use Policies B-1 and C-1  
Land Use Element: Institutional Land Use Policy D-2  
Conservation Element: Soils and Geology Policy A-2  
Conservation Element: Hydrology and Water Quality Policy C-2  
Noise Element: Policies B-8 and B-9  
Safety Element: Seismic and Geologic Hazards Policy A-2  
Safety Element: Fire, Flood and Emergency Management Policy A-2  
Safety Element: Hazardous and Toxic Materials Safety Policy A-1

The proposed project was found to be consistent with the above applicable objectives and policies in the BRP, and therefore, is considered consistent with the BRP.

**CONSISTENT.**

**Table III.2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Residential Objective B:</b> Ensure compatibility between residential development and surrounding land Uses.</p> <p><b>Residential Land Use Policy B-1:</b> Residential Land Use Policy B-1: The City of Seaside shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.</p> | <p><b>Evidence:</b> The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> |
| <p><b>Residential Objective C:</b> Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.</p> <p><b>Residential Land Use Policy C-1:</b> The City of Seaside shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.</p>                                                 | <p><b>Evidence:</b> The proposed project will provide Senior Housing, which is identified as an underserved housing type within the City of Seaside. By providing an underserved housing type to help maintain a variety of housing types in the City commensurate with projected housing needs, the proposed project would be consistent with the Seaside General Plan.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Institutional Land Use Objective D:</b> Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.</p> <p><b>Institutional Land Use Policy D-2:</b> The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.</p>                                                                            | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

**Table III.2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> |
| <p><b>Conservation Element: Soils and Geology</b><br/> <b>Objective A:</b> Prevent the loss and transport of soil resulting from wind and water erosion and promote construction practices that recognize soils with development limitations.</p> <p><b>Conservation Element Soils and Geology Policy A-2:</b> The City shall require developers to prepare and implement erosion control and landscape plans for projects that involve high erosion risk. Each plan shall be prepared by a registered civil engineer or certified professional in the field of erosion and sediment control and shall be Fort Ord subject to the approval of the public works director for the City of Seaside. The erosion component of the plan must at least meet the requirements of Storm Water Pollution Prevention Plans (SWPPPs) required by the California</p> | <p><b>Evidence:</b> During construction of the proposed project, the total disturbed soil area would be approximately 5.47 acres. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. Because the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**Table III.2: Fort Ord Base Reuse Plan Consistency**

| <b>FORA Objective/Policy</b>                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Evidence</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| State Water Resources Control Board.                                                                                                                                                                                                                                                                                                                                                                                                                | proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.                                                                                                                                                                                                                                                                                                                               |
| <p><b>Conservation Element: Hydrology and Water Objective C:</b> Control nonpoint and point water pollution sources to protect the adopted beneficial uses of water.</p> <p><b>Hydrology and Water Quality Policy C-2:</b> At the project approval stage, the City shall require new development to demonstrate that all measures will be taken to ensure that on-site drainage systems are designed to capture and filter out urban pollution.</p> | <p><b>Evidence:</b> The project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres to approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site). Pollutants of concern associated with project operations include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris.</p> <p>A <i>Preliminary Stormwater Control Plan</i> has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. The LID BMPs proposed in the <i>Preliminary Stormwater Control Plan</i> include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping</p> |



**Table III.2: Fort Ord Base Reuse Plan Consistency**

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project. As a Condition of Approval, the Developer will be required to prepare a Final Stormwater Control Plan that includes LID BMPs to ensure that on-site drainage systems are designed to capture and filter out urban pollution.                                        |
| <p><b>Noise Element Objective A:</b> Ensure that application of land use compatibility criteria for noise and enforcement of noise regulations are consistent throughout the Fort Ord Planning area.</p> <p><b>Noise Policy B-8:</b> If the ambient DNL exceeds the normally acceptable noise range for public or institutional uses (passively and actively used open spaces; auditoriums, concert halls, and amphitheaters; schools, libraries, churches, hospitals and nursing homes; golf courses, riding stables, water recreation areas, and cemeteries), as identified in Table 4.5-3, new development shall not increase ambient Ldn by more than 3 dBA measured at the property line.</p> <p><b>Noise Policy B-9:</b> The City shall require construction contractors to employ noise-reducing construction practices.</p> | <p><b>Evidence:</b> Neither the long-time traffic nor stationary noise sources would cause an increase in ambient noise levels of more than 3 A-weighted decibels (dBA) within the project vicinity as measured at the property line.</p> <p><b>Evidence:</b> As a Condition of Approval, the Construction Contractor will be required to prepare a construction noise plan that includes implementation of Best Management Noise Reduction Practices.</p>                          |
| <p><b>Safety Element: Seismic and Geologic Hazards Objective A.</b></p> <p><b>Seismic and Geologic Hazards Policy A-2:</b> The City shall use the development review process to ensure that potential seismic or geologic hazards are evaluated and mitigated prior to construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Evidence:</b> A <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014) was prepared for the proposed project. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code and the recommendations of the project geotechnical consultant as summarized in the final written Geotechnical Report.</p> |
| <p><b>Safety Element: Fire, Flood and Emergency Management Objective A.</b></p> <p><b>Fire, Flood, and Emergency Management Policy A-2:</b> The City shall provide fire suppression water system guidelines and implementation plans for</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p><b>Evidence:</b> Fire protection services for the project site are provided by the Seaside Fire Department. The City operates one fire station located at 1635 Broadway</p>                                                                                                                                                                                                                                                                                                      |

**Table III.2: Fort Ord Base Reuse Plan Consistency**

| <b>FORA Objective/Policy</b>                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Evidence</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| existing and acquired former Fort Ord lands equal to those recommended in the Fort Ord Infrastructure Study (FORIS Section Table 4.1.8) for fire protection water volumes, system distribution upgrades, and emergency water storage.                                                                                                                                                                                            | Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication). The project site will contain sufficient water service and water pressure to service the site for fire suppression purposes. |
| <p><b>Safety Element: Hazardous Materials and Toxic Materials Safety Objective A:</b> Ensure the timely and complete compliance by the U. S. Army with the Remedial Investigation/Feasibility Study and associated remedial action ROD as part of the land transfer process.</p> <p><b>Hazardous and Toxic Materials Safety Policy A-1:</b> The City shall monitor and report to the public all progress made on the RA-ROD.</p> | <p><b>Evidence:</b> A Hazardous Phase I environmental site assessment and a confirmation sampling report for the project was completed. Neither identified any hazardous wastes at the project site. Based on the results, there is no evidence that there are any hazardous materials remaining from the former gas station. Therefore, no remediation is necessary.</p>                                                                                                                                      |

City = City of Seaside  
ft = foot/feet  
ROD = Record of Decision  
sf = square feet

#### IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

##### A. Factors

The environmental factors checked below would be potentially affected by the proposed project, as discussed on the following pages.

|                                                              |                                                                     |                                                                        |
|--------------------------------------------------------------|---------------------------------------------------------------------|------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources         | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Cultural Resources              | <input checked="" type="checkbox"/> Geology and Soils                  |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality        |
| <input checked="" type="checkbox"/> Land Use and Planning    | <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Noise                              |
| <input checked="" type="checkbox"/> Population and Housing   | <input checked="" type="checkbox"/> Public Services                 | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input checked="" type="checkbox"/> Utilities and Service Systems   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Some proposed applications that are not exempt from California Environmental Quality Act (CEQA) review may have little or no potential for adverse environmental impacts related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a not sensitive environment, and are easily identifiable, and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following findings can be made using the project description, environmental setting, or other information as supporting evidence.

|                          |                                               |
|--------------------------|-----------------------------------------------|
| <input type="checkbox"/> | Check here if this finding is not applicable. |
|--------------------------|-----------------------------------------------|

**Finding:** For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation, or maintenance of the proposed project, and no further discussion in the Environmental Checklist is necessary.

##### Evidence:

- Agriculture and Forestry Resources:** There are no agricultural or forestry resources in the proposed project area. Therefore, implementation of the proposed project would not (1) convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance to a non-agricultural use; (2) conflict with existing zoning for agricultural use or a Williamson Act contract; (3) conflict with existing zoning for forest land, timberland or timberland production; (4) result in the loss of forest land or conversion of forest land to a non-forest use; or (5) involve other changes to the existing environment which, due to their location or nature, could result in conversion of Farmland or forestland to non-agricultural or non-forest uses, respectively.
- Mineral Resources:** No mineral resources have been identified in the proposed project area. Therefore, implementation of the proposed project would not result in the loss of availability of any known mineral resources.

## B. Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been evaluated by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be evaluated.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier DEIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier DEIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## V. EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers, except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, a DEIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program DEIR or other CEQA process, an effect has been adequately analyzed in an earlier DEIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Evaluated. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were evaluated by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

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## VI. ENVIRONMENTAL CHECKLIST

| SECTION I: AESTHETICS                                                                                                                                    | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                       |                                |                                                    |                                     |                                     |
| a) Have a substantial adverse effect on a scenic vista?                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |

### Discussion/Conclusion/Mitigation:

**I(a). Have a substantial adverse effect on a scenic vista?** A scenic vista is considered as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access.

The City of Seaside (City) and adjacent cities are defined by their proximity to Monterey Bay, which is a notable and visible landmark in the geographic region. The western boundary of the City runs parallel to Monterey Bay and is between 0.0 and 0.75 mile inland from Monterey Bay. The project site is located approximately 0.25 mile inland from Monterey Bay, which can be seen from various locations within the City. However, because the topography of the project site is relatively flat and the western boundary of the project site is bordered by mature Cypress trees, Monterey Bay is not visible from the project site. There are no other scenic vistas that are visible from the project site and the project site is not visible from any scenic vistas. Therefore, implementation of the proposed project would have a less than significant impact on scenic vistas, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**I(b). Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?** The California Department of Transportation (Caltrans) Landscape Architecture Program administers the Scenic Highway Program, contained in Streets and Highways Code Sections 260–263. State highways are classified as either Officially Listed or Eligible. There are no State Scenic Highways designated under the Scenic Highway Act located in the project vicinity.<sup>1</sup> In addition, according to the City’s General Plan, there are no designated scenic corridors within the City limits. There are no historic buildings or rock outcroppings located on the project site or in the surrounding vicinity. Furthermore, construction of the proposed project would not result in the removal or damage of scenic resources. Therefore, implementation of the proposed project would not damage scenic resources within a State or locally designated scenic roadway, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**I(c). Substantially degrade the existing visual character or quality of the site and its surroundings?** The project site is bounded by California State Route 1 (SR-1) to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. In the existing condition, the 5.47-acre project site is partially developed with a 5,000 square feet (sf) vacant structure that was formerly owned by the United States (U.S.) Army as a convenience store and gas station. The majority of the project site is currently undeveloped with the exception of the 5,000 sf structure, existing parking, the asphalt parking area, and the existing parking lot lights. In the existing condition, local access to the project site is provided by Monterey Road. There are three bluegum eucalyptus (*Eucalyptus globulus*) and 94 Monterey cypress (*Cupressus macrocarpa*) on the project site. Ice plant (*Carpobrotus edulis*) is the predominant groundcover on the project site.

Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three related senior living uses on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Assisted Living Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for assisted living services. The two buildings would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and Craftsman shingle-sided

<sup>1</sup> California Scenic Highway Mapping System. Monterey County. Website: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm) (accessed October 1, 2015).

buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 31,932 sf of landscaping around each of the three facilities, around the perimeter of the associated parking areas, and within the courtyards and gardens.

The project site is surrounded on three sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.

In addition, as part of the City's standard review process for development projects, the City of Seaside Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan. Furthermore, because the proposed project would include the development of residential housing for seniors, the land use character of the project site would be similar to the surrounding residential uses so the proposed project would not substantially change the character of the views currently experienced by off-site viewers. As mentioned above, the proposed project includes landscaping along the perimeter of the project site and around each of the three facilities to buffer the view of the facilities from passing motorists and off-site viewers. Therefore, with consideration of the architectural design, surrounding residential housing, and proposed landscaping, implementation of the proposed project would have a less than significant impact on the existing visual character and quality of the site and its surroundings, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**I(d). Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?** Spill-over light occurs when lighting standards are not properly aimed or shielded to direct light to the desired location and light escapes and partially illuminates a surrounding location. Glare is a result of improperly aimed or blocked lighting sources that are visible

against a dark background such as the night sky. Glare generally does not result in illumination of off-site locations but does result in a visible source of light viewable from a distance.

Currently, the project site does not contain lighting in or around the vacant 5,000 sf structure. The proposed project would introduce new lighting sources on the project site to service the three facilities, and the new lighting could affect nighttime views in the area. The proposed project's outdoor lighting plan includes the following components: 15 traditional California Craftsman-style double-head lights located in the parking and driveway areas (approximately 7 ft high) and 29 single-head lights at the building entrances, along the building sides, and in the courtyard areas, Co-Housing area, and the trash and recycling enclosure area, for a total of 44 outdoor lights.

The proposed lighting would be in conformance with City Outdoor Illumination Standards (City Municipal Code 17.30.070) and would be illuminated from sunset to sunrise (generally 6:00 p.m. to 6:00 a.m., depending on the time of year). Project lighting would be designed to be contained within the project site, and spill light and glare would be reduced by design features (e.g., light shielding). In accordance with the City Outdoor Illumination Standards, no lighting source would produce an illumination level greater than 1 foot-candle on any property within a residential zone except on the site of the light source. In addition, the exterior lights would be surface-mounted and directed away or screened from adjacent residential uses. Furthermore, all interior project lighting would be contained within the insides of the buildings.

To reduce potential impacts associated with project lighting, a Final Lighting Plan would need to be prepared for the proposed project and approved by the City BAR. The proposed project's Final Lighting Plan would include design components such as downward directional lumens, containment to only those areas needed for illumination on and off-site, and unobtrusive lighting design to reduce potentially significant impacts on nighttime views and nighttime light and glare impacts. With implementation of Mitigation Measure AES-1 requiring the preparation and approval of a Final Lighting Plan, potential project-related impacts associated with light and glare would be reduced to less than significant levels.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure AES-1: Lighting Plan.** Prior to issuance of a grading permit, a Final Lighting Plan shall be prepared for the proposed project and be submitted for review and approval to the City of Seaside (City) Board of Architectural Review. The Final Lighting Plan shall be prepared by a qualified engineer and shall comply with the requirements of the California Energy Code set forth in the California Code of Regulations (CCR), Title 24, Part 6 and the City's Municipal Code. The Final Lighting Plan shall include the following components to minimize adverse visual effects during nighttime hours:

- Lighting fixtures shall be focused downward within the project site boundaries to avoid light spill upward to the night sky or out on adjacent properties.
- The Final Lighting Plan shall be reviewed by the City's Police Department for consistency with security and safety requirements.
- All proposed interior project lighting shall have a maximum candela value such that the light falls within the buildings.
- The Final Lighting Plan shall also include a photometric survey. The photometric survey shall demonstrate that no direct rays shine onto public streets or adjacent sites and that no on-site lighting source produces an illumination level greater than 1 foot-candle on any property within a residential zone except on the site of the source.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION II: AGRICULTURE AND FORESTRY RESOURCES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| In determining whether impact to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: |                                |                                                    |                              |                                     |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

#### Discussion/Conclusion/Mitigation:

Refer to Section IV, Environmental Factors Potentially Affected and Determination. The proposed project would have no impact on agricultural and forestry resources, and no mitigation is required.



| SECTION III: AIR QUALITY                                                                                                                                                                                                                                                                    | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:                                                                               |                                |                                                    |                                     |                                     |
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?                                                                                                                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**Discussion/Conclusion/Mitigation:**

The discussion and analysis provided in this section is based on the *Air Quality Analysis* (LSA, Associates, Inc. [LSA] September 2015) and the *Health Risk Assessment* (LSA, September 2015) (refer to Appendix A).

**III(a). Conflict with or obstruct implementation of the applicable air quality plan?** The project site is located in the City of Seaside within Monterey County, in the southern portion of the North Central Coast Air Basin (Basin). The Basin encompasses Santa Cruz, San Benito, and Monterey Counties. Air quality within this part of the Basin is under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a city, county, or region classified as a non-attainment area. The Basin is in non-attainment for the State standards for ozone (O<sub>3</sub>) and particulate matter less than 10 microns in diameter (PM<sub>10</sub>). The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. Consistency with MBUAPCD's most current AQMP (adopted in 2008) (2008 AQMP) means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve federal and State air quality standards. Specific criteria for determining whether the potential air quality impacts of a proposed project are significant are set forth in the MBUAPCD's *CEQA Air Quality Guidelines*.

The California Environmental Quality Act (CEQA) requires that certain projects be analyzed for consistency with the AQMP. For a project to be consistent with the AQMP adopted by the MBUAPCD, the pollutants emitted from the project should not exceed the MBUAPCD daily

threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. As discussed in Responses III (b), (c), and (d), below, the proposed project's emissions would be below the emissions thresholds established in the MBUAPCD's *CEQA Air Quality Guidelines*. In addition, the proposed project is consistent with the City's General Plan and is, therefore, consistent with the projections therein. Therefore, the proposed project would not conflict with the AQMP and would not result in any impacts related to implementation of the AQMP, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

### **III(b). Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Short-Term (Construction) Emissions.** Emissions of pollutants would occur during construction of the proposed project from soil disturbance and equipment exhaust. Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. Construction emission thresholds published by the MBUAPCD are identified below.

The *CEQA Air Quality Guidelines* published by the MBUAPCD note that construction activities (grading, excavation, and on-site vehicular traffic) would have a significant effect on local air quality if they emit greater than 82 pounds of PM<sub>10</sub> near sensitive receptors. MBUAPCD has determined that when minimal earthmoving (grading) takes place, disturbance of greater than 8 acres can exceed the 82-pound-per-day threshold. A construction site with earthmoving activity would have potentially significant PM<sub>10</sub> impacts when active construction covers 2.2 acres or more per day.

Construction of projects using typical construction equipment such as dump trucks, scrapers, bulldozers, compactors, and front-end loaders, which temporarily emit precursors of O<sub>3</sub> (i.e., reactive organic gases (ROG) or nitrogen oxides [NO<sub>x</sub>]), are accommodated in the emissions inventories of State and federally required air plans and would not have a significant impact on the attainment and maintenance of O<sub>3</sub> Ambient Air Quality Standards (AAQS).

Construction projects that may cause or substantially contribute to the violation of other State or national AAQS or that could emit toxic air contaminants could result in temporary significant impacts.

The total area of disturbance (grading and excavation) for construction of the entire proposed project is anticipated to be approximately 3.25 acres. Per the MBUAPCD threshold, the proposed project is prohibited from disturbing more than 2.2 acres per day during construction. Since grading would take

several weeks, the daily area of disturbance would cover less than 2.2 acres per day and, therefore, would be below the MBUAPCD threshold of significance. In addition, MBUAPCD standard construction practices would be implemented (refer to Standard Conditions AQ-1 and AQ-2, below) as part of the proposed project to ensure that construction activities would not disturb more than 2.2 acres per day or contribute to substantial short-term air pollution. Therefore, with the implementation of Standard Conditions AQ-1 and AQ-2, air quality impacts associated with the proposed project during construction would be less than significant, and no mitigation is required.

**Long-Term (Operational) Emissions.** Long-term air pollutant emission impacts are associated with any change in permanent use of the project site by on-site stationary and off-site mobile sources that substantially increase emissions. Stationary source emissions include emissions associated with electricity consumption and natural gas usage. Mobile source emissions would result from vehicle trips associated with the proposed project.

The daily operational emissions “significance” thresholds for criteria pollutants with regional effects established by the MBUAPCD are identified below in Table VI.III.1.

**Table VI.III.1: Thresholds of Significance for Criteria Pollutants of Concern:  
Operational Impacts<sup>1</sup>**

| Pollutant                          | Threshold(s) of Significance                                                                                                                                                                                                                                                                                             |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ROGs                               | 137 lbs/day (direct + indirect)                                                                                                                                                                                                                                                                                          |
| NO <sub>x</sub> as NO <sub>2</sub> | 137 lbs/day (direct + indirect)                                                                                                                                                                                                                                                                                          |
| PM <sub>10</sub>                   | 82 lbs/day (on site) <sup>2</sup>                                                                                                                                                                                                                                                                                        |
|                                    | AAQS exceeded along unpaved roads (off site)                                                                                                                                                                                                                                                                             |
| CO                                 | LOS at intersection/road segment degrades from D or better to E or F; v/c ratio at intersection/road segment at LOS E or F increases by 0.05 or more; delay at intersection at LOS E or F increases by 10 seconds or more; <u>or</u> reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more |
|                                    | 550 lbs/day (direct) <sup>3</sup>                                                                                                                                                                                                                                                                                        |
| SO <sub>x</sub> as SO <sub>2</sub> | 150 lbs/day (direct)                                                                                                                                                                                                                                                                                                     |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

<sup>1</sup> Projects that emit other criteria pollutant emissions would have a significant impact if emissions would cause or substantially contribute to the violation of State or national AAQS. Criteria pollutant emissions could also have a significant impact if they would alter air movement, moisture, temperature, or climate or create objectionable odors in substantial concentrations. When estimating proposed project emissions, local or proposed project-specific conditions should be considered.

<sup>2</sup> MBUAPCD-approved dispersion modeling can be used to refute (or validate) a determination of significance if modeling shows that emissions would not cause or substantially contribute to an exceedance of State and national AAQS.

<sup>3</sup> Modeling should be undertaken to determine whether the proposed project would cause or substantially contribute (550 lbs/day) to the exceedance of CO AAQS. If not, the proposed project would not have a significant impact.

AAQS = ambient air quality standards

CO = carbon monoxide

lbs/day = pounds per day

LOS = level of service

MBUAPCD = Monterey Bay Unified Air Pollution Control District

NO<sub>2</sub> = nitrogen dioxide

NO<sub>x</sub> = nitrogen oxides

PM<sub>10</sub> = particulate matter less than 10 microns in diameter

ROG = reactive organic gases

SO<sub>2</sub> = sulfur dioxide

SO<sub>x</sub> = sulfuric oxides

v/c = volume-to-capacity

Projects in the Basin with operations-related emissions that exceed any of the emission thresholds are considered potentially significant by the MBUAPCD. Implementation of the proposed project would generate 447 daily trips. Long-term operational emissions associated with project-related mobile and stationary sources were calculated with the CalEEMod model, and are shown in Table VI.III.2, below.

**Table VI.III.2: Project Operational Emissions**

| Source                          | Pollutants (lbs/day) |            |                 |                 |                  |                   |
|---------------------------------|----------------------|------------|-----------------|-----------------|------------------|-------------------|
|                                 | CO                   | ROCs       | NO <sub>x</sub> | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Stationary Source Emissions     | 3.5                  | 0.25       | 7.0             | 0.0015          | 0.052            | 0.052             |
| Mobile Source Emissions         | 2.1                  | 5.5        | 26              | 0.043           | 2.8              | 0.79              |
| <b>Total Emissions</b>          | <b>5.6</b>           | <b>5.8</b> | <b>33</b>       | <b>0.045</b>    | <b>2.9</b>       | <b>0.84</b>       |
| <b>MBUAPCD Threshold</b>        | <b>550</b>           | <b>137</b> | <b>137</b>      | <b>150</b>      | <b>82</b>        | <b>N/A</b>        |
| Exceed MBUAPCD Threshold?       | No                   | No         | No              | No              | No               | N/A               |
| Significant Air Quality Impact? | No                   | No         | No              | No              | No               | N/A               |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

CO = carbon monoxide

lbs/day = pounds per day

MBUAPCD = Monterey Bay Unified Air Pollution  
Control District

N/A = Not Applicable

NO<sub>x</sub> = nitrogen oxides

PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter

PM<sub>10</sub> = particulate matter less than 10 microns in diameter

ROCs = reactive organic compounds

SO<sub>x</sub> = sulfur oxide

As shown in Table VI.III.2, project emissions (both stationary source and vehicular source) would not exceed the MBUAPCD daily emissions thresholds. Therefore, the long-term air quality impacts of the proposed project are less than significant, and no mitigation measure is required.

**CO Hot-Spot Analysis.** Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is carbon monoxide (CO), a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (residents, school children, the elderly, and hospital patients, etc.). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service (LOS E or F) or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended, to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available. Ambient CO levels monitored at the Salinas Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.8 parts per million (ppm) (State standard is 20 ppm) and a highest 8-hour concentration of 1.4 ppm (State standard is 9 ppm) during the past 3 years (see Table E in the *Air Quality Analysis* in Appendix A). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

The proposed project would generate net increases of 29 trips in the a.m. peak hour and 47 trips in the p.m. peak hour. All intersections analyzed in the project traffic study (Hatch Mott MacDonald, October 8, 2015) were found to operate at LOS A and B (other than the SR-1 ramps). LOS A and B represent acceptable levels of traffic flow and vehicle delay. Intersections functioning at LOS E or F are the most conducive to the formation of CO hotspots. "Projects that are likely to worsen air quality at signalized intersections having a level of service E, or F, represent a potential for a CO violation and need further analysis" (Caltrans 1977).

Given the relatively low level of CO concentrations in the project area, and no traffic impacts at any intersections, project-related vehicles are not expected to contribute significantly to an increase in CO concentrations such that the CO concentrations would exceed the State or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations.

In summary, operation of the proposed project would not violate any air quality standards or contribute to an existing or projected air quality violation. Therefore, operation of the proposed project would result in a less than significant impact, and no mitigation is required.

#### **Standard Conditions:**

**Standard Condition AQ-1: Dust Control Measures.** The City of Seaside (City) Engineer shall ensure, per the Monterey Bay Unified Air Pollution Control District *CEQA Air Quality Guidelines* that the following dust mitigation measures shall be implemented by the Construction Contractor during construction of the proposed project:

- The Construction Contractor shall water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- The Construction Contractor shall apply chemical soil stabilizers on inactive construction areas (disturbed lands within the proposed project's construction footprint that are unused for at least four consecutive days).
- The Construction Contractor shall apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and shall hydroseed the area.
- The Construction Contractor shall cover all trucks hauling dirt, sand, or loose materials to and from the project site.
- The Construction Contractor shall plant vegetative ground cover in disturbed areas as soon as possible.
- The Construction Contractor shall cover inactive storage piles.
- The Construction Contractor shall sweep streets if visible soil material is carried out from the construction site.

- The Construction Contractor shall limit the area under construction at any one time and limit grading to 2.2 acres per day.

**Standard Condition AQ-2: Air Pollution Reduction Measures.** The City Resource Management Services shall ensure, prior to final site plan approval, that the proposed project site plans include the following written specifications to reduce air pollutants generated by vehicle and equipment exhaust during construction:

- The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment shall be tuned and maintained in accordance with the manufacturers' specifications.
- The Construction Contractor shall ensure that construction grading plans include a statement that work crews shall shut off equipment when not in use.
- The Construction Contractor shall time the construction activities so as not to interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.
- The Construction Contractor shall support and encourage ridesharing and transit incentives for the construction crew.
- California Air Resources Board-approved on-road diesel fuel shall be used in all diesel construction equipment when available.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**III(c). Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?** As discussed in Response III(b), above, no exceedance of MBUAPCD criteria pollutant emission thresholds would be anticipated for the proposed project. The projected emissions of criteria pollutants as a result of the proposed project are expected to be below the emissions thresholds established for the region. Cumulative emissions are part of the emission inventory included in the AQMP for the project area. Therefore, implementation of the proposed project would result in a less



than significant impact associated with creating a cumulatively considerable net increase of the criteria pollutants that are in non-attainment status in the Basin, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

### III(d). Expose sensitive receptors to substantial pollutant concentrations?

**Short-Term (Construction).** Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates as well as to a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). These sensitive receptors are not expected to experience a substantial increase in pollutant concentrations during construction of the proposed project due to the small daily area of soil disturbance (less than 2.2 acres). In addition, MBUAPCD standard construction practices would be implemented as part of the proposed project to further reduce or eliminate emissions.

Therefore, with the implementation of Standard Condition AQ-1, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during construction, potential short-term impacts are considered less than significant, and no mitigation is required.

**Long-Term (Operational).** Operation of the proposed project would not result in higher concentrations of criteria pollutants that would create or worsen an existing air quality violation. Short-term emissions are of concern for analyzing acute health impacts. The acute inhalation, carcinogenic, and chronic inhalation health risks from all nearby pollutant sources to the future residents of the proposed project are shown in Table VI.III.3, below.

**Table VI.III.3: Health Risk Levels for Residents of the Proposed Project**

| Location                              | Maximum Cancer Risk (risk per million) | Maximum Non-cancer Chronic Risk (Hazard Index) | Maximum Non-cancer Acute Risk (Hazard Index) |
|---------------------------------------|----------------------------------------|------------------------------------------------|----------------------------------------------|
| 30-year resident exposure             | 1.9                                    | 0.0081                                         | 0.032                                        |
| 25-year worker exposure               | 0.91                                   |                                                |                                              |
| <b>MBUAPCD Significance Threshold</b> | <b>10</b>                              | <b>1.0</b>                                     | <b>1.0</b>                                   |
| <b>Significant?</b>                   | <b>No</b>                              | <b>No</b>                                      | <b>No</b>                                    |

Source: LSA Associates, Inc. *Health Risk Assessment* (September 2015).  
MBUAPCD = Monterey Bay Unified Air Pollution Control District

As shown in Table VI.III.3, the acute hazard index (HI) for both residents and workers would be 0.032, which is less than the MBUAPCD threshold of 1.0. In addition both maximum cancer risk and chronic HI would be below the established MBUAPCD thresholds.

Therefore, operation of the proposed project would result in a less than significant impact associated with exposing sensitive receptors to substantial pollutant concentrations, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Conditions AQ-1 and AQ-2 in Response III(b), above. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**III(e). Create objectionable odors affecting a substantial number of people?** During construction of the proposed project, some objectionable odors may be present due to diesel-powered construction equipment. However, these odors would be temporary, limited to the construction period (i.e., 18 months), and are not anticipated to be substantial due to the intermittent use of construction equipment. In addition, the proposed uses would follow good waste management procedures and are not anticipated to emit any objectionable odors that would cause a public nuisance. Therefore, implementation of the proposed project would result in a less than significant impact associated with creating objectionable odors affecting a substantial number of people, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION IV: BIOLOGICAL RESOURCES                                                                                                                                                                                                                                                                                     | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                   |                                |                                                    |                                     |                                     |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                                                                   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                                  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Biotic Resources Assessment* (Thompson Wildland Management, October 2015) and the *Arborist Report* (Thompson Wildland Management, October 2015) (refer to Appendix A).

**IV(a). Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?** The project site consists of a 5,000 sf vacant structure, asphalt parking area, existing parking lot lights, and undeveloped land. There are three bluegum eucalyptus and 94 Monterey cypress on the project site. Ice plant is the predominant groundcover. The land uses surrounding the project site are primarily residential.

The California Natural Diversity Data Base (CNDDDB) was reviewed for special-status plant and wildlife species that are known or have the potential of occurring on the project site. In addition, field surveys in the fall of 2014 and a field survey in the spring of 2015 were conducted to map and describe existing habitats, prepare a floristic list, and survey the project site for the presence of special-status plants and wildlife species.

Based on review of the CNDDDB, 47 special-status plant and wildlife species have the potential to occur on the project site. Of the 47 special-status species identified as having the potential to occur on the project site, only one special-status plant species, Michael's rein orchid (*Piperia michaelii*), was observed in the southeast portion of the project site during the field survey conducted during the spring of 2015. This small patch consisted of less than a dozen plants. This species has a California Native Plant Society (CNPS) rare plant rank of 4.2 (i.e., this species is fairly uncommon and of limited distribution but does not have a State or federal protection status). Though CNPS monitors the status of this species, there is currently no protection or preservation requirements for Michael's rein orchid. No other suitable habitat or special-status species were found to be present on the project site during the 2014 and 2015 field surveys.

The project site has an extremely low likelihood to support California tiger salamander (*Ambystoma californiense*; CTS) or California red-legged frog (*Rana draytonii*; CRLF). Both are listed as threatened species under the Federal Endangered Species Act (FESA) and are California Species of Special Concern (SSC); CTS is also listed as a threatened species under the California Endangered Species Act (CESA). Although the project site is within the historic range of CTS and CRLF, the project site contains no aquatic habitat (for breeding) and would not be considered suitable upland habitat due to the ruderal conditions present on the site, being situated between two major roadways (SR-1 and Monterey Road), and the lack of connectivity to suitable habitat for CTS or CRLF. The closest known records of CTS and CRLF to the project site are from approximately 3 miles to the east and 5 miles to the south, respectively. The maximum reported movement distance from upland burrows to breeding ponds is approximately 1.3 miles (CDFG 2010). Additionally, dispersal from one of these recorded locations to the project site would require traversing vast tracts of developed areas (e.g., housing developments and heavily-traveled roads). Given that neither suitable breeding nor upland habitat occurs within or adjacent to the project site, the recorded locations for CTS and CRLF are greater than the documented movement distances from the project site, and because the project site is isolated by development from occupied or suitable habitat, CTS and CRLF are not expected to occur within the project site. Therefore, no impacts to CTS or CRLF are anticipated as a result of this project.

The project site is not located within designated critical habitat for any special-status species. Due to the lack of suitable habitat and based on the results of the field surveys, implementation of the proposed project would not have a substantial adverse effect on any candidate, sensitive, or special-

status species, as defined by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Therefore, any potential impacts to sensitive or special-status species resulting from implementation of the proposed project would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(b). Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?** The project site is dominated by non-native ruderal species and does not contain any riparian habitat or sensitive natural communities identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS. No impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from project implementation, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IV(c). Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?** The project site is dominated by non-native ruderal species, and no natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act occur on site. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur from implementation of the proposed project. The proposed project would not result in any impacts to wetlands, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IV(d). Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?** The project site is bounded by SR-1 to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to

the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. The project site is dominated by non-native ruderal species. Because the project site is surrounded by residential development and a freeway, the project site does not function as a wildlife movement corridor.

There are a total of 97 mature (6-inch or larger diameter at breast height [DBH]) trees on the project site (94 Monterey cypress and 3 bluegum eucalyptus). Implementation of the proposed project would remove 44 trees, of which 42 trees would be replaced. The existing grove of Monterey cypress trees may provide suitable habitat for migratory birds and raptors such as Ferruginous hawk (*Buteo regalis*) and Northern harrier (*Circus cyaneus*), which are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. In addition, on-site trees may provide roosting habitat for bats. If construction of the proposed project occurs during the nesting bird season or bat maternity season, construction activities could result in impacts to nesting birds and roosting bats. Impacts to birds and bats could also occur from the removal of trees on the project site, which could result in loss of nesting and/or roosting habitat. In addition, indirect impacts may occur as a result of noise and increased human activity in the area associated with construction of the proposed project. If construction activities are scheduled during the nesting bird season or bat maternity season, pre-construction nesting bird and roosting bat surveys would be required in order to prevent any impacts to nesting birds or roosting bats, as specified in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential construction-related impacts to nesting birds and roosting bats could be avoided. And therefore, potentially significant impacts would be reduced to less than significant.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure BIO-1: Pre-construction Nesting Bird and Roosting Bat Surveys.** To avoid impacts to native bird or roosting bat species that may utilize the project site, if feasible, construction (at a minimum, vegetation clearing and/or preliminary ground disturbance) should take place outside the nesting bird and roosting bat season (i.e., September through mid-January). If these activities are scheduled within the active bird nesting season (January 15 through July 31) or recognized bat maternity season (April 1 through August 31), within 14 days prior to commencement of construction activities, a nesting bird survey and bat roosting survey shall be conducted by a qualified biologist. This requirement shall be reflected as notes on all construction documents to be approved by the City of Seaside (City).

If no active nests or roosts are located, construction activities can proceed. If active nests are located, then construction work should be conducted outside an exclusion zone to be developed by the qualified biologist in coordination with the appropriate regulatory agency based on the geographic setting of the nest and the species (i.e., 50 feet (ft) for common passerine species and up to 500 ft for raptor species). Construction activities should avoid the exclusion zones until the qualified biologist determines that



the young have successfully fledged or the nest is no longer considered active. A qualified biologist should conduct periodic site inspections to ensure that the exclusion zone is maintained and to monitor the nesting progression. Should roosting bats be found in any of the trees, bats will be humanely evicted from their roosts using a site- and/or species-specific tree trimming protocol developed in coordination and consultation with the California Department of Fish and Wildlife (CDFW).

If applicable, within 1 week of completing the pre-construction nesting bird and bat roosting survey, the qualified biologist shall prepare a memorandum documenting the survey results and submit to the City for review and approval.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(e). Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?** The Conservation and Open Space Element of the City's General Plan establishes policies for the City's Tree Ordinance (Municipal Code Chapter 8.54) and landscaping performance standards (Zoning Ordinance Section 17.30.40). The City's Tree Ordinance prohibits removal of any tree on private property in the City without a permit. The ordinance also contains a list of trees, which may not be planted without a permit (including Monterey pine, Monterey cypress, coast redwood, bluegum eucalyptus, willow, cottonwood, and poplar). Any protected tree that is removed must be replaced with a species and at a location approved by the City's BAR.

There are a total of 97 mature (6-inch or larger DBH) trees on the project site including 94 Monterey cypress and 3 bluegum eucalyptus that were planted on the property by Caltrans and the U.S. Army Corps of Engineers (Corps) for landscape improvement and vegetation screening. In addition, there are cypress seedlings and saplings (4-inch DBH or less) on the project site that developed from natural recruitment.

Construction of the proposed project would require the removal of 84 trees – three bluegum and 81 Monterey cypress trees. Thirteen of the existing Monterey cypress located adjacent to SR-1 would remain and would be integrated into the proposed project. Sixty-three (63) of the Monterey cypress trees to be removed by the proposed project but would be replaced, in-kind, on the site, with a minimum 5-gallon container. Eighteen (18) of the Monterey cypress trees would be replaced, on the project site, with a different tree species, with a minimum 5-gallon container. The 3 bluegum trees would be replaced, on the project site, with a different tree species also with a minimum 5-gallon container.

While the City's Tree Ordinance specifies that all trees that are removed shall be replaced on a 1:1 basis, Section 8.54.070 of the City's Tree Ordinance states that this requirement may be modified or waived if it is determined that replacement on a one-for-one basis constitutes an unreasonable hardship. In the case of the proposed project, the location of the proposed project site improvements (e.g., buildings, parking lots, and underground utilities) preclude the feasible placement of all 81 Monterey cypress trees. The Landscape Plan, proposed tree replacement percentage, types of

replacement trees to be planted, and locations for replacement trees will require approval from the City's BAR. Therefore, the BAR will need to approve the modification of the City's tree replacement policy for the proposed project. Therefore, as specified in Standard Condition BIO-1, the project's Landscaping Plans will be submitted to the BAR for review and approval to ensure compliance with the City's Tree Ordinance prior to the City Planning Commission's review of the proposed project.

Construction on the west side of the project site adjacent to SR-1 would be in close proximity to the existing Monterey cypress trees being preserved. Therefore, construction activities would have the potential to impact these existing trees. Therefore, Mitigation Measure BIO-3 would be implemented to reduce impacts to existing Monterey cypress trees during construction of the proposed project. With implementation of Standard Condition BIO-2 and Mitigation Measure BIO-3, the proposed project would not conflict with local policies or ordinances protecting biological resources and impacts would be less than significant.

**Standard Conditions:**

**Standard Condition BIO-2: Board of Architectural Review.** Prior to project level review by the City Planning Commission, the Developer shall submit the project's Landscaping Plans to the City Board of Architectural Review (BAR) for review and approval. The Landscape Plans shall incorporate all Conditions of Approval as required for the proposed project by the BAR prior to the issuance of a building permit.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure BIO-3: Contracted Arborist.** Prior to the issuance of a tree removal permit, the Developer shall submit proof to the City of an executed agreement with a qualified Arborist. The agreement shall include a schedule of the proposed construction timeline for the Project Arborist to ensure compliance with the following measures as detailed in the Arborist Assessment;

- **Exclusionary Fencing:** Prior to commencing grading and construction activities, the Construction Contractor shall install high visibility exclusionary fencing in a manner that clearly defines the work area, limits unnecessary disturbance and protects the critical root zone (i.e., canopy dripline) of individual trees and tree groupings to be preserved by the proposed project. The Project Arborist shall identify and delineate sensitive root zone areas within and beyond the canopy dripline of retained trees to ensure these trees will be protected and preserved for the duration of the project. The Construction Contractor shall conduct necessary repairs, modifications, and maintenance to canopy driplines on an as needed basis for the duration of construction.

- **Sedimentation Control:** The Construction Contractor shall install appropriate sedimentation control measures (e.g., silt fence) along the downslope perimeter of the project site, and, if necessary, apply soil stabilization and erosion control measures (e.g., rice straw mulch, erosion control blankets, all-weather surfaces) to exposed soil surfaces to prevent erosion and sediment runoff around preserved trees during rain events. The Construction Contractor shall conduct routine monitoring and necessary maintenance to ensure the erosion control and sedimentation control measures are functioning effectively for the duration of construction.
- **Trunk and Stem Protection:** Where grading and construction activities are occurring within 3 ft of preserved trees, the Construction Contractor shall install trunk and stem protection measures (e.g., weed free rice straw bales or construction lumber). Tree protection measures shall be securely installed to trees with rope and surrounded by high visibility exclusionary fencing. If it is necessary to perform any pruning, the Construction Contractor shall use proper tree pruning practices in consultation with the Project Arborist.
- **Root Zone Protection:** To the greatest extent feasible, the Construction Contractor shall avoid damaging or severing roots located within the critical root zone (i.e., canopy dripline) of preserved trees, especially roots that are 2 inches in diameter or larger. Construction footings shall be designed and excavation cuts performed in a manner to minimize impacts to primary roots. If roots are encountered, efforts shall be made to carefully excavate (e.g., tunnel or dig) under or around primary lateral roots. Trenching operations that may occur in close proximity to preserved trees shall be performed under the guidance and monitoring of the Project Arborist. Tree roots severed or damaged during grading or excavating operations shall be cleanly cut and promptly covered with moist burlap fabric or equivalent until roots are permanently covered with backfill material or until the exposed grading cut and soil profile is permanently stabilized and protected. If burlap-covered cut roots are exposed to the outside environment for a prolonged period of time, the Construction Contractor shall assign a site attendant the task of regularly wetting burlap-covered roots to prevent root desiccation.
- **Trees Damage:** In accordance with established tree care and preservation Best Management Practices, if protected trees are damaged during construction of the proposed project, the Construction Contractor shall promptly repair and/or treat

the trees as prescribed by the Project Arborists. Remedial or corrective treatments shall depend largely on the condition of the specific tree and the damage or injury sustained.

- **Natural Grade Protection:** To the greatest extent feasible, the Construction Contractor shall avoid altering the natural grade and applying excessive fill material within the critical root zone of the protected trees to reduce the likelihood of crown rot and root decay disorders from developing. Specifically, applying fill material against the lower trunk and root crown of protected trees should be avoided.
- **Irrigation:** The Construction Contractor shall irrigate protected trees on a schedule as determined by the Project Arborist at the start of construction. Tree irrigation shall wet the soil within the tree protection zone to a depth of 30 inches. Irrigation shall continue for the duration of construction of the proposed project.
- **Pruning:** If tree pruning is necessary, the Construction Contractor shall conduct pruning at the direction of the Project Arborist. The Project Arborist shall oversee pruning activities to ensure that pruning is conducted in a manner that minimizes harmful impacts to trees and reduces potential tree hazards. If feasible, tree pruning shall be performed during the fall through early winter months. Pruning shall be conducted so that cuts are as small as possible and as few living branches as possible are removed.
- **Woodchip Mulch:** The Construction Contractor shall retain woodchip mulch produced during tree removal operations on the site. This sourced mulch shall be utilized for erosion control (i.e., mulch can be effective at stabilizing and protecting exposed soil surfaces) as well as preventing soil compaction within tree root zones and may be used for future landscaping activities on the project site.
- **Storage:** The Construction Contractor shall avoid storing construction tools, materials, and equipment within the dripline of protected trees. The Construction Contractor shall not wash out or dispose of excess materials (e.g., paint) or temporarily store or stockpile materials and/or equipment within the critical root zones of protected trees. If it is unavoidable and necessary to temporarily store or stockpile materials and/or equipment within the dripline of protected trees, the Construction Contractor shall apply 6–12 inches of clean and properly sourced woodchip mulch within the dripline to prevent substantial soil compaction and root zone disturbance. Once construction activities are complete, the temporary mulch layer shall be removed and reduced to a 3–

4 inch layer of woodchip mulch to allow for increased water and oxygen penetration into the subgrade.

- **Site Inspections:** For the duration of construction, the Construction Contractor shall regularly perform construction site inspections to monitor the condition of protected trees and resource protection measures and to determine if any repairs, adjustments, or modifications are necessary. Additionally, trees impacted by site development shall be periodically monitored and assessed during and following construction to determine if any tree care and management actions are necessary and to make certain trees do not present a hazard to property and/or nearby structures.

The Project Arborist shall submit monthly memorandums to the City during construction and within 2 weeks of the completion of construction, and shall submit a final report summarizing the project's compliance with the measures prescribed above.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(f). Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?** There is presently no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan in the City. Implementation of the proposed project would not interfere with any current local, regional, or State HCPs or NCCPs, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION V: CULTURAL RESOURCES                                                                                  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                             |                                |                                                    |                                     |                                     |
| a) Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5?    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?        | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

#### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Preliminary Archaeological Reconnaissance for the Seaside Senior Living Project* (Archaeological Consulting, 2014) (refer to Appendix A). The project area for cultural resources, includes the entirety of the parcel (APN 031-141-004), located at 550 Monterey Road in Seaside, Monterey County, California.

**V(a). Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5?** CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined in California Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project’s Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)).

In addition, a resource must retain enough of its historic character and appearance to be recognizable as an historical resource and be able to convey the reasons for its significance (California Code of Regulations [CCR] Title 14 Section 4852(c)). Generally, a cultural resource must be 50 years or older to be eligible for the California Register. The existing facility in the project area consists of a vacant gas station and convenience store constructed circa 1990. The gas station and its ancillary facilities are not of sufficient age to be considered a historical resource, nor do they exhibit any extraordinary characteristics to be considered as an exception to minimum age requirements (i.e., >50 years old). Therefore, implementation of the proposed project would not result in any impacts to historical resources as defined in Section 15064.5, and no mitigation is required.



**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**V(b). Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?** Based on the results of the background research and cultural resources field survey conducted for the proposed project, the project site does not contain surface evidence of archaeological resources. In addition, the review of publications and maps for archaeological and environmental information (e.g., geologic setting), records search, and field survey identified no indication of elevated sensitivity for the presence of previously undocumented buried archaeological resources to occur in the project area. Furthermore, according to the City's General Plan, the project area is not within an area of high sensitivity for possessing archaeological resources.<sup>1</sup> Therefore, the potential for unknown subsurface resources to be encountered during construction activities is low. Construction of the proposed project would require excavation during demolition of the existing gas station and development of three new facilities at the project site (Assisted Living Facility, a Memory Care Facility, and a Co-Housing Facility). If any archaeological resources are discovered during grading and construction activities, work in the area would be required to cease and deposits would be treated in accordance with federal, State, and local guidelines as specified in Standard Condition CULT-1. Compliance with existing regulations as specified in Standard Condition CULT-1 would ensure that potential project-related impacts associated with impacting unknown archaeological resources would be less than significant, and no mitigation is required.

**Standard Conditions:**

**Standard Condition CULT-1: Discovery of Archaeological Resources.** If unknown deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The developer and the City of Seaside Planning Department should also be notified. Project personnel should not collect or move any archaeological materials. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources (California Register) eligibility. If the deposit is not eligible, a determination should be made as to whether it qualifies as a "unique archaeological resource" under the California Environmental Quality Act (CEQA). If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for listing in the California

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<sup>1</sup> City of Seaside Planning Division. 2004. *Seaside General Plan*.

Register, or is a unique archaeological resource, it will need to be avoided by adverse impacts or such impacts must be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. The data recovery will avoid or substantially reduce the severity of the impact through the professional recovery and analysis of archaeological deposits, and the synthesis of those findings with current archaeological research questions to realize the information potential of the resource. The report should be submitted to City of Seaside and the Northwest Information Center.

Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric sites often contain human remains. Historical materials can include wood, stone, concrete footings, walls, and other structural remains; and deposits of wood, glass, ceramics, metal, and other refuse.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**V(c). Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?** Geologic maps of the project area and relevant geological and paleontological literature were consulted to determine which geologic units are present within the project area and whether fossils have been recovered from those or similar geologic units elsewhere in the region. A search for known fossil localities was conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project area.

The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because excavation during the course of the proposed project would reach depths of these paleontologically sensitive deposits, there is a potential for the project to impact paleontological resources. Implementation of

Mitigation Measure CULT-2 requires the development of a Paleontological Resource Impact Mitigation Program (PRIMP), the presence of a qualified paleontological monitor during excavation and grading activities in deposits with a high paleontological sensitivity rating, and the methods to be used if a paleontological resource is encountered. Therefore, with implementation of Mitigation Measure CULT-2, project-related impacts to paleontological resources would be reduced to less than significant levels.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure CULT-2: Paleontological Impact Mitigation Program.** Prior to the issuance of a grading permit, the Developer shall submit proof of an executed agreement with a qualified Paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) in order to mitigate adverse impacts to paleontological resources that may exist on the site in on-site sediments. The PRIMP shall follow guidelines developed by the Society For Vertebrate Paleontology (SVP; 1995) and include the methods that shall be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following the PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the proposed project. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be collected from the field and transported to the laboratory for evaluation and curation.

**Significance Determination After Mitigation:** Less than Significant Impact

**V(d). Disturb any human remains, including those interred outside of formal cemeteries?** No human remains are present on the project site, and there are no facts or evidence to support the idea that Native Americans or people of European descent are buried on the project site. However, ground-disturbing activities associated with the project have the potential to disturb previously unknown human remains. In the unlikely event that human remains are encountered during construction activities, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be implemented, as specified by Standard Condition CULT-3. Therefore, compliance with Standard Condition CULT-3 would ensure that potential project-related impacts to unknown buried human remains are less than significant, and no mitigation is required.

**Standard Conditions:**

**Standard Condition CULT-3:** **Discovery of Human Remains.** If human remains are encountered, work within 25 feet of the discovery shall be redirected, and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The Developer shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Recommendations for the proper treatment of the remains and associated grave goods consist primarily of notifying the MLD and involving the descendant community. Descendant community involvement will ensure that the cultural values of those who ascribe traditional or religious significance to human remains and associated grave goods are considered in the disposition of such remains and goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Developer, the City, and the Northwest Information Center.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION VI: GEOLOGY AND SOILS                                                                                                                                                                                                                                                          | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                     |                                |                                                    |                                     |                                     |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                                                                                       |                                |                                                    |                                     |                                     |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii) Strong seismic ground shaking?                                                                                                                                                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii) Seismic-related ground failure, including liquefaction?                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iv) Landslides?                                                                                                                                                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?                                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

The discussion and analysis provided in this section is based on the *Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California* (Haro, Kasunich, and Associates, Inc., December 2014) (refer to Appendix A).

**VI(a). Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**VI(a)(i). Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.** The project site is located in a region characterized by moderate to high seismic activity. Therefore, similar to all of Northern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. According to the *Geotechnical Investigation Report*, there are no known active or potentially active faults crossing or trending towards the project site. In addition, the project site does not lie within the boundaries of an Alquist-Priolo Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. Therefore, the potential for ground rupture to affect the project site is considered to be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(a)(ii). Strong seismic ground shaking?** The project site is located in a region characterized by moderate to high seismic activity, which could result in damage to the proposed buildings. There are several faults in the vicinity of the project site that are capable of producing strong ground motion. A fault search conducted as part of the *Geotechnical Investigation Report* identified 24 active faults and potentially active faults mapped within a 62-mile radius of the project site. These 24 faults, their distance from the site, and their estimated mean moment magnitude are listed in Table VI.VI.1. During an earthquake along any of these faults, seismically induced ground shaking at the project site would be expected to occur. The severity of the shaking would be influenced by the distance of the project site to the seismic source, the soil conditions, and the depth to groundwater.

According to the *Geotechnical Investigation Report*, the Rinconada Fault is the closest known fault to the project site and, because of the fault's proximity, has the greatest potential to generate the highest level of ground shaking at the project site. The probabilistic maximum considered earthquake (MCE)<sup>1</sup> for the project site is estimated to result in a peak ground acceleration of 0.56 g.<sup>2</sup> Due to the proximity of the project site to the Rinconada Fault, the Blanco section of the Reliz Fault and the Monterey Bay-Tularcitos Fault and other active faults in the area, it is likely that the project site would be subjected to strong ground shaking from at least one moderate to severe earthquake during the lifespan of the proposed project. Therefore, strong seismic ground shaking generated by seismic activity is considered a potential constraint that may affect the proposed project. All applicable guidelines, including compliance with the California Building Code and the City of Seaside Building Code, accepted industry standards, and other regional and local regulations that address seismic hazards, would be incorporated into the project's building plans. With compliance with State and local building code requirements and Standard Condition GEO-1, potential project-related impacts associated with seismic ground shaking would be less than significant, and no mitigation is required.

<sup>1</sup> A maximum considered earthquake is defined as an earthquake that is expected to occur once in approximately 2,500 years, that is, it has a 2 percent probability of being exceeded in 50 years.

<sup>2</sup> g = acceleration due to gravity 9.8 (m/s<sup>2</sup>)



**Table VI.VI.1: Potential Fault Earthquake Sources in Site Vicinity**

| Fault Name                                  | Distance to Fault Trace (mi) | Distance to Fault Trace (km) | Compass Direction to Fault | Maximum Earthquake Moment Magnitude (Mw) | UBC Fault Class |
|---------------------------------------------|------------------------------|------------------------------|----------------------------|------------------------------------------|-----------------|
| Blanco Section of Reliz (Part of Rinconada) | 2.9                          | 4.7                          | North                      | 6.5                                      | B               |
| Rinconada                                   | 2.5                          | 4.0                          | East                       | 7.5                                      | B               |
| Monterey Bay-Tularcitos                     | 5.7                          | 9.2                          | Southwest                  | 7.3                                      | B               |
| Palo Colorado Sur                           | 13.2                         | 21.3                         | West                       | 7.0                                      | A               |
| Zayante-Vergeles                            | 14.6                         | 23.5                         | Northeast                  | 7.0                                      | B               |
| San Andreas 1906 Section                    | 19.5                         | 31.3                         | Northeast                  | 7.9                                      | A               |
| San Andreas, Pajaro Section                 | 19.5                         | 31.3                         | East                       | 7.0                                      | A               |
| San Gregorio                                | 20.6                         | 33.1                         | Northeast                  | 7.2                                      | A               |
| San Andreas, SCM Section                    | 21.1                         | 33.9                         | Northeast                  | 7.0                                      | A               |
| Sargent                                     | 23.7                         | 38.1                         |                            | 6.8                                      | B               |
| Calaveras, South                            | 25.6                         | 41.2                         | Northeast                  | 5.8                                      | B               |
| Quien Sabe                                  | 30.6                         | 49.3                         | Northeast                  | 6.4                                      | B               |
| Hosgri                                      | 35.7                         | 57.5                         | South                      | 7.5                                      | B               |
| San Andreas (Peninsula)                     | 36.8                         | 59.2                         | Northwest                  | 7.1                                      | A               |
| Monte Vista-Shannon                         | 37.6                         | 60.2                         | Northeast                  | 6.7                                      | B               |
| Hayward (SE Extension)                      | 42.3                         | 68.1                         | North                      | 6.4                                      | B               |
| Ortogonalita                                | 46.6                         | 75                           | Northeast                  | 6.7                                      | B               |
| Calaveras North of Calaveras Res            | 53.7                         | 86.4                         | North                      | 6.8                                      | B               |
| Hayward (Total Length)                      | 53.7                         | 86.4                         | North                      | 6.7                                      | A               |
| Hayward South                               | 53.7                         | 86.2                         | North                      | 6.7                                      | A               |
| Great Valley 8                              | 54.2                         | 87.2                         | Northeast                  | 6.6                                      | B               |
| Great Valley 9                              | 54.7                         | 88.2                         | East                       | 6.6                                      | B               |
| Greenville                                  | 54.7                         | 88.1                         | North                      | 6.6                                      | B               |
| Great Valley 10                             | 59.0                         | 95.0                         | East                       | 6.4                                      | B               |

Source: Haro, Kasunich, and Associates, Inc. *Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California* (December 2014).

km = kilometer

mi = mile/miles

UBC = Uniform Building Code

#### Standard Conditions:

##### Standard Condition GEO-1:

**Geotechnical Requirements.** All grading operations and construction activities shall be conducted in accordance with governing building codes and in conformance with the recommendations included in the *Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California* (December 2014). Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code. Prior to issuance of a grading permit, the City's Building Official, or designee, shall review and approve final project design plans and the recommendations of the project geotechnical consultant as summarized in a final written report.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant

**VI(a)(iii). Seismic-related ground failure, including liquefaction?** Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these conditions may cause a loss of shear strength and, in many cases, ground settlement. Seismically induced liquefaction and settlement were investigated as part of the *Geotechnical Investigation Report* prepared for the proposed project. Groundwater was not encountered to the maximum depth explored as part of the geotechnical investigation (51.5 ft below ground surface [bgs]). Given the potential depth to groundwater is likely greater than 90 ft bgs and the high soil density above and below the groundwater table, the potential for liquefaction at the project site is considered very low.

Seismically induced settlement of sufficient magnitude to cause structural damage is normally associated with sufficiently strong earthquake shaking combined with poorly consolidated, predominantly sandy soils, or variable consolidation characteristics within the structure area. Although seismic settlement is not a form of liquefaction, it is a related phenomenon that can occur in conjunction with liquefaction. Test borings conducted as part of the *Geotechnical Investigation Report* indicate that the project site is underlain by up to a couple feet of manmade fill consisting of sandy silt. Beneath the existing sandy fill, sands range from loose to very dense as the depth increases. Seismically induced settlement of dry sands can occur and cause ground subsidence during earthquakes in sandy soils with low-to-medium density. In general, the on-site materials range from loose-to-medium-dense sand, with silt, and silty sand, which may be susceptible to seismic settling. Therefore, seismic-related ground failure is considered a potential constraint that may affect the proposed project. Standard Condition GEO-1 requires compliance with the recommendations of the project's *Geotechnical Investigation Report* and the most current California Building Code and City of Seaside Building Code, which contain specific recommendations for addressing seismic-related ground failure. With implementation of Standard Condition GEO-1, potential project-related impacts associated with seismic ground failure, including liquefaction, would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition GEO-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IV(a)(iv). Landslides?** Due to the absence of steep slopes on or adjacent to the project site, the potential for landslides to impact the proposed project is considered low. Therefore, the potential for people or structures on the project site to be adversely affected by landslides is considered to be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(b). Result in substantial soil erosion or the loss of topsoil?** On-site slopes composed of cohesionless dune sand materials may be subject to erosion. Concentration of surface runoff from natural topography, historical grading, or development of impermeable surfaces has the potential to result in severe erosion where the ground is included and unprotected.

During construction of the proposed project, soil would be exposed, and there would be an increased potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. The increased erosion potential could result in short-term water quality impacts as identified in Section IX, Hydrology and Water Quality. Under the Construction General Permit, the proposed project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) as well as implement construction Best Management Practices (BMPs) during construction activities. Construction BMPs would include Erosion Control BMPs designed to minimize erosion. In compliance with the Zoning Ordinance (Title 17 of the Municipal Code), graded areas shall be revegetated within 30 days, and disturbed areas of the construction site that are to remain inactive longer than 3 months shall be seeded and watered until grass cover is grown and maintained. With implementation of Mitigation Measure BIO-3 and Standard Condition GEO-2, potential project-related impacts associated with erosion during construction would be less than significant, and no mitigation is required.

As proposed, 54.8 percent of the project site would be impervious surface area and not prone to erosion. The remaining 45.2 percent of the project site would consist of landscaping, swales, and rain gardens that would collect and infiltrate runoff and minimize erosion. Therefore, operational impacts related to erosion would be less than significant, and no mitigation is required.

**Standard Conditions:**

**Standard Condition GEO-2:**

**Construction General Permit.** Prior to issuance of a grading permit, the Construction Contractor shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). The Construction Contractor shall provide the Waste Discharge Identification Number (WDID) to the City of Seaside Public Works Department to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the

proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The construction BMPs identified in the SWPPP shall comply with the revegetation requirements outlined in the Zoning Ordinance (Title 17 of the Municipal Code).

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(c). Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?** As discussed in Response VI(a)(iv), above, due to the absence of steep slopes on or adjacent to the project site, the potential for landslides to impact the proposed project is considered low.

Lateral spreading is a phenomenon that is associated with liquefaction. Slopes may become unstable during liquefaction, and level areas near descending slopes may move laterally toward the slope as the slope becomes unstable. Because the potential for liquefaction on the project site is considered to be low, the potential for lateral spreading does not represent a geologic hazard to the proposed project.

As discussed in Response VI(a)(iii), the soils on the site range from loose-to-medium dense sand, with silt, and silty sand, which may be susceptible to subsidence. Therefore, subsidence is considered a potentially significant impact that may affect the proposed project. However, given the potential depth to groundwater and the high soil density above and below the groundwater table, the potential for liquefaction at the project site is considered very low.

Hydroconsolidation, or collapse, is a geologic hazard where soil materials undergo settlement when they become saturated. According to the *Geotechnical Investigation Report*, the potential for soil collapse is low, especially in areas where the near surface soils are compacted.

Because soils on site are potentially susceptible to subsidence, impacts related to the project site being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, are considered a potential constraint of the proposed project. Standard Condition GEO-1 requires compliance with the recommendations of the project *Geotechnical Investigation Report* and the most current California Building Code and City of Seaside Building Code, which contain specific recommendations for addressing soil instability. With implementation of Standard Condition GEO-1, impacts related to soil instability would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition GEO-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(d). Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?** The soils at the project site are comprised of sands and silty sands that are expected to have little, if any expansion potential. Therefore, potential project-related impacts associated with expansive soils would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VI(e). Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?** The proposed project does not include construction of or connections to septic tanks or alternative waste water disposal systems. Wastewater generated from the project site would be served by the Marina Coast Water District (MCWD) sewer system. Therefore, the proposed project would not result in impacts related to the soil capability to adequately support the use of septic tanks or alternative wastewater disposal systems, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION VII: GREENHOUSE GAS EMISSIONS                                                                                            | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                               |                                |                                                    |                                     |                          |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Air Quality Analysis* (LSA, September 2015) (refer to Appendix A).

Global climate change (GCC) is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures.

Climate change refers to any change in measures of weather (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from natural factors, such as changes in the sun's intensity; natural processes within the climate system (e.g., changes in ocean circulation) or human activities, such as the burning of fossil fuels, land clearing, or agriculture. The primary observed effect of GCC has been a rise in the average global tropospheric<sup>1</sup> temperature of 0.36 degrees Fahrenheit (°F) per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling shows that further warming may occur, which may induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns, or more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and increased intensity of tropical cyclones. Specific effects in California might include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the San Joaquin Delta.

<sup>1</sup> The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.



GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced GCC are:<sup>1</sup>

- Carbon dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous Oxide (N<sub>2</sub>O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF<sub>6</sub>)

These gases vary considerably in terms of global warming potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time that the gas remains in the atmosphere (“atmospheric lifetime”). GWP of each gas is measured relative to CO<sub>2</sub>, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO<sub>2</sub> over a specified time period. GHG emissions are typically measured in terms of metric tons (MT)<sup>2</sup> of “CO<sub>2</sub> equivalents” (CO<sub>2</sub>e). For example, N<sub>2</sub>O is 265 times more potent at contributing to global warming than CO<sub>2</sub>. Table VI.VII.1 identifies the GWP for each type of GHG analyzed in this report.

**Table VI.VII.1: Global Warming Potential of Greenhouse Gases**

| Gas                               | Atmospheric Lifetime (Years) | Global Warming Potential (100-year Time Horizon) |
|-----------------------------------|------------------------------|--------------------------------------------------|
| Carbon Dioxide (CO <sub>2</sub> ) | ~100                         | 1                                                |
| Methane (CH <sub>4</sub> )        | 12                           | 28                                               |
| Nitrous Oxide (N <sub>2</sub> O)  | 121                          | 265                                              |

Source: California Air Resources Board. *First Update to the Climate Change Scoping Plan: Building on the Framework* (2014). Website: [http://www.arb.ca.gov/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf) (accessed September 2015).

Currently, neither the CEQA statutes nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing a GHG emissions impact analysis. Significance criteria are left to the judgment and discretion of the Lead Agency. The discussion below provides an overview of the regulatory considerations and methodological approach related to GHGs for this Initial Study/Mitigated Negative Declaration (IS/MND).

In June 2005, Governor Schwarzenegger established California’s GHG emissions reduction targets in Executive Order (EO) S-3-05. The EO established the following goals for California: GHG emissions

<sup>1</sup> The GHGs listed are consistent with the definition in Assembly Bill 32 (Government Code 38505), as discussed later in this section.

<sup>2</sup> A metric ton is equivalent to approximately 1.1 tons.

were to be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. AB 32 required the California Air Resources Board (ARB) to:

- Establish a statewide GHG emissions cap for 2020, based on 1990 emissions, by January 1, 2008;
- Adopt mandatory reporting rules for significant sources of GHG emissions by January 1, 2008;
- Adopt an emissions reduction plan by January 1, 2009, indicating how emissions reductions would be achieved via regulations, market mechanisms, and other actions; and
- Adopt regulations to achieve the maximum technologically feasible and cost-effective reduction of GHGs by January 1, 2011.

To assist public agencies in the mitigation of GHG emissions or analyzing the effects of GHGs under CEQA, including the effects associated with transportation and energy consumption, Senate Bill (SB) 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop *State CEQA Guidelines* on how to minimize and mitigate a project's GHG emissions. The OPR was required to prepare, develop, and transmit these *State CEQA Guidelines* on or before July 1, 2009, and the Natural Resources Agency was required to certify and adopt them by January 1, 2010. On January 8, 2009, the OPR released preliminary draft *State CEQA guideline* amendments. The Natural Resources Agency adopted the *State CEQA Guidelines* Amendments and transmitted them to the Office of Administrative Law (OAL) on December 31, 2009. On February 16, 2010, the OAL approved the Amendments and filed them with the Secretary of State for inclusion in the CCR. The Amendments became effective on March 18, 2010. The Amendments encourage Lead Agencies to consider many factors in conducting a CEQA analysis, but preserve the discretion granted by CEQA to Lead Agencies in making their determinations.

*State CEQA Guidelines* Section 15064.4 states:

"(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

- (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or
- (2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project."

*State CEQA Guidelines* Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

As such, currently neither the CEQA statutes, OPR guidelines, nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing a GHG impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

The recommended approach for GHG analysis included in the Governor's OPR June 2008 Technical Advisory is to: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below significance. The June 2008 OPR guidance provides some additional direction regarding planning documents as follows: "CEQA can be a more effective tool for GHG emissions analysis and mitigation if it is supported and supplemented by sound development policies and practices that would reduce GHG emissions on a broad planning scale and that can provide the basis for a programmatic approach to project-specific CEQA analysis and mitigation. For local government lead agencies, adoption of general plan policies and certification of general plan EIRs that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews."

Emissions estimates for the proposed project are discussed below. GHG emissions estimates are provided herein for informational purposes only because there is no established quantified GHG emissions threshold. The MBUAPCD is proposing to adopt GHG thresholds to provide guidance to lead agencies for evaluating GHG impacts in accordance with the requirements of CEQA. Under the guidance for consideration by the MBUAPCD, the GHG threshold applicable to this project would be the bright line threshold of 2,000 MT CO<sub>2</sub>e per year. While this threshold is still in the proposal phase, and bearing in mind that CEQA does not require "perfection" but instead "adequacy, completeness, and a good faith effort at full disclosure," the analysis below is based on methodologies and information available to the City and the Applicant at the time this analysis was prepared.

Estimation of GHG emissions in the future does not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is worse than that which is likely to be encountered (after energy-efficient technologies have been implemented).

Construction and operation of proposed project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the proposed project's operation (as opposed to during its construction). Typically, more than 80 percent of the total energy consumption takes place during the use of buildings, and less than 20 percent of energy is consumed during construction.<sup>1</sup> As of yet, there is no study that quantitatively assesses all of the GHG emissions associated with each phase of the construction and the use of an individual development.

**VII(a). Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Construction GHG Emissions.** GHG emissions associated with the proposed project would occur over the short term from construction activities and would consist primarily of emissions from construction equipment exhaust. Construction activities produce combustion emissions from various sources such as on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Table VI.VII.2 below includes annual construction GHG emissions.

**Table VI.VII.2: Short-Term Regional Construction Emissions**

| Construction Phase                  | Peak Annual Emissions (MT/yr) |                 |                  |                   |
|-------------------------------------|-------------------------------|-----------------|------------------|-------------------|
|                                     | CO <sub>2</sub>               | CH <sub>4</sub> | N <sub>2</sub> O | CO <sub>2</sub> e |
| <b>2016</b>                         |                               |                 |                  |                   |
| Demolition                          | 41                            | 0.01            | 0                | 41                |
| Site Preparation                    | 19                            | 0.0056          | 0                | 19                |
| Grading                             | 29                            | 0.0086          | 0                | 29                |
| Building Construction               | 320                           | 0.067           | 0                | 330               |
| Architectural Coating               | 27                            | 0.0028          | 0                | 27                |
| <b>2017</b>                         |                               |                 |                  |                   |
| Building Construction               | 29                            | 0.0059          | 0                | 29                |
| Architectural Coating               | 3.3                           | 0.00032         | 0                | 3.3               |
| Paving                              | 22                            | 0.0064          | 0                | 22                |
| <b>Total Construction Emissions</b> |                               |                 |                  | <b>500</b>        |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

CH<sub>4</sub> = methane

MT/yr = metric tons per year

CO<sub>2</sub> = carbon dioxide

N<sub>2</sub>O = nitrous oxide

CO<sub>2</sub>e = carbon dioxide equivalent

<sup>1</sup> United Nations Environment Programme (UNEP). 2007. *Buildings and Climate Change: Status, Challenges and Opportunities*. Paris, France. Website: <http://www.unep.fr/shared/publications/pdf/DTIx0916xPA-BuildingsClimate.pdf> (accessed September 2015).

Architectural coatings used in construction of the proposed project may contain volatile organic compounds (VOCs) that are similar to ROGs and are part of O<sub>3</sub> precursors. However, there are no significant emissions of GHGs from architectural coatings. The architectural coating phase in Table VI.VII.2 shows GHG emissions from equipment exhaust and energy use.

**Operational GHG Emissions.** The following activities associated with the proposed project operation could directly or indirectly contribute to the generation of GHG emissions and they are quantitatively shown in Table VI.VII.3:

**Table VI.VII.3: Greenhouse Gas Emissions from Proposed Project Operations**

| Emission Source                | Emissions (MT/yr) |                 |                  |                   |                  |
|--------------------------------|-------------------|-----------------|------------------|-------------------|------------------|
|                                | CO <sub>2</sub>   | CH <sub>4</sub> | N <sub>2</sub> O | CO <sub>2</sub> e | Percent of Total |
| Area                           | 1.4               | 0.0014          | 0                | 1.4               | 0.19%            |
| Energy                         | 120               | 0.0045          | 0.0015           | 120               | 16.0%            |
| Mobile                         | 580               | 0.03            | 0                | 580               | 77.0%            |
| Waste                          | 15                | 0.91            | 0                | 34                | 4.5%             |
| Water                          | 14                | 0.18            | 0.0043           | 19                | 2.5%             |
| <b>Total Project Emissions</b> | <b>730</b>        | <b>1.1</b>      | <b>0.0058</b>    | <b>750</b>        |                  |

Source: LSA Associates, Inc. *Air Quality Analysis* (September 2015).

Note: Numbers in table may appear to not add up correctly due to rounding to two significant digits.

CH<sub>4</sub> = methane

CO<sub>2</sub> = carbon dioxide

CO<sub>2</sub>e = carbon dioxide equivalent

MT/yr = metric tons per year

N<sub>2</sub>O = nitrous oxide

- **Area Sources:** Area sources include architectural coatings, consumer products, and landscaping.
- **Energy and Natural Gas Use:** Buildings represent 39 percent of the United States primary energy use and 70 percent of electricity consumption.<sup>1</sup> The proposed project would increase the demand for electricity and natural gas due to the increased building area and number of residents and employees.
- **Mobile Sources:** Mobile sources (vehicle trips and associated miles traveled) are the largest source of GHG emissions in California and represent approximately 38 percent of annual CO<sub>2</sub> emissions generated in the State. As for most land use development projects, vehicle miles traveled (VMT) is the most direct indicator of CO<sub>2</sub> emissions from the proposed project, and associated CO<sub>2</sub> emissions function as the best indicator of total GHG emissions. The proposed project would generate 447 daily trips. Assuming an average trip length of 8.5 miles, the project would generate approximately 3,800 VMT per day.

<sup>1</sup> United States Department of Energy. 2012. *2011 Buildings Energy Data Book*. March. Website: [http://buildingsdatabook.eren.doe.gov/docs/DataBooks/2011\\_BEDB.pdf](http://buildingsdatabook.eren.doe.gov/docs/DataBooks/2011_BEDB.pdf) (accessed September 2015).

- **Solid Waste Disposal:** The proposed project would also generate solid waste during project operation. Average waste generation rates from a variety of sources are available from the California Integrated Waste Management Board (CIWMB).<sup>1</sup>

**Water Use:** Water-related energy use consumes 19 percent of California's electricity every year.<sup>2</sup> Energy use and related GHG emissions are based on electricity used for water supply and conveyance, water treatment, water distribution, and wastewater treatment. The proposed project would generate up to 750 tons of CO<sub>2</sub>e/yr of new emissions. The emissions from vehicle exhaust would comprise approximately 77 percent of the proposed project's total CO<sub>2</sub>e emissions. The emissions from vehicle exhaust are controlled by the State and federal governments and are outside the control of the City of Seaside.

The remaining CO<sub>2</sub>e emissions are primarily associated with building heating systems and increased regional power plant electricity generation due to the proposed project's electrical demands. The proposed project would comply with existing State and federal regulations regarding the energy efficiency of buildings, appliances, and lighting, which would reduce the proposed project's electricity demand.

At present, there is a federal ban on chlorofluorocarbons (CFCs); therefore, it is assumed the proposed project would not generate emissions of CFCs. The proposed project may produce a small amount of hydrofluorocarbon (HFCs) emissions from leakage and service of refrigeration and air-conditioning equipment and from disposal at the end of the life of the equipment. However, the details regarding refrigerants to be used in the proposed project site are unknown at this time. PFCs and SF<sub>6</sub> are typically used in industrial applications, none of which would occur on the proposed project site. Therefore, it is not anticipated that the proposed project would contribute significant emissions of these additional GHGs.

As described above, the only significance threshold for GHG emissions is a proposed MBUAPCD threshold of 2,000 MT CO<sub>2</sub>e per year. This analysis shows that the construction of the proposed project could generate a one-time release of 500 MT of CO<sub>2</sub>e, and that the operation of the proposed project could release 750 MT/yr of CO<sub>2</sub>e. This amount of CO<sub>2</sub>e emissions is well below the proposed MBUAPCD threshold of 2,000 MT/yr of CO<sub>2</sub>e. Further, it is also below other, more conservative, GHG emissions thresholds in place, such as the Bay Area Air Quality Management District (BAAQMD) bright line threshold of 1,100 MT/yr of CO<sub>2</sub>e. Thus, the level of CO<sub>2</sub>e emissions anticipated from construction and operation of the proposed project would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

<sup>1</sup> California Integrated Waste Management Board (CIWMB). 2015. Residential Developments: Estimated Solid Waste Generation Rates. Website: <http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm> (accessed September 2015).

<sup>2</sup> California Energy Commission. 2005. California's Water-Energy Relationship. November. Website: <http://www.energy.ca.gov/2005publications/CEC-700-2005-011/CEC-700-2005-011-SF.PDF> (accessed September 2015).



**VII(b). Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?** As identified above, the amount of CO<sub>2</sub>e emissions anticipated from construction and operation of the proposed project would be well below the proposed MBUAPCD GHG threshold of 2,000 MT CO<sub>2</sub>e per year. The Climate Action Team and ARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (CalEPA 2010), the *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration* (ARB 2007), and the *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32, the California Global Warming Solutions Act of 2006* (ARB 2014).

These reports identify strategies to reduce California's emissions to the levels proposed in EO S-3-05 and AB 32 that are applicable to the proposed project. The Scoping Plan that was adopted in 2008 and updated in 2014 is the most recent document, and the strategies included in the Scoping Plan that apply to the project are contained in Table VI.VII.4, below, which also summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets.

**Table VI.VII.4: Project Compliance with Greenhouse Gas Emission Reduction Strategies**

| Strategy                                                                                                                                                                                                                                                                                                                                                                                            | Project Compliance                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Energy Efficiency Measures                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                  |
| <b>Energy Efficiency.</b> Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).                    | <b>Compliant with Incorporation of Project Features.</b> The proposed project will comply with the updated Title 24 standards, including the 2013 CBC, for building construction. In addition, the project would implement Standard Condition GHG-1 including measures to incorporate energy-efficient building design features. |
| <b>Renewables Portfolio Standard.</b> Achieve a 33 percent renewable energy mix statewide.                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                  |
| <b>Green Building Strategy.</b> Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                  |
| Water Conservation and Efficiency Measures                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                  |
| <b>Water Use Efficiency.</b> Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute, and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. | <b>Compliant.</b> The project would implement Standard Condition GHG-1 including measures to increase water use efficiency.                                                                                                                                                                                                      |

**Table VI.VII.4: Project Compliance with Greenhouse Gas Emission Reduction Strategies**

| Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Project Compliance                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Solid Waste Reduction Measures</b>                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                              |
| <b>Increase Waste Diversion, Composting, and Commercial Recycling, and Move Toward Zero-Waste.</b> Increase waste diversion from landfills beyond the 50 percent mandate to provide for additional recovery of recyclable materials. Composting and commercial recycling could have substantial GHG reduction benefits. In the long term, zero-waste policies that would require manufacturers to design products to be fully recyclable may be necessary.                        | <b>Compliant.</b> Data available from the CIWMB indicates that the City of Seaside (Monterey County) has achieved the 50 percent diversion rate. <sup>1</sup> The proposed project would implement Standard Condition GHG-1 including measures to increase solid waste diversion, composting, and recycling. |
| <b>Transportation and Motor Vehicle Measures</b>                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                              |
| <b>Vehicle Climate Change Standards.</b> AB 1493 (Pavley) required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles and light-duty trucks. Regulations were adopted by the ARB in September 2004.                                                                                                                                                                               | <b>Compliant.</b> The project does not involve the manufacture of vehicles. However, vehicles that are purchased and used within the project site would comply with any vehicle and fuel standards that the ARB adopts.                                                                                      |
| <b>Light-Duty Vehicle Efficiency Measures.</b> Implement additional measures that could reduce light-duty GHG emissions. For example, measures to ensure that tires are properly inflated can both reduce GHG emissions and improve fuel efficiency.                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                              |
| <b>Adopt Heavy- and Medium-Duty Fuel and Engine Efficiency Measures.</b> Regulations to require retrofits to improve the fuel efficiency of heavy-duty trucks that could include devices that reduce aerodynamic drag and rolling resistance. This measure could also include hybridization of and increased engine efficiency of vehicles.                                                                                                                                       |                                                                                                                                                                                                                                                                                                              |
| <b>Low Carbon Fuel Standard.</b> ARB identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.                                                                                                                                                                                                                                                              | <b>Compliant.</b> Specific regional emission targets for transportation emissions do not directly apply to this project; regional GHG reduction target development is outside the scope of this project. The project will comply with any plans developed by the City of Seaside and Monterey County.        |
| <b>Regional Transportation-Related Greenhouse Gas Targets.</b> Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel. |                                                                                                                                                                                                                                                                                                              |
| <b>Measures to Reduce High-GWP Gases.</b> ARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. ARB has also identified potential reduction opportunities for future commercial and industrial refrigeration, changing the refrigerants used in auto air conditioning systems, and ensuring that existing car air conditioning systems do not leak.   | <b>Compliant.</b> New products used or serviced on the project site (after implementation of the reduction of GHGs) would comply with future ARB rules and regulations.                                                                                                                                      |

Source: Compiled by LSA Associates, Inc. (2015).

AB = Assembly Bill

ARB = California Air Resources Board

CBC = California Building Code

CIWMB = California Integrated Waste Management Board

GHG = greenhouse gas

GWP = Global Warming Potential

<sup>1</sup> CalRecycle. Website: <http://www.calrecycle.ca.gov/LGCentral/reports/jurisdiction/reviewreports.aspx> (accessed on January 12, 2016).

The strategies listed in Table VI.VII.4 are either part of the project design or requirements under local or State ordinances. With implementation of these strategies/measures, the project's contribution to cumulative GHG emissions would be reduced. In order to ensure that the proposed project complies with and would not conflict with or impede the implementation of reduction goals identified in AB 32, the Governor's EO S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor, Standard Condition GHG-1 shall be implemented.

**Standard Conditions:**

**Standard Conditions GHG-1:** To the extent feasible and to the satisfaction of the City of Seaside, the project architect, project engineer, and Construction Contractor shall incorporate the following measures into the design and construction of the proposed project:

- **Construction and Building Materials**
  - Use locally produced and/or manufactured building materials for construction of the proposed project;
  - Recycle/reuse demolished construction materials; and
  - Use "Green Building Materials," such as those materials that are resource-efficient, and recycled and manufactured in an environmentally friendly way, including low-volatile organic compound materials.
- **Energy Efficiency Measures**
  - Design all proposed project buildings to exceed the California Building Code's Title 24 energy standard, including, but not limited to, any combination of the following:
    - Increase insulation such that heat transfer and thermal bridging are minimized;
    - Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and
    - Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.
  - Provide a landscape and development plan for the proposed project that takes advantage of shade, prevailing winds, and drought-resistant landscaping.
  - Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.

- Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.
- Install solar or light-emitting diodes (LEDs) for outdoor lighting.
- **Water Conservation and Efficiency Measures**
  - Devise a comprehensive water conservation strategy appropriate for the proposed project and location. The strategy may include the following, plus other innovative measures that might be appropriate:
    - Create water-efficient landscapes within the development;
    - Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
    - Use reclaimed water for landscape irrigation within the proposed project and install the infrastructure to deliver and use reclaimed water;
    - Design buildings to be water-efficient and install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals; and
    - Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- **Solid Waste Measures**
  - Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
  - Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
  - Provide employee education about reducing waste and available recycling services.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION VIII: HAZARDS AND HAZARDOUS MATERIALS                                                                                                                                                                                                                    | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                               |                                |                                                    |                                     |                                     |
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Phase I Environmental Site Assessment* (Phase 1 ESA) (Weber, Hayes & Associates, Inc., April 2015) (refer to Appendix A).

**VIII(a). Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? and (b). Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?** Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or strong sensitizer. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the use, transport, or disposal of hazardous materials is affected by the type of substance, quantity used or managed, and the nature of the activities and operations.

Construction of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction would be limited and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, in the unlikely event that a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials used during construction. Construction of the proposed project would result in the disturbance of soils on the project site, which was once a gas station for Fort Ord. The project site previously contained three 1,000 gallon underground storage tanks (USTs) and associated product piping. The USTs and product piping located on site were properly removed in January 1997. Additionally, soil and soil vapor sampling was conducted to confirm soils on site do not contain any significant residual impacts from the gas station operations. Based on soil and soil vapor sampling conducted, there is no evidence of a petroleum hydrocarbon or VOC release resulting from the former gas station operation. Therefore, impacts associated with the potential release of hazardous materials that could occur during construction of the proposed project are considered less than significant, and no mitigation is required.

Project operation would involve the use of potentially hazardous materials (e.g., cleaning agents, paints, fertilizers, or pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to residents or workers in the vicinity of the project site. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste. Therefore, impacts resulting in a significant hazard to the public and environment through the routine transport use or disposal of hazardous materials are considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact



**VIII(c). Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?** Central Coast High School, located at 200 Coe Avenue, is located approximately 0.21 mile to the south of the project site. Seaside High School, located at 2200 Noche Buena Street, is located approximately 0.27 mile to the east of the project site. However, as stated previously, construction and operation of the proposed project would involve the use of potentially hazardous materials that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to students or faculty at schools in the vicinity of the proposed project. The amount of hazardous chemicals present would be limited and in compliance with existing government regulations. In addition, the proposed project would not produce or handle acutely hazardous materials, substances, or waste. Therefore, potential impacts to schools within 0.25 mile resulting from hazardous materials used on the project site are considered to be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VIII(d). Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?** As part of the Phase I ESA prepared for the proposed project, an environmental database report prepared by Environmental Data Resources, Inc. (EDR) was reviewed for local, State, and federal listings for the project site and properties in the vicinity of the project site. Regulatory database lists were reviewed for cases pertaining to leaking USTs and aboveground storage tanks, hazardous waste sites, and abandoned sites within the specified radii of standards established by the American Society for Testing and Materials (ASTM) guidelines.

According to the EDR report, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result, the proposed project would not create a significant hazard to the public or the environment. However, the project site is located within the historical Fort Ord military base boundary and is, therefore, part of the study area for the United States Environmental Protection Agency (EPA) National Priorities List (NPL) or Superfund cleanup case that encompasses an area of 24,492 acres that spans portions of the present-day cities of Seaside and Marina. An Environmental Baseline Survey (EBS) conducted in 1997 included the project site. The project site was determined to be free of lead-based paint, radon, radiological contamination, ordnance and explosives, and polychlorinated biphenyls. The USTs located on the project site were removed, and the project site was transferred out of Department of Defense ownership. A number of point sources for soil and groundwater contamination were identified, attributed to historical operations of the former military. Multiple groundwater plumes exist within the former military base from multiple source areas and consist of chlorinated VOCs. The plumes have been evaluated, monitored and remediated. The project site is located at least 2 miles from the nearest detection of these groundwater contaminants. Therefore, because the project site does not contain any recognized environmental conditions and is located 2 miles away from the nearest

groundwater contamination, impacts related to hazardous materials sites would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VIII(e). For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? and (f). For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?** The project site is not located within an airport land use plan or located within 2 miles of a public or private airstrip. The closest nearby public airports are the Monterey Regional Airport, which is located approximately 3 miles south of the project site, and the Marina Municipal Airport, which is located approximately 4 miles northeast of the project site. No private airstrips are located within 2 miles of the project site. Therefore, the proposed project would not result in a safety hazard related to its proximity to an airstrip, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**VIII(g). Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?** The proposed project would not physically interfere with any adopted emergency or evacuation plans. According to the City's General Plan Safety Element, the nearest evacuation corridor is SR-1. As discussed in Section XVI, Transportation/Traffic, implementation of the proposed project would not result in any significant traffic impacts at intersections or along roadway segments within the project area. In addition, the proposed project would be developed in accordance with the City's emergency access standards. Access to, from, and on the project site for emergency vehicles would be reviewed and approved by the City and the City of Seaside Fire Department prior to project construction. All proposed structures would be required to comply with all applicable codes and ordinances for emergency vehicle access, which would ensure adequate access to, from, and on the project site for emergency vehicles. Furthermore, the two driveways of the proposed project would be built in accordance with all applicable City standards allowing safe and efficient ingress and egress of emergency vehicles. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**VIII(h). Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?** According to the City's General Plan Safety Element, the project site is located within a Fire Hazard Area. There is a potential for construction vehicles and equipment to ignite wildfires in areas with dry vegetation. However, Standard Condition AQ-1 in Section III, Air Quality, would require frequent watering (e.g., minimum twice per day) of construction areas for dust control. With implementation of Standard Condition AQ-1, impacts related to wildfires during construction would be less than significant, and no mitigation is required.

Although located in a Fire Hazard Area, the project site is surrounded by residential development to the east and south and SR-1 to the west and north. During operation, the project site would be developed with structures and landscaping and surrounded by urban development and roadways. In addition, the proposed use of the site would be typical of urban development and would have a low risk of igniting a wildfire. Because of the urban nature of the project site and surrounding development, and the proposed on-site uses, the risk of wildfire during operation would be low. Therefore, operational impacts related to wildfires would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition AQ-1 in Section III, Air Quality.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION IX: HYDROLOGY AND WATER QUALITY                                                                                                                                                                                                                                                                                                                                                       | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                            |                                |                                                    |                                     |                                     |
| a) Violate any water quality standards or waste discharge requirements?                                                                                                                                                                                                                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?                                                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?                                                                                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?                                                                                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?                                                                                                                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?                                                                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

## Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* (JF Construction and Engineering Company, ~~September~~ October 2015) and the *Hydrology Assessment* (Webber, Hayes & Associates, September 2015) (refer to Appendix A).

**IX(a). Violate any water quality standards or waste discharge requirements?** Pollutants of concern during construction of the proposed project include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters.

During construction of the proposed project, the total disturbed soil area would be approximately 5.27 acres. Because the proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit).

As specified in Standard Condition GEO-2, coverage under the Construction General Permit would have to be obtained for the proposed project. Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

During operation, pollutants of concern associated with the proposed development include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris. In the existing condition, the project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres. As a result, in the proposed condition, the project site would contain approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site).

A *Preliminary Stormwater Control Plan* has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be

required to be prepared for the proposed project. The LID BMPs proposed in the *Preliminary Stormwater Control Plan* include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project.

With incorporation of construction and post-construction BMPs that would target pollutants of concern, as specified in Standard Conditions GEO-2 and WQ-1, impacts related to violation of water quality standards or waste discharge requirements would be less than significant, and no mitigation is required.

**Standard Conditions:**

**Standard Condition WQ-1:**

**Final Stormwater Control Plan.** Prior to the issuance of a grading permit, the project engineer shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the storm water controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The project engineer shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact



**IX(b). Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?** The project site is not in a designated groundwater recharge area. Groundwater was not encountered during geotechnical borings for the proposed project, which were advanced to depths ranging from 15 to 51.5 ft bgs. In addition, according to the *Hydrology Assessment*, based upon depth to groundwater data from nearby groundwater monitoring wells for other sites at the former Fort Ord, it appears that groundwater is found at a depth approximately equal to mean sea level (MSL). As such, the depth to first groundwater at the project site is likely to be greater than 90 ft bgs. Due to the depth of groundwater, groundwater is not anticipated to be encountered during construction of the proposed project. The proposed project would increase impervious surface areas on site, which would decrease infiltration. However, this decrease in infiltration would be offset by implementation of the LID BMPs, which would infiltrate all storm water on the site. In addition, operation of the proposed project would not require groundwater extraction. Therefore, impacts related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(c). Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? and (d). Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?** During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in Response IX(a) and specified in Standard Condition GEO-2, the Construction General Permit requires preparation of a SWPPP to identify Construction BMPs to be implemented as part of the proposed project to reduce impacts to water quality during construction, including those impacts associated with soil erosion, siltation, and flooding. With implementation of the Construction BMPs as specified in Standard Condition GEO-2, impacts related to on- or off-site erosion or siltation and flooding would be less than significant, and no mitigation is required.

The proposed project would not alter the path of a stream or river. The existing topography generally slopes toward the west and would not substantially alter the topography or existing drainage patterns on the project site. As discussed above, the proposed project would increase the impervious surface area on site by approximately 1.66 acres, which, without stormwater controls to infiltrate runoff, would increase the volume of runoff from the site. However, the Fort Ord Reuse Authority, which governs reuse of the former Fort Ord Military Base, requires that 100 percent of the on-site storm

water from a 24-hour 100-year storm event be infiltrated on the site. In compliance with this requirement, the proposed project includes rain gardens that would be designed to infiltrate all of the on-site storm water from a 24-hour 100-year storm. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be prepared to demonstrate that the design of the rain gardens would achieve infiltration of a 24-hour 100-year storm event. The rain gardens would include space above the biofiltration media to contain a 100-year storm event of 4.71 inches in 24 hours. Therefore, with implementation of Standard Condition WQ-1, operation of the proposed project would not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation on or off the site, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Conditions GEO-2 and WQ-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(e). Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?** As discussed in Response IX(c) and IX(d), above, the rain gardens would be designed to percolate all of the on-site storm water from a 24-hour 100-year storm. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be prepared to demonstrate that the design of the rain gardens would achieve infiltration of a 24-hour 100-year storm event. Because stormwater runoff would be contained on the site, the proposed project would not exceed the capacity of the storm drain lines. Therefore, with implementation of Standard Condition WQ-1, the proposed project would not contribute runoff water that would exceed the capacity of an existing or planned stormwater drainage system, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition WQ-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(f). Otherwise substantially degrade water quality?** Refer to Response IX(a) above.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Standard Condition WQ-1. No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**IX(g). Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?** and

**IX(h). Place within a 100-year flood hazard area structures which would impede or redirect**

**flood flows?** According to the City's General Plan Safety Element (2004), the project site is not located within a 100-year flood zone. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year special flood hazard area. The project site is mapped as Zone X, Other Flood Areas, which is defined as areas of 0.2 percent annual chance floodplain (500-year floodplain), areas of 1 percent annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Map No. 06053C0290G; April 2, 2009). Therefore, implementation of the proposed project would not place housing or structures within a 100-year flood hazard area. No impacts would occur, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IX(i). Expose people or structures to a significant risk of loss, injury or death involving**

**flooding, including flooding as a result of the failure of a levee or dam?** The Salinas River, which is the river located closest to the project site, is identified in the County of Monterey General Plan as one of two rivers facing the greatest risk of dam failure from two County-owned dams – Nacimiento and San Antonio. According to the Monterey County Dam Inundation Zone map, the project site is not within any of these dam inundation zones. Therefore, implementation of the proposed project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation from failure of a dam or levee, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**IX(j). Inundation by seiche, tsunami, or mudflow?** Seiches are standing waves created by seismically-induced ground shaking (or volcanic eruptions or explosions) that occur in large, freestanding bodies of water. Roberts Lake and Laguna Grande Lake are located approximately 2 miles to the west of the project site within the City. The Seaside General Plan Safety Element (2004), concludes that the Laguna Grande Lake and Roberts Lake areas are susceptible to flooding and other impacts from seiches. However, the project site is located 2 miles away from Roberts Lake and Laguna Grande Lake. These lakes would not create a large enough seiche that would put the project site at risk of inundation. Therefore, the risk associated with possible seiche waves is not considered a

potential constraint or a potentially significant impact of the proposed project, and no mitigation is required.

Tsunamis are a series of ocean waves generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rockfalls, and exploding volcanic islands. Tsunamis can damage property through direct wave impacts and wave-associated flooding, but the greater threat is to human health and safety. Although the project site is located approximately 1,350 ft from Monterey Bay, according to the Tsunami Inundation Map for Emergency Planning for the Seaside Quadrangle (2009), the project site is not located within the Tsunami inundation zone. The project site is approximately 1,000 ft away from the Tsunami inundation zone, and elevations on the site range from 88 to 115 ft above mean sea level; therefore, the project site is at an elevation above and at a distance from the ocean that is not known to have historical tsunami impacts. The risk associated with tsunamis is, therefore, not considered a potential hazard or a potentially significant impact, and no mitigation is required.

Mudslides and slumps are described as a shallower type of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface saturation. The project site is relatively flat, and no existing landslides are present on the property. Therefore, the risk associated with possible mudflows and mudslides is not considered a potential constraint or a potentially significant impact of the proposed project, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION X: LAND USE AND PLANNING                                                                                                                                                                                                                                                                            | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                          |                                |                                                    |                                     |                                     |
| a) Physically divide an established community?                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**X(a). Physically divide an established community?** The project site is bounded by SR-1 to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. In the existing condition, the 5.47-acre project site is partially developed with a 5,000 sf vacant structure that was formerly operated as a convenience store and gas station. The project site is currently designated and zoned as Community Commercial in the City's General Plan and Zoning Ordinance (Title 17 of the Municipal Code), respectively, and no general plan amendment or zone change is required for project implementation. Implementation of the proposed project would not physically divide an established community, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**X(b). Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?** The proposed project was reviewed for consistency with the City's General Plan and zoning ordinance and found to be consistent subject to the issuance of a Use Permit. Additionally, the proposed project was reviewed for consistency with the MBUAPCD and the Fort Ord Base Reuse Plan and was found to be consistent with all applicable objectives and policies (refer to Section III, Environmental Factors Potentially Affected and Determination). Therefore,

implementation of the proposed project would not conflict with any land use plans, policies or regulations. A less than significant impact would occur, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**X(c). Conflict with any applicable habitat conservation plan or natural community conservation plan?** There is presently no adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan in the City. Implementation of the proposed project would not interfere with any current local, regional, or State HCPs or NCCPs, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact



| SECTION XI: MINERAL RESOURCES                                                                                                                                         | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                    |                                |                                                    |                              |                                     |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

Refer to Section IV, Environmental Factors Potentially Affected and Determination. The proposed project would have no impact on mineral resources.

| SECTION XII: NOISE                                                                                                                                                                                                                                                  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                  |                                |                                                    |                                     |                                     |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                                                 | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                          | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

The following provides an overview of the characteristics of sound-related impacts associated with the proposed project and the regulatory framework that applies to noise within the vicinity of the project site. The discussion and analysis provided in this section are based on the *Noise and Vibration Assessment*, prepared by Illingworth & Rodkin, Inc., January 2016 (refer to Appendix A).

**Characteristics of Sound.** Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in decibels are calculated on a logarithmic basis. Audible increases in noise levels generally refer to a change of 3.0 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1.0 dB, which are inaudible to the human ear. An increase of 10 dB represents a tenfold increase in

acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements, which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy; therefore, the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise-sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level ( $L_{eq}$ ) is the total sound energy of time-varying noise over a sample period. The predominant rating scales for human communities in the State of California are the  $L_{eq}$ , the community noise equivalent level (CNEL), and the day-night average level ( $L_{dn}$ ) based on A-weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly  $L_{eq}$  for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).  $L_{dn}$  is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and  $L_{dn}$  are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to noise events occurring during the more sensitive hours.

**Noise Element of the City of Seaside General Plan.** The Noise Element of the City of Seaside General Plan addresses noise sources in the community and identifies ways to reduce the impacts of these noise sources. The Noise Element contains policies and programs to achieve and maintain noise levels compatible with various types of land uses.

One of the policies contained in the Noise Element of the City's General Plan (N-1.1.1 Compatible Development) endeavors to ensure that new development and reuse/revitalization projects are compatible with the noise environment and existing development. Implementation of the policy focuses on the following:

Review discretionary development proposals for potential on- and offsite stationary and vehicular noise impacts per the California Environmental Quality Act (CEQA). Any proposed development located within a 60 dB or higher noise contour shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Ordinance, Noise Ordinance, the Noise Contours Map, and Table VI.XII.1 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise reduction designs/structures will be required to reduce the impact to a level less than significant. If the impact cannot be reduced to a level less than significant or avoided with accepted noise reduction methods, the proposed project will be determined "Clearly Unacceptable" and will not be approved.

**Table VI.XII.1: City of Seaside Interior and Exterior Noise Standards**

| Land Use              | Noise Standards |             |
|-----------------------|-----------------|-------------|
|                       | Exterior        | Interior    |
| Residential           | 65 dBA CNEL     | 45 dBA CNEL |
| Mixed-Use Residential | 70 dBA CNEL     | 45 dBA CNEL |
| Commercial            | 70 dBA CNEL     | –           |
| Office                | 70 dBA CNEL     | 50 dBA CNEL |
| Industrial            | 75 dBA CNEL     | 55 dBA CNEL |
| Public Facilities     | 70 dBA CNEL     | 50 dBA CNEL |
| Schools               | 50 dBA CNEL     | 50 dBA CNEL |

Source: City of Seaside General Plan. 2004.  
CNEL = Community Noise Equivalent Level  
dBA = A-weighted decibel(s)

The Noise Element also specifies outdoor and indoor noise limits for residential, commercial, office, industrial, public facility, and educational uses. As shown in Table VI.XII.1, City of Seaside Interior and Exterior Noise Standards, the noise standard for exterior living areas is 65 dBA CNEL for residential uses. The indoor residential noise standard is 45 dBA CNEL, which is consistent with the California Noise Insulation Standard.

In addition to establishing exterior and interior noise standards, the City General Plan states that for a proposed project to be approved, the results of an acoustical analysis “must demonstrate that the project is designed to attenuate noise to meet the City’s noise standards.”

**City of Seaside Municipal Code.** The City has adopted a noise ordinance (Chapter 9.12 of the Municipal Code), which seeks to control noise by setting forth time periods when activities are allowed or prohibited. For example, excessive unnecessary or unusually loud construction noise activity before 7:00 a.m. or after 7:00 p.m. daily (except Saturday, Sunday, and holidays when the hours are before 9:00 a.m. and after 7:00 p.m.) are prohibited. The City’s Municipal Code does not contain quantitative noise limits.

**CEQA Significance Criteria-Noise.** A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria provided in the City’s General Plan Noise Element and the City’s Noise Ordinance. For purposes of this IS/MND, the proposed project would create a significant noise impact if the noise increase is greater than 3 dBA with the proposed project and the resulting noise level is greater than the established City of Seaside noise standard; or if the noise increase is greater than 5 dBA with the proposed project, but the overall noise level after project implementation is less than the established City of Seaside noise standard.

**Vibration.** Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Vibration amplitude can be expressed in peak particle velocity (PPV). PPV is defined as the maximum instantaneous positive or negative peak of vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings; both are expressed in inches per second (inch/sec).

Vibration velocity is expressed in vibration velocity decibels (VdB). Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible; however, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. The occupants may perceive building vibration as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The vibrating walls, floors, and ceilings that radiate sound waves cause the rumbling noise.

A typical source of groundborne vibration is construction activities (e.g., pavement breaking and operating heavy-duty earth-moving equipment) and occasional traffic on rough roads. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. Caltrans produced one of the seminal works relating to construction-induced vibration. Table VI.XII.2 lists the reactions of people and damage to buildings from continuous or frequent intermittent vibration levels taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2013). While the proposed project is not subject to Caltrans regulations the following groundborne vibration and noise thresholds are commonly used for projects in the State of California.

**Table VI.XII.2: Reactions of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels**

| Velocity Level, PPV (inch/sec) | Human Reaction                                 | Effect On Building                                                                                              |
|--------------------------------|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 0.01                           | Barely Perceptible                             | No effect                                                                                                       |
| 0.04                           | Distinctly Perceptible                         | Vibration unlikely to cause damage of any type to any structure                                                 |
| 0.08                           | Distinctly Perceptible to Strongly Perceptible | Recommended upper level of the vibration to which ruins and ancient monuments should be subjected               |
| 0.1                            | Strongly Perceptible                           | Virtually no risk of damage to normal buildings                                                                 |
| 0.3                            | Strongly Perceptible to Severe                 | Threshold at which there is a risk of damage to older residential dwellings such as plastered walls or ceilings |
| 0.5                            | Severe – Vibrations considered unpleasant      | Threshold at which there is a risk of damage to newer residential structures                                    |

Source: California Department of Transportation. 2013. *Transportation and Construction Vibration Guidance Manual*. September.

inch/sec = inches per second

PPV = peak particle velocity

**CEQA Significance Criteria-Vibration.** While the proposed project is not subject to Caltrans regulations in this IS/MND, a significant vibration impact would occur if construction of the proposed project results in vibration levels that exceed 0.3 inch/sec PPV, as such levels could result in cosmetic damage to normal buildings.

**Existing Noise Environment.** The project site is located between State Route 1 (SR-1) and Monterey Road just north of the Monterey Road and Coe Avenue intersection in the City of Seaside. To

quantify existing ambient noise levels, noise monitoring was completed at the site on December 8-9, 2015. The noise monitoring survey included two long-term and two short-term measurements. Please refer to Figure XII-1 showing the noise monitoring locations. The results of the long-term noise measurements are shown in Table VI.XII.3 while the results of the short-term measurements are shown in Table VI.XII.4. The primary existing noise source in the vicinity of the project site is vehicular traffic along SR-1 and local traffic along Monterey Road. Neighborhood traffic along Coe Avenue also affects the noise environment.

**Table VI.XII.3: Long-Term Noise Measurement (dBA)-Existing Conditions**

| Location | Description                                                                                                                 | Daytime Noise Levels<br>(7 a.m. to 7 p.m.) | Nighttime Noise Levels<br>(7 p.m. to 7 a.m.) | Community Noise Equivalent Level (CNEL) |
|----------|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------------------------------------|-----------------------------------------|
| LT-1:    | Located near the northwestern boundary of the project site, approximately 135 feet from the nearest lane on northbound SR-1 | 69 – 73 dBA<br>L <sub>eq</sub>             | 61 – 69 dBA L <sub>eq</sub>                  | 74 dBA CNEL                             |
| LT-2:    | Located northeast of the Monterey Road/Coe Avenue intersection, approximately 40 feet from the Monterey Road centerline     | 64 – 69 dBA<br>L <sub>eq</sub>             | 56 – 66 dBA L <sub>eq</sub>                  | 69 dBA CNEL                             |

Source: Illingworth & Rodkin, Inc. 2016. *Noise and Vibration Assessment*. January.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel

L<sub>eq</sub> = the average noise level during a specific hour

SR-1 = State Route 1

**Table VI.XII.4: Summary of Short-Term Noise Measurements (dBA)-Existing Conditions**

| Noise Measurement Location<br>(Date, Time)                            | L <sub>max</sub> | L <sub>(1)</sub> | L <sub>(10)</sub> | L <sub>(50)</sub> | L <sub>(90)</sub> | L <sub>eq(10)</sub> | CNEL |
|-----------------------------------------------------------------------|------------------|------------------|-------------------|-------------------|-------------------|---------------------|------|
| ST-1: ~145 feet from State Route 1<br>(12/8/2015, 9:30-9:50 a.m.)     | 75               | 75               | 73                | 71                | 68                | 71                  | 74   |
|                                                                       | 76               | 75               | 73                | 71                | 69                | 71                  |      |
| ST-2: ~95 feet from Monterey<br>Road (12/8/2015, 10:00-10:20<br>a.m.) | 69               | 66               | 64                | 62 <sup>1</sup>   | 60 <sup>1</sup>   | 62 <sup>1</sup>     | 66   |
|                                                                       | 69               | 66               | 63                | 61                | 59                | 61                  |      |

<sup>1</sup> Slightly elevated due to influence of State Route 1 (SR-1) traffic.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel

L<sub>(1)</sub> = noise level exceeded for 1 percent of the measurement period

L<sub>(10)</sub> = noise level exceeded for 10 percent of the measurement period

L<sub>(50)</sub> = noise level exceeded for 50 percent of the measurement period

L<sub>(90)</sub> = noise level exceeded for 90 percent of the measurement period

L<sub>eq</sub> = the average noise level during a specific hour

L<sub>eq(10)</sub> = the average noise level during a specific hour

L<sub>max</sub> = maximum sound level during a noise event





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**Discussion/Conclusion/Mitigation:****XII(a). Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?**

**Short-Term Construction Noise Impacts.** Short-term noise impacts would be associated with excavation, grading, and the erection of buildings on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area at the present time, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. As shown in Table VI.XII.5, a single truck passing at a distance of 50 ft would generate a noise level of 84 dBA maximum continuous level ( $L_{max}$ ). However, the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA).

**Table VI.XII.5: Typical Maximum Construction Equipment Noise Levels ( $L_{max}$ )**

| Type of Equipment       | Acoustical Usage Factor | Suggested Maximum Sound Levels for Analysis (dBA $L_{max}$ at 50 ft) |
|-------------------------|-------------------------|----------------------------------------------------------------------|
| Backhoe                 | 40                      | 80                                                                   |
| Cement Mixer            | 50                      | 80                                                                   |
| Concrete/Industrial Saw | 20                      | 90                                                                   |
| Crane                   | 16                      | 85                                                                   |
| Excavator               | 40                      | 85                                                                   |
| Generator               | 50                      | 82                                                                   |
| Grader                  | 40                      | 85                                                                   |
| Loader                  | 40                      | 80                                                                   |
| Paver                   | 50                      | 85                                                                   |
| Roller                  | 20                      | 85                                                                   |
| Rubber Tire Dozer       | 40                      | 85                                                                   |
| Scraper                 | 40                      | 85                                                                   |
| Tractor                 | 40                      | 84                                                                   |
| Truck                   | 40                      | 84                                                                   |

Source: Federal Highway Administration. 2006. *Highway Construction Noise Handbook*.

dBA = A-weighted decibel

ft = feet

$L_{max}$  = maximum continuous noise level

The second type of short-term noise impact is related to noise generated during project construction, during which time there is a substantial, albeit temporary, increase in noise levels at nearby sensitive land uses. Construction activities can generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used.

The proposed project would be built over the course of 24 months. Construction of the proposed project would be undertaken in three discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. Phase 1 would include demolition of the existing building and pavement, site clearing, and foliage removal. Phase 2 would include grading and trenching. Phase 3 would involve constructing the building foundations, structures, and interior details. These various sequential phases would change the character of the noise generated on the site. Therefore, noise levels would vary as construction progresses. Table VI.XII.5 shows the average noise level ranges for each type of construction equipment, based on a distance of 50 ft between the equipment and a noise receptor. Despite the variety in the type and size of construction equipment used during each phase, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table VI.XII.6 shows the average noise level ranges, by construction activity, based on a distance of 50 ft between the equipment and a noise receptor. As shown in Table VI.XII.6, typical ~~maximum~~ **hourly** noise levels range from ~~75-81~~ to 88 dBA  $L_{eq}$  at a distance of 50 ft **when all pertinent equipment is in operation on-site**. Hourly average construction noise levels associated with the erection of the proposed senior assisted-living facility, such as hammer- and drilling-related noise, range from approximately 63 to 71 dBA at a distance of 50 ft. The noise levels associated with construction of the buildings would be substantially less than the noise levels associated with grading and pavement activities during project site preparation.

**Table VI.XII.6: Typical Ranges of Construction Noise Levels at 50 Feet ( $L_{eq}$  dBA)**

|                 | Domestic Housing |    | Office Building, Hotel, Hospital, School, Public Works |    | Industrial, Parking Garage, Religious Amusement & Recreations, Store, Service Station |    | Public Works, Roads & Highways, Sewers, and Trenches |    |
|-----------------|------------------|----|--------------------------------------------------------|----|---------------------------------------------------------------------------------------|----|------------------------------------------------------|----|
|                 | I                | II | I                                                      | II | I                                                                                     | II | I                                                    | II |
| Ground Clearing | 83               | 83 | 84                                                     | 84 | 84                                                                                    | 83 | 84                                                   | 84 |
| Excavation      | 88               | 75 | 89                                                     | 79 | 89                                                                                    | 71 | 88                                                   | 78 |
| Foundations     | 81               | 81 | 78                                                     | 78 | 77                                                                                    | 77 | 88                                                   | 88 |
| Erection        | 81               | 65 | 87                                                     | 75 | 84                                                                                    | 72 | 79                                                   | 78 |
| Finishing       | 88               | 72 | 89                                                     | 75 | 89                                                                                    | 74 | 84                                                   | 84 |

Source: United States Environmental Protection Agency. 1973. Legal Compilation on Noise, Vol. 1, p. 2-104.

I- All pertinent equipment present at site.

II- Minimum required equipment present at site.

Construction of the proposed project is anticipated to include the use of gas engine chain saws, a tree chipper, pneumatic jackhammers, loaders, heavy trucks, small bulldozers, backhoes, haul trucks, cranes, pumps, auxiliary engines, generators, and compressors. This equipment would be used on the project site. The nearest existing residential structures, Seaside Highlands, are located approximately 60 ft southeast of the project site. During construction along the southern boundary of the project site, these residences would be exposed to hourly average noise levels ranging from 79 to 86 dBA  $L_{eq}$ . When construction occurs along the eastern boundary of the project site, residences located 250 ft northeast of the project boundary would experience construction noise levels that would range from 67 to 74 dBA  $L_{eq}$ . Construction activities would be conducted in accordance with the provisions of the City of Seaside Municipal Code, which exempts noise level impacts when construction work occurs between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday and between the hours of 7:00 p.m. and 9:00 a.m. on weekends and holidays. This exemption recognizes that construction

activity is typically short-term in duration and a normal part of the daytime urban environment. Therefore, the threshold of significance associated with short-term construction noise is time dependent. Construction activities would only occur during the hours specified above. Therefore, impacts associated with short-term construction noise would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation:** No mitigation is required.

**Significance Determination after Mitigation:** Less than Significant Impact

**Long-Term Project-Generated Traffic Noise Impacts.** Traffic-related noise conditions in the vicinity of the project site were calculated as part of the *Noise and Vibration Assessment* (Illingworth & Rodkin, Inc. 2016). The existing and build-out traffic volumes were compared to calculate the project-related increase in traffic noise. A comparison of these two scenarios demonstrated that traffic volumes on all roadways serving the site would increase by 1 dBA CNEL as a result of project implementation. Therefore, existing traffic noise levels would not substantially increase over existing conditions. Therefore, a substantial increase in ambient noise levels in the project vicinity above existing noise levels without the project would not occur and impacts would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation required.

**Significance Determination after Mitigation:** Less than Significant Impact

**Long-Term Project-Generated Stationary Noise Impacts.** The proposed project includes the operation of mechanical ventilation as well as emergency vehicles that may periodically assist residents. The potential noise impacts are discussed below:

**Mechanical Equipment.** The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA  $L_{eq}$ , and during nighttime hours, existing noise levels range from 56 to 66 dBA  $L_{eq}$ . The nearest mechanical equipment room is proposed to be located near the southern property line would be at a distance of more than 180 ft away from the southern property line on-site residential units. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA  $L_{eq}$  at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA  $L_{eq}$ . Given the nearest noise sensitive residential land uses are beyond the southern boundary of the project site and are therefore more than 180 ft from the proposed mechanical equipment room, noise levels at the nearest noise-sensitive receptors would not change from the existing conditions. Therefore, Any other identified locations for mechanical equipment would be located further than 180 ft from the nearest noise sensitive receptors.

~~Because these levels are below the existing ambient noise levels at the project site, impacts associated with the operation of mechanical equipment on the site would be less than significant, and no mitigation is required.~~

**Emergency Response.** The proposed senior assisted-living facility may, on occasion, require emergency vehicle assistance, which may include the use of a siren. At a distance of approximately 50 ft, sirens could reach levels of 92 to 94 dBA  $L_{max}$ . The nearest existing residences would be located approximately 125 ft from the entrance driveway of the project site, which would result in maximum instantaneous noise levels of 88 to 90 dBA  $L_{max}$ . While these levels could be considered to be excessive, they would occur within short time spans and would be in response to emergencies. According to Chapter 9.12.040 of the City's Municipal Code, excessive, unnecessary, or unusually loud noise is exempt from the established noise regulations. Therefore, impacts associated with emergency vehicles would be less than significant. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** Less than Significant Impact

**Long-Term On-Site Exterior Traffic-Related Noise Impacts.** The project site plan identifies seven outdoor use areas: three courtyards and four outdoor patios. Figure XII-2 shows each of the courtyards, labeled C1 through C3, and each of the outdoor patios, labeled P1 through P4.

**Courtyards:** Courtyards C1 and C2 would be located within the Memory Care Facility, and Courtyard C3 would be located in the Assisted Living Building. All three courtyards would be completely surrounded by the proposed senior living center and would not have direct line-of-sight to either SR-1 or Monterey Road. The future exterior noise levels at Courtyards C1, C2, and C3 would be below 65 dBA CNEL when accounting for the acoustical shielding provided by the buildings.

**Patios:** Outdoor Patios P1 and P2 would be located along the western façade of the Memory Care Facility, as shown in Figure XII-2. While Patio P1 would be shielded from traffic along SR-1 by the proposed buildings, the orientation of the building with respect to Monterey Road would expose part of the exterior of the patio to the traffic noise from Monterey Road. The future calculated exterior noise levels at Patios P1 and P2 would reach 64 dBA CNEL and 67 dBA CNEL, respectively.

Two additional outdoor patios are located along the western façade of the Co-Housing Building on the western boundary of the project site. Patio P3 would have direct line-of-sight to both SR-1 and Monterey Road. Due to the orientation of the proposed Co-Housing Building, P4 would be shielded from SR-1, but would have direct line-of-sight to Monterey Road, with a setback of 45 ft. The future calculated exterior noise levels at Patios P3 and P4 would reach 74 dBA CNEL and 69 dBA CNEL, respectively.



The future calculated noise levels at outdoor Patios P2, P3, and P4 would exceed the 65 dBA CNEL threshold by up to 2 dBA, 9 dBA, and 4 dBA CNEL, respectively. Traffic-related exterior noise impacts at the proposed project site would be significant, and mitigation is required.

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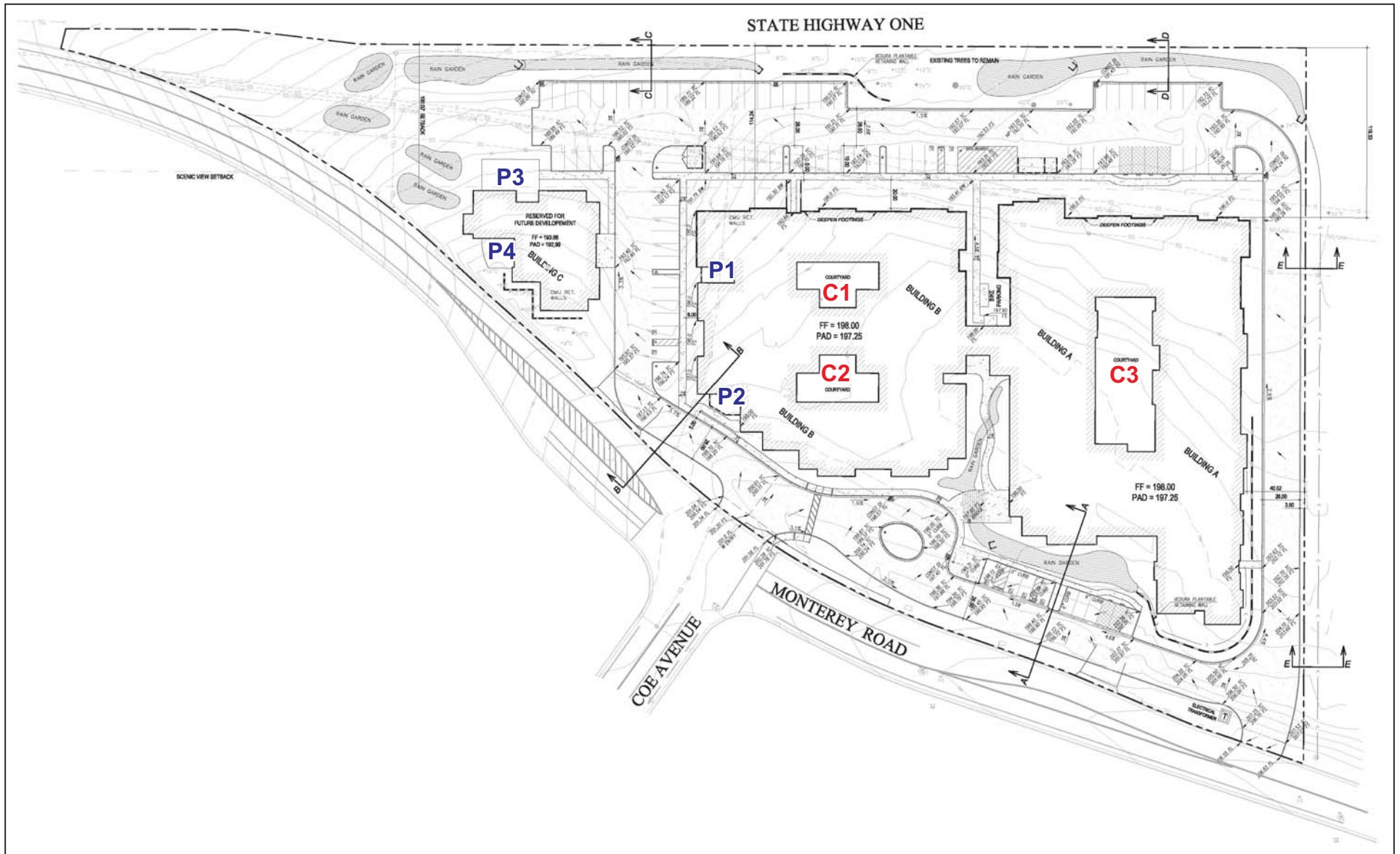


FIGURE XII-2

LSA



0 50 100  
FEET

SOURCE: JF Consulting (12-7-2015)

I:\SEZ1402\G\Noise\Noise Sensitive OUA.cdr (3/4/2016)

LEGEND

- P** = Patio  
**C** = Courtyard

Seaside Senior Living Project  
Noise Sensitive Outdoor-Use Areas

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Mitigation Measure NOI-1 requires the construction of sound walls varying in type, height, and length to reduce exterior noise levels at Patios P2, P3, and P4 (refer to Figure XII-3: Proposed Soundwall Locations). With implementation of Mitigation Measure NOI-1, exterior noise levels would be reduced to a level below the City's 65 dBA CNEL noise threshold.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure NOI-1:**

**Sound Barriers.** Prior to the issuance of an approved grading plan, the City of Seaside (City) Building Official, or designee, shall confirm that the site plan for the proposed project includes the design and construction of the following sound walls:

- **Patio P2:** The Construction Contractor shall construct a sound wall around the perimeter of Patio P2 that shall be attached to the proposed building on both ends. The total length of the sound wall shall be approximately 30 feet (ft). The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 pounds per square foot (lbs/ft<sup>2</sup>) (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass concrete masonry units (CMU)). The sound wall shall be at least 5 ft high as measured relative to the base elevation of the outdoor patio.
- **Patio P3:** The Construction Contractor shall construct an 8-inch thick wall, measuring 6 ft tall around the perimeter of Patio P3. The sound wall shall be at least 9 to 10 ft high and shall be at least 85 ft in length.
- **Patio P4:** The Construction Contractor shall construct a sound wall that surrounds the perimeter of the patio that shall be attached to the proposed building on both ends. The total length of the wall shall be at least 40 ft. The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 lbs/ft<sup>2</sup> (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass CMU). The sound wall shall be at least 5 ft high.

**Significance Determination After Mitigation:** Less than Significant Impact

**Long-Term On-Site Interior Traffic Related Noise Impacts.** The City of Seaside General Plan requires that interior noise levels be maintained at or below 45 dBA CNEL for residential uses.

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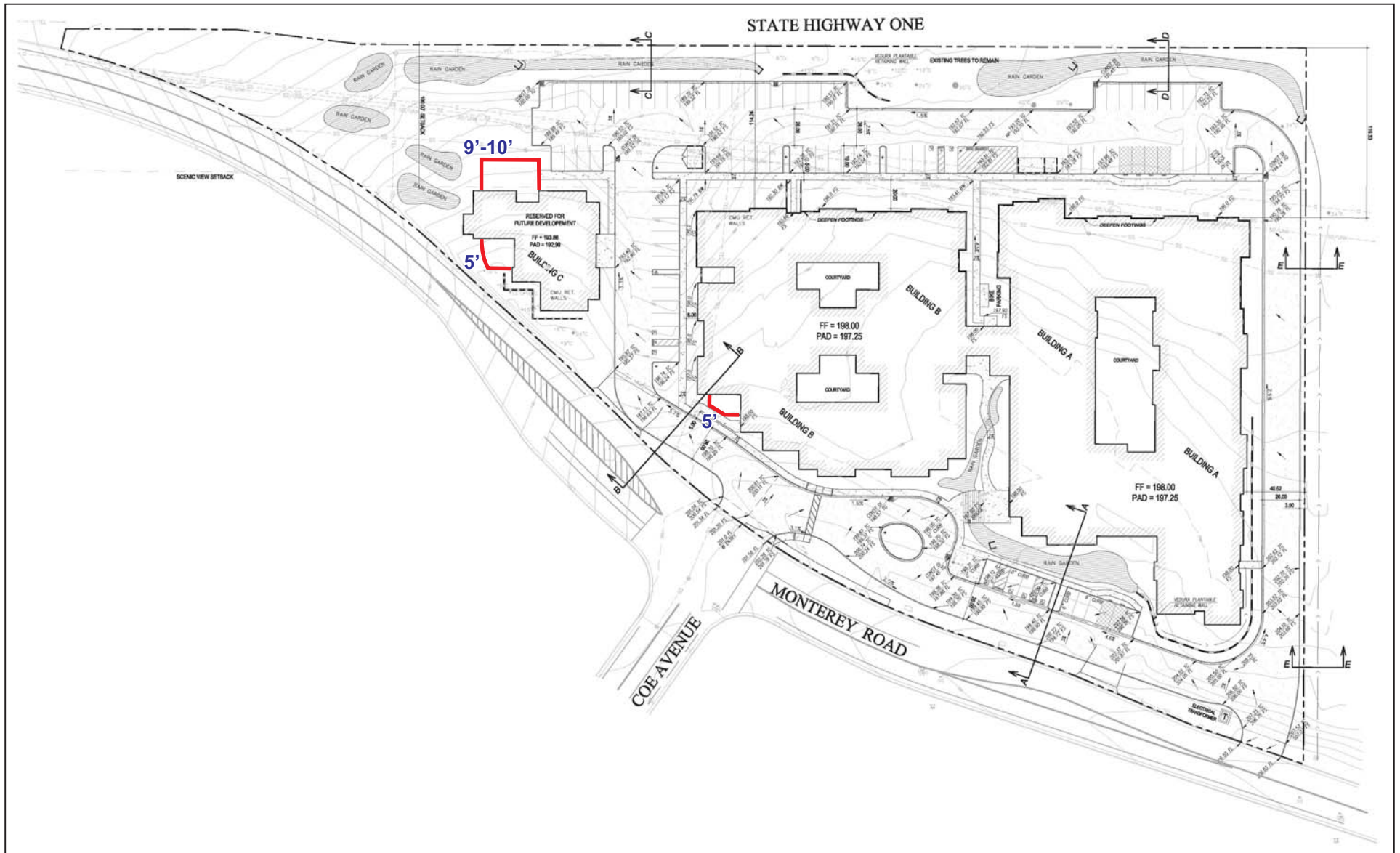


FIGURE XII-3

LSA



0 50 100  
FEET

SOURCE: JF Consulting (12-7-2015)

LEGEND

- = Proposed Soundwall Location
- 5' = Proposed Soundwall Height (in feet)

*Seaside Senior Living Project*  
Proposed Soundwall Locations

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Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA CNEL, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA CNEL, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

For the proposed project, the interior noise levels would be up to 59 dBA CNEL at the Co-Housing Building and up to 58 dBA CNEL at the Memory Care and Assisted Living Facilities, which exceeds the City's threshold for interior noise by 7 dBA. Therefore, traffic-related interior noise impacts at the proposed project site would be significant, and mitigation is required.

Mitigation Measure NOI-2 requires the installation of doors and windows with varying Sound Transmission Class (STC) ratings in residential units subjected to potentially high interior noise levels. Mitigation Measure NOI-2 also requires the installation of forced-air mechanical ventilation in all residential units proposed as part of the project. Therefore, with implementation of Mitigation Measure NOI-2, interior noise levels would be reduced to a level below the City's 45 dBA CNEL noise threshold.

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:**

**Mitigation Measure NOI-2:**

Prior to the issuance of a grading permit, the City shall ensure that the Developer's project plans include the design and construction of building treatments including the following:

- **Co-Housing Building:** The Construction Contractor shall install windows and doors with a minimum Sound Transmission Class (STC) rating of 30 with adequate forced-air mechanical ventilation in the residential units with direct line-of-sight to State Route 1 along the northern, eastern, and western sides of the Co-Housing Building. The Construction Contractor shall also install windows and doors with a minimum STC rating of 26 in all residential units proposed along the southern façade of the Co-Housing Building.
- **Memory Care Facility:** The Construction Contractor shall install windows and doors with a minimum STC rating of 30 in all exterior-facing units along the

northern façade of the Memory Care Facility. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in units proposed along the eastern and western façades and windows and doors with minimum STC ratings of 26 in units proposed along the Monterey Road-facing units on the southern façade of the Memory Care Facility.

- **Assisted Living Building:** The Construction Contractor shall install doors and windows with minimum STC ratings of 30 in all exterior-facing units along the northern façade of the Assisted Living Building. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in all exterior-facing units along the eastern and western façades and windows and doors with a minimum 26 STC rating for units proposed along the southern façade of the Assisted Living Building.
- **All Buildings:** All rooms/units shall include forced-air mechanical ventilation.

**Significance Determination After Mitigation:** Less than Significant Impact

#### **XII(b). Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Construction Vibration.** Construction of the proposed project may generate perceptible vibration associated with the use of heavy equipment or impact tools (e.g. jackhammers, hoe rams, etc.). Construction activities would include site clearing and vegetation removal, demolition of existing building and concrete removal, excavation, grading and trenching, site preparation work, foundation work, and new building framing and finishing. The proposed project is not expected to require pile driving, which can cause excessive vibration.

Table VI.XII.7 presents typical vibration levels that could be expected from construction equipment at a distance of 25 ft. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Vibration levels from typical construction activities would be expected to be 0.2 inch/sec PPV or less at a distance of 25 ft, below the 0.3 inch/sec PPV significance threshold. The nearest residential structures to the site are located 60 ft or further from the nearest property line of the project site. Vibration levels at a distance of 60 ft would be 0.08 inch/sec PPV or less. Vibration generated by construction activities near the southern and eastern property line of the project site would at times be perceptible to the nearby residences; however, it would be infrequent and only occur during the allowable daytime construction period. Therefore, project-related impacts associated with the generation of excessive groundborne vibration would be less than significant, and no mitigation is required.

**Table VI.XII.7: Vibration Source Levels for Construction Equipment**

| Equipment               |             | PPV at 25 Ft (inch/sec) | Approximate $L_v$ at 25 Ft (VdB) |
|-------------------------|-------------|-------------------------|----------------------------------|
| Pile Driver (Impact)    | upper range | 1.158                   | 112                              |
|                         | typical     | 0.644                   | 104                              |
| Pile Driver (Sonic)     | upper range | 0.734                   | 105                              |
|                         | typical     | 0.170                   | 93                               |
| Clam shovel drop        |             | 0.202                   | 94                               |
| Hydromill (slurry wall) | in soil     | 0.008                   | 66                               |
|                         | in rock     | 0.017                   | 75                               |
| Vibratory Roller        |             | 0.210                   | 94                               |
| Hoe Ram                 |             | 0.089                   | 87                               |
| Large bulldozer         |             | 0.089                   | 87                               |
| Caisson drilling        |             | 0.089                   | 87                               |
| Loaded trucks           |             | 0.076                   | 86                               |
| Jackhammer              |             | 0.035                   | 79                               |
| Small bulldozer         |             | 0.003                   | 58                               |

Source: Illingworth & Rodkin, Inc. 2016. *Transit Noise and Vibration Impact Assessment*, January;  
United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration,  
May 2006.

ft = feet

inch/sec = inches per second

PPV = peak particle velocity

VdB = vibration velocity decibels

**Construction Vibration.** Operation of the proposed project would not involve any uses that would generate groundborne vibration or groundborne noise levels. Therefore, no impact associated with the generation of excessive groundborne vibration would occur, and no mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation Measures:** No mitigation required.

**Significance Determination after Mitigation:** Less Than Significant Impact

**XII(c). A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

A substantial permanent increase in ambient noise levels associated with the proposed project would occur if the proposed project would cause noise levels to increase by 3 dBA or more. As shown in Section XII(a) above, long-time traffic noise sources would not cause an increase in ambient noise levels of more than 3 dBA.

As for stationary noise sources that might permanently increase ambient noise levels in the project vicinity, the proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The mechanical equipment would be located either within the proposed on-site buildings or near the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA  $L_{eq}$ , and during nighttime hours, existing noise

levels range from 56 to 66 dBA  $L_{eq}$ . Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA  $L_{eq}$  at a distance of 5 ft. At a distance of 35 ft from the proposed mechanical equipment, the noise level impact would be below 46 dBA  $L_{eq}$ , which is more than 10 dBA less than the existing noise levels. When a noise level impact is more than 10 dBA less than existing noise levels, it is assumed that it would not provide an increase in noise levels. All uses, both on-site and off-site, are located more than 35 ft away from the proposed mechanical rooms. Because the noise levels associated with mechanical equipment are below the existing ambient noise levels at the project site and at the off-site residential uses, impacts associated with the operation of mechanical equipment would be less than significant, and no mitigation is required. Therefore, impacts associated with a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project from mobile and stationary noise sources would be less than significant, and no mitigation is required.

**Significance Determination:** Less Than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** Less Than Significant Impact

**XII(d). A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Implementation of the proposed project would include construction activities that would result in a substantial temporary increase in ambient noise levels in the project site vicinity above levels existing without the project, but would no longer occur once construction is completed. The closest sensitive receptors in the project vicinity are 60 ft from proposed construction areas. During construction along the southern boundary of the project site, these residences would be exposed to hourly construction-related noise levels ranging from 79 to 86 dBA  $L_{eq}$ . When comparing the noise levels related to construction activities to existing ambient noise levels ranging from 64 to 69 dBA  $L_{eq}$ , it is expected that temporary daytime noise levels may increase by as much as 15 dBA. When construction occurs along the eastern boundary of the project site, residences located 250 ft northeast of the project boundary would experience construction noise levels that would range from 67 to 74 dBA  $L_{eq}$ , approximately 12 dBA less than that of the impacts to the residence to the south, due to distance. As noted above under XII(a), the City of Seaside Municipal Code exempts noise level impacts when construction work occurs between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 7:00 p.m. and 9:00 a.m., on weekends and holidays. This exemption recognizes that construction activity is typically short-term in duration and a normal part of the daytime urban environment. Furthermore, implementation of Mitigation Measure NOI-3, which prescribes the implementation of reasonable and feasible best management noise reduction practices to reduce construction noise impacts on adjacent noise sensitive land uses, will greatly reduce construction noise impacts at adjacent noise-sensitive land uses. Therefore, with implementation of Mitigation Measure NOI-3 and adherence to the required hours of construction as prescribed in the City of Seaside's Municipal Code, the substantial temporary increase in ambient noise levels in the project vicinity during construction activities would be less than significant.

**Significance Determination:** Potentially Significant Impact



## Mitigation Measures:

### Mitigation Measure NOI-3:

**Best Management Noise Reduction Practices.** Prior to issuance of a grading permit, the construction contractor shall develop and implement a construction noise control plan that includes, but is not limited to, the following available Best Management Practices:

- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 ft of adjoining sensitive land uses.
- All construction equipment must have appropriate sound-muffling devices, which shall be properly maintained and used at all times such equipment is in operation.
- The Construction Contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Unnecessary idling of internal combustion engines shall be prohibited.
- The Construction Contractor shall locate on-site equipment staging areas, material stockpiles, and construction parking areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period.
- The Construction Contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Ensure noise from construction workers, such as radios, is not audible at existing residences near the project site.
- Neighbors located within a 300 ft radius to the construction site shall be notified of the construction schedule in writing.
- Designate a project liaison that shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. The liaison shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the project contractor, and the liaison shall coordinate with the

contractor to modify any construction activities generating excessive noise levels to the greatest extent feasible.

- Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.
- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise controls and practices (including construction hours, construction schedule, and noise coordinator) are being implemented.

**Significance Determination after Mitigation:** Less than Significant Impact

**XII(e). For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Monterey Regional Airport is a public-use airport located approximately 2.75 miles south of the project site. Although aircraft-related noise would occasionally be audible at the project site, noise from aircraft would not substantially increase ambient noise levels at the project site. Therefore, there would be less than significant noise impacts due to public airports, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** Less than Significant Impact

**XII(f). For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The project site is not in the vicinity of a private airstrip. There would be no impacts related to excessive noise levels from private airstrips, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination after Mitigation:** No Impact

| SECTION XIII: POPULATION AND HOUSING                                                                                                                                                                      | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                        |                                |                                                    |                                     |                                     |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion/Conclusion/Mitigation:****XIII(a). Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Construction.** Construction of the proposed project would provide short-term jobs over an approximately 18-month period. Many of the construction jobs would be temporary or seasonal and would be specific to the variety of construction activities. Although the proposed project would increase the number of employees at the project site during construction activities, it is expected that local and regional construction workers would be available to serve the proposed project's construction needs.

Project-related construction workers would not be expected to relocate their household's place of residence as a consequence of working on the proposed project. Therefore, the proposed project would not induce substantial population growth or demand for housing through increased construction employment, and no mitigation is required.

**Operation.** Implementation of the proposed project would include the construction of three new residential facilities including an Assisted Living Facility, a Memory Care Facility, and Co-Housing. The three proposed senior living facilities would provide a total of 144 residential units and would be designed to accommodate approximately 174 senior residents. It is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City but who are in need of assisted living care. Although it is expected that some senior residents would relocate to obtain assisted living care in this location, the number of people that would relocate to the area would not be substantial. Since the proposed project would primarily serve people already living in the area, the provision of senior assisted living housing would not cause or result in direct population growth.

The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. According to the 2010–2014

American Community Survey 5-Year Estimates,<sup>1</sup> the County has a labor force of 200,196 people, with approximately 18,709 people unemployed.<sup>2</sup> This suggests an available labor pool to serve the long-term employment opportunities offered by the proposed project. Because of the general availability of labor resources and the current unemployment rates in the County, there would be an opportunity to hire local employees to fill the proposed project's employment needs. It is unlikely that a substantial number of employees would need to be relocated from outside the region to meet the need for 54 employees. Any increase in population associated with proposed project would be limited and would not represent a substantial increase in the City's population.

Furthermore, the proposed project would be located within a developed area that is already served by all utilities. The existing regional infrastructure and the established roadway network would be utilized by employees accessing the project site.

Therefore, project operations would not induce population growth either directly or indirectly, and no mitigation is required.

The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. A majority of the employees, including maintenance and administrative staff positions, would likely be filled by existing City residents. It is possible that the upper management positions and skilled nurses would be filled by relocating individuals or families from elsewhere. However, the addition of a few individuals or families to the City would be accommodated by the existing homes and businesses located in the City and would not result in a substantial direct population growth in the area.

Additionally, the proposed project is located in a developed residential area of the City. The proposed project would tie into existing infrastructure (e.g., access roads, and sewer systems, etc.) and would not include the development of any infrastructure that would induce substantial indirect population growth in the project area. Therefore, implementation of the proposed project would result in a less than significant impact associated with inducing substantial population growth either directly or indirectly, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

<sup>1</sup> United States Department of Commerce, U.S. Census, American Fact Finder. Website: <http://factfinder.census.gov> (accessed January 13, 2016).

<sup>2</sup> Ibid.

**XIII(b). Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?** Implementation of the proposed project would include removing one existing vacant structure that was formerly used as a convenience store and gas station by the U.S. Army. No housing currently exists on the project site, and housing displacement would not occur as a result of implementation of the proposed project. Therefore, implementation of the proposed project would not result in an impact related to housing displacement, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**XIII(c). Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?** Implementation of the proposed project would include removing one existing vacant structure that was formerly used as a convenience store and gas station by the U.S. Army. No housing units or other forms of temporary housing are located on the project site, and no people would be displaced as a result of implementation of the proposed project. Therefore, implementation of the proposed project would not result in an impact related to the displacement of people, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION XIV: PUBLIC SERVICES                                                                                                                                                                                                                                                                                                                                                                                             | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                                                       |                                |                                                    |                                     |                                     |
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: |                                |                                                    |                                     |                                     |
| a) Fire protection?                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Police protection?                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Schools?                                                                                                                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Parks?                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Other public facilities?                                                                                                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Discussion/Conclusion/Mitigation:

**XIV. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**(a). Fire protection?** and **(b). Police protection?** Fire and police protection services for the project site are provided by the Seaside Police Department and the Seaside Fire Department, respectively. Both departments have sole rights to provide service to the entirety of the City. The City operates one fire station located at 1635 Broadway Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication).

Police Services are provided by the Seaside Police Department. The Police Department is separated into two divisions. The first division is the Field Operations division that provides patrol, drug enforcement, animal control, and reserve officer service. The second division is the Support Services division that operates as the administrative wing of the department. This division also handles any investigations, acts as record keepers, and provides school resource officers to the local schools. The department staffs 51 full-time equivalent personnel with 40 of those being sworn-in officers and the other 11 being non-sworn support staff (Shannon Oster-Gabrielson, Personal Communication).



Construction of the proposed project would not result in any road closures that would interfere with the fire and police departments' abilities to provide services to the City. All construction activities would take place off the road and would not represent an obstacle to these emergency vehicles as they travel the area around the project site.

The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. As noted previously, it is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City, although some of the senior residents would relocate to obtain assisted living care in this location. Furthermore, the proposed project will include in-house skilled nursing staff that could address basic health emergencies that might have otherwise resulted in a request for police or fire services. Nevertheless, it is likely that developing a senior living facility will increase calls for emergency services beyond existing conditions. The fire department has indicated that it will be able to handle any increase in call volume (Chief Brian Dempsey, Personal Communication). The Fire Department's current staffing levels allow for a single fire response or two simultaneous emergency medical service calls. If additional assistance is needed beyond what the Fire Department can provide, the Fire Department receives assistance from either the Presidio of Monterey Fire Department or the Monterey Fire Department. As well, American Medical Response responds to all emergency medical service calls and provides advanced life support service and hospital transport. Furthermore, the proposed project would be designed to comply with all Fire Department access requirements and California Fire Code requirements, would not impair emergency response vehicles or increase response times, and would not substantially increase calls for service. Therefore, the Fire and Police Departments would be able to serve the project site at the same levels provided to this area of the City before proposed project implementation, and impacts to fire and police protection services are expected to be less than significant. In addition, the proposed project would not require new or physically altered public facilities for fire protection, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XIV(c). Schools?** The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. Because the residential units would only be occupied by senior residents, the occupants of the proposed project would not directly cause an increase on the demand for school facilities. The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. As noted in Section XIII, because of the general availability of local and regional labor resources and the current unemployment rates in the County, there would be an opportunity to hire local employees to fill the proposed project's employment needs. It is unlikely that a substantial number of employees would need to be relocated from outside the region to meet the need for 54 employees. Any increase in population associated with the proposed project would be limited and would not represent a substantial increase in the City's population. Therefore, it is not anticipated that the proposed project would result in a substantial increase in students within the City's school district.

Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The project Developer would be required to pay such fees to reduce any impacts of residential construction on school services as provided in Section 65995 of the California Government Code. Section 65995 of the California Government Code states that in the case of residential construction, fees, charges, dedications, or other requirements authorized under Section 17620 of the Education Code shall not exceed the one dollar and ninety-three cents (\$1.93) per square foot of assessable space. "Assessable space," for this purpose, means all of the square footage within the perimeter of a residential structure, not including any carport, covered or uncovered walkway, garage, overhang, patio, enclosed patio, detached accessory structure, or similar area. The amount of square footage within the perimeter of a residential structure shall be calculated by the City of Seaside building department. Pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued. Therefore, with payment of the required fees, potential impacts to school services and facilities associated with implementation of the proposed project would be less than significant, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**XIV(d). Parks?** As stated above, the project proposes to construct 144 new senior living residential units and would be designed to accommodate approximately 174 senior residents. The proposed project would include amenities such as on-site recreational activities as well as outdoor courtyards and gardens. It is anticipated that the majority of senior residents would utilize the on-site facilities and amenities. However, it is plausible that residents and employees on their breaks may utilize neighborhood parks and recreational facilities. The closest neighborhood park to the proposed project is located less than 0.5 mile northeast of the project site on Monterey Road between Buena Road and Corregidor Road. The park was designed to accommodate the adjacent residential neighborhoods and includes a basketball court, tennis courts, play structures, and several grass fields. The potential increase in the number of people utilizing this neighborhood park from the proposed project would result in a nominal impact to the maintenance and upkeep of the park. The potential increase in the number of people utilizing park facilities would not result in an adverse impact to these facilities. Therefore, the proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XIV(e). Other public facilities?** The proposed project has been designed as a comprehensive living community with full amenities for senior citizens in need of assisted care. The proposed facilities' amenities include activity areas, a theater, outdoor spaces, and a wellness clinic. It is anticipated that the majority of the needs of the 174 senior residents would be accommodated on the site, and the proposed project would not generate an increased demand for public facilities such as libraries. No impact to public facilities would occur, and no mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

| SECTION XV: RECREATION                                                                                                                                                                       | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                                                                                           |                                |                                                    |                                     |                          |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**XV(a). Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?** The proposed project would be designed to accommodate approximately 174 senior residents. As stated in Section XIII, Population and Housing, the proposed facilities would likely accommodate seniors currently living in the City who are in need of assisted living care as well as senior residents who would relocate to obtain assisted living care. The proposed project has been designed to provide recreational facilities on the site for residents including a number of activity areas and outdoor recreational and therapeutic spaces. It is anticipated that the senior residents would utilize the on-site facilities and amenities for all recreational purposes. It is not anticipated that the senior residents would utilize any off-site recreational facilities.

As discussed in Section XIII, Population and Housing, the proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. A majority of the employees, including maintenance and administrative staff positions, would likely be filled by existing City residents. It is possible that the upper management positions and skilled nurses would be filled by relocating individuals or families from elsewhere. However, the addition of a few individuals or families to the City would be accommodated by the existing neighborhood and regional parks. Therefore, physical deterioration or other impacts to existing neighborhood or regional parks are not anticipated. Impacts would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XV(b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?** The proposed project has been designed to provide on-site recreational facilities for residents, including a number of activity areas and outdoor recreational and therapeutic spaces. The provision of these on-site recreational amenities as part of the proposed project have been considered as an integral part of the environmental analysis presented in this IS/MND. Furthermore, the proposed project would not require the construction or expansion of additional recreational facilities. Therefore, project-related impacts on recreational facilities would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION XVI: TRANSPORTATION/<br>TRAFFIC                                                                                                                                                                                                                                                                                                                                                                                       | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No<br>Impact                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-------------------------------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                                                            |                                      |                                                             |                                     |                                     |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/>             | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?                                                                                                                                                                | <input type="checkbox"/>             | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?                                                                                                                                                                                                                                                               | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?                                                                                                                                                                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?                                                                                                                                                                                                                                                                                                                                                                                     | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?                                                                                                                                                                                                                                        | <input type="checkbox"/>             | <input type="checkbox"/>                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

### Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section are based on the *Traffic Report* (Hatch Mott MacDonald, October 2015) (refer to Appendix A).

**XVI(a). Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?** Roadway performance is most often controlled by the performance of intersections, specifically during peak traffic periods. This is because traffic



control at intersections interrupts traffic flow that would otherwise be relatively unimpeded except for the influences of on-street parking, access to adjacent land uses, or other factors resulting in interaction of vehicles between intersections. For this reason, traffic analyses for individual projects typically focus on peak-hour operating conditions for key intersections. Operating conditions at intersections are typically described in terms of level of service (LOS). LOS is a measure of a roadway's operating performance and is a tool used in defining thresholds of significance as well as measuring a project's consistency with such thresholds. LOS is described with letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst conditions. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result (gridlock conditions), and operations are designated as LOS F.

The 2010 *Highway Capacity Manual* (HCM 2010) signalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle). The HCM 2010 unsignalized methodology presents LOS in terms of total intersection control delay and approach delay of the major and minor streets (in seconds per vehicle). The relationship between LOS and delay at signalized and unsignalized intersections is summarized in Table VI.XVI.1.

**Table VI.XVI.1: Intersection Level of Service Criteria**

| LOS | Signalized Intersection Delay (Seconds) | Unsignalized Intersection Delay (Seconds) |
|-----|-----------------------------------------|-------------------------------------------|
| A   | $\leq 10.0$                             | $\leq 10.0$                               |
| B   | $> 10.0$ and $\leq 20.0$                | $> 10.0$ and $\leq 15.0$                  |
| C   | $> 20.0$ and $\leq 35.0$                | $> 15.0$ and $\leq 25.0$                  |
| D   | $> 35.0$ and $\leq 55.0$                | $> 25.0$ and $\leq 35.0$                  |
| E   | $> 55.0$ and $\leq 80.0$                | $> 35.0$ and $\leq 50.0$                  |
| F   | $> 80.0$                                | $> 50.0$                                  |

Source: Transportation Research Board. *Highway Capacity Manual* (2010).

LOS = level of service

The City considers LOS C to be the upper limit of satisfactory operations for signalized intersections. Mitigation is required for any signalized intersection where project traffic causes the LOS to deteriorate from satisfactory (LOS C or better) to unsatisfactory (LOS D, E, or F); or the addition of project traffic increases the average delay more than 2.0 seconds when an intersection is operating at LOS D; or the addition of project traffic increases the average delay by more than 1.0 second at intersections operating at LOS E or F.

For unsignalized intersections, mitigation is required in which the addition of project traffic causes the LOS to deteriorate from satisfactory (LOS E or better for two-way stop-controlled [TWSC] intersections, LOS C or better for all-way stop-controlled [AWSC] intersections) to unsatisfactory (LOS F for TWSC intersections; LOS D for AWSC intersections), or the addition of project traffic exacerbates unsatisfactory operations (LOS F for TWSC intersections; LOS D for AWSC intersections).

The HCM 2010 LOS threshold volumes for a two-lane Collector Street are summarized in Table VI.XVI.2 below.

**Table VI.XVI.2: Level of Service Threshold Volumes for Various Roadway Types**

| Roadway Type     | Lanes | Peak-Hour Threshold Volumes |       |       |       |       |
|------------------|-------|-----------------------------|-------|-------|-------|-------|
|                  |       | LOS A                       | LOS B | LOS C | LOS D | LOS E |
| Collector Street | 2     | 600                         | 750   | 900   | 1,050 | 1,200 |

Source: Transportation Research Board. *Highway Capacity Manual* (2010).  
LOS = level of service

The Synchro 8 software was used to determine the LOS at the study area intersections.

The following study area intersections were analyzed in the *Traffic Report*:

1. Coe Avenue–Project Driveway/Monterey Road (AWSC)
2. Fremont Boulevard–SR-1 ramps/Monterey Road (signalized)
3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp (signalized)
4. Secondary Project Driveway/Monterey Road (proposed)

The study area also includes the roadway segment of Monterey Road between Fremont Boulevard and Coe Avenue.

The following analysis periods were evaluated to determine impacts associated with the proposed project:

- Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
- Weekday p.m. peak hour (between 4:00 p.m. and 6:00 p.m.)

Existing a.m. and p.m. peak-hour traffic volumes were collected in October 2014 for the study area intersections and roadway segment. The weekday peak hours (i.e., highest 1-hour period between 7:00 a.m. and 9:00 a.m. and the highest 1-hour period between 4:00 p.m. and 6:00 p.m.) are evaluated because they represent peak commute times (i.e., employees driving to work in the morning and driving home in the evening).

The proposed project includes construction of a 144-unit assisted living facility with memory care services on the project site. Project trips associated with the 163 beds within the 144 assisted living units were generated using trip rates from Land Use Code 254 (Assisted Living) from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition (2012), as presented in Table VI.XVI.3.

**Table VI.XVI.3: Project Trip Generation**

| Land Use                | Size | Units         | ADT  | AM Peak Hour |      |       | PM Peak Hour |      |       |
|-------------------------|------|---------------|------|--------------|------|-------|--------------|------|-------|
|                         |      |               |      | In           | Out  | Total | In           | Out  | Total |
| Trip Rates <sup>1</sup> |      |               |      |              |      |       |              |      |       |
| Assisted Living         | 163  | Occupied beds | 2.74 | 0.12         | 0.06 | 0.18  | 0.15         | 0.14 | 0.29  |
| Project Trip Generation |      |               |      |              |      |       |              |      |       |
| Assisted Living         | 163  | Occupied beds | 447  | 20           | 9    | 29    | 24           | 23   | 47    |

Source: Institute of Transportation Engineers. *Trip Generation Manual*, 9<sup>th</sup> Edition (2012).

<sup>1</sup> Trip rates referenced from Land Use Code 254 (Assisted Living), *Trip Generation Manual*.

ADT = average daily traffic

As Table VI.XVI.3 indicates, the proposed project has the potential to generate approximately 447 average daily trips (ADT), including 29 trips (20 inbound and 9 outbound) in the a.m. peak hour and 47 trips (24 inbound and 23 outbound) in the p.m. peak hour.

Trip distribution and assignment for the project was based on proximity to travel corridors.

Table VI.XVI.4, below, summarizes the results of the existing and existing plus project LOS analysis for study area intersections. Table VI.XVI.5 presents the results of the existing and existing plus project LOS analysis for the study area roadway segment.

**Table VI.XVI.4: Existing and Existing Plus Project Intersection Level of Service Summary**

| Study Area Intersection                                                             | Time Period | Existing |     | Existing Plus Project |          | Delay Increase | Significant Impact? |
|-------------------------------------------------------------------------------------|-------------|----------|-----|-----------------------|----------|----------------|---------------------|
|                                                                                     |             | Delay    | LOS | Delay                 | LOS      |                |                     |
| 1. Coe Avenue/Monterey Road                                                         | AM          | 10.1     | B   | 10.5                  | B        | 0.4            | No                  |
|                                                                                     | PM          | 11.3     | B   | 12.3                  | B        | 1.0            | No                  |
| 2. Fremont Boulevard–SR-1 ramps/Monterey Road                                       | AM          | 30.9     | C   | 31.5                  | C        | 0.6            | No                  |
|                                                                                     | PM          | 43.9     | D   | 47.5                  | D        | 3.6            | Yes                 |
| <i>With Mitigation</i>                                                              | <i>PM</i>   | -        | -   | 45.5                  | <i>D</i> | 1.6            | <i>No</i>           |
| 3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp | AM          | 5.7      | A   | 5.7                   | A        | 0.0            | No                  |
|                                                                                     | PM          | 7.0      | A   | 7.1                   | A        | 0.1            | No                  |
| 4. Secondary Project Driveway/Monterey Road (proposed)                              | AM          | N/A      | N/A | 8.8                   | A        | 8.8            | No                  |
|                                                                                     | PM          | N/A      | N/A | 9.4                   | A        | 9.4            | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

N/A = not applicable

SR-1 = State Route 1

**Table VI.XVI.5: Existing and Existing Plus Project Roadway Segment Level of Service Summary**

| Study Area Roadway Segment                             | Time Period | Existing |     | Existing Plus Project |     | Volume Increase | Significant Impact? |
|--------------------------------------------------------|-------------|----------|-----|-----------------------|-----|-----------------|---------------------|
|                                                        |             | Volume   | LOS | Volume                | LOS |                 |                     |
| Monterey Road between Fremont Boulevard and Coe Avenue | AM          | 433      | A   | 455                   | A   | 22              | No                  |
|                                                        | PM          | 852      | C   | 888                   | C   | 36              | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).  
LOS = level of service

As shown in Table VI.XVI.4, all three existing study area intersections operate at satisfactory LOS (defined as LOS C or better) during both peak hours, with the exception of the Fremont Boulevard–SR-1 ramps/Monterey Road intersection (LOS D in the p.m. peak hour). With implementation of the proposed project, the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would continue to operate at unsatisfactory LOS D in the p.m. peak hour. Because the proposed project would increase the deficient delay from 43.9 to 47.5 seconds (more than 2.0 seconds), this would result in a significant impact. Implementation of Mitigation Measure TRA-1, requiring a specific employee shift schedule, would reduce significant impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.

The proposed project is anticipated to generate 47 trips in the p.m. peak hour (24 inbound and 23 outbound). The *Traffic Report* prepared for the proposed project concluded that the p.m. peak-hour trip generation must be reduced by a minimum of 22 trips (11 inbound and 11 outbound) to reduce the intersection impact, to less than significant. In other words, the proposed project can generate up to 25 p.m. peak-hour trips (13 inbound and 12 outbound) before a significant impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection.

Because employees would generate the majority of the a.m. and p.m. peak-hour project trips, if employee shift start/end times are scheduled outside of the typical peak-hour periods, the number of employee peak-hour vehicular trips would be reduced.

Therefore, in order to mitigate the significant impact at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection, project operations must implement the following shift times and employee numbers:

- Day Shift 1: 6:00 a.m. to 2:00 p.m., with 37 employees
- Day Shift 2 : 9:00 a.m. to 6:00 p.m., with 5 employees
- Evening Shift: 2:00 p.m. to 10:00 p.m., with 33 employees
- Night Shift: 10:00 p.m. to 6:00 a.m., with 12 employees

Based on the above schedule, and if each person represents 2 trips (1 inbound trip within 15 minutes before shift start time and 1 outbound trip within 15 minutes after shift end time), then a total employee trip generation of 174 daily trips (87 inbound and 87 outbound) can be represented as follows:

- 5:45 a.m. to 6:00 a.m.: 37 inbound trips
- 6:00 a.m. to 6:15 a.m.: 12 outbound trips
- 8:45 a.m. to 9:00 a.m.: 5 inbound trips
- 1:45 p.m. to 2:00 p.m.: 32 inbound trips
- 2:00 p.m. to 2:15 p.m.: 37 outbound trips
- 6:00 p.m. to 6:15 p.m.: 5 outbound trips
- 9:45 p.m. to 10:00 p.m.: 12 inbound trips
- 10:00 p.m. to 10:15 p.m.: 32 outbound trips

Employees of Day Shift 1, Evening Shift, and Night Shift would generate trips outside of both the a.m. and p.m. peak hours. The 5 employees of Day Shift 2 are anticipated to generate 5 inbound a.m. peak-hour trips and 5 outbound p.m. peak-hour trips.

As previously discussed, the proposed project is anticipated to generate 47 p.m. peak-hour trips (24 inbound and 23 outbound) using ITE trip rates. A maximum of 25 p.m. peak-hour trips (13 inbound and 12 outbound) could be generated by the project before a significant intersection impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Because the proposed employee shift schedule would limit the p.m. peak-hour trip generation to 5 employee outbound trips, a total of 20 non-employee p.m. peak-hour trips (13 inbound and 7 outbound) could be generated prior to a significant intersection impact occurring at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Therefore, it is anticipated that the proposed operational schedule of Mitigation Measure TRA-1 would reduce the total project p.m. peak-hour trip generation to 25 or fewer p.m. peak-hour trips.

With implementation of Mitigation Measure TRA-1, the delay at the Fremont Boulevard–SR-1 ramps/Monterey Road would only increase by 1.6 seconds from existing conditions (from 43.9 to 45.5 seconds), which is below the 2.0 second threshold. Therefore, with implementation of Mitigation Measure TRA-1, traffic impacts associated with the proposed project would be less than significant.

As shown in Table VI.XVI.5, Monterey Road between Fremont Boulevard and Coe Avenue currently operates at satisfactory LOS (defined as LOS C or better) during both peak hours. With implementation of the proposed project, this roadway segment would continue to operate at satisfactory LOS.

Cumulative (year 2035) plus project conditions were also analyzed. Cumulative conditions were developed based on traffic from area-wide approved and proposed long-term projects (i.e., City projects approved by City Planning Department staff). Table VI.XVI.6 summarizes the results of the cumulative plus project LOS analysis for study area intersections. Table VI.XVI.7 presents the results of the cumulative plus project LOS analysis for the study area roadway segment.

**Table VI.XVI.6: Cumulative Plus Project Intersection Level of Service Summary**

| Study Area Intersection                                                             | Time Period | Cumulative Plus Project |     | Significant Impact? |
|-------------------------------------------------------------------------------------|-------------|-------------------------|-----|---------------------|
|                                                                                     |             | Delay                   | LOS |                     |
| 1. Coe Avenue/Monterey Road                                                         | AM          | 11.1                    | B   | No                  |
|                                                                                     | PM          | 14.1                    | B   | No                  |
| 2. Fremont Boulevard–SR-1 ramps/Monterey Road                                       | AM          | 41.4                    | D   | No                  |
|                                                                                     | PM          | 74.8                    | E   | Yes                 |
| <i>With Mitigation</i>                                                              | AM          | 12.0                    | B   | No                  |
|                                                                                     | PM          | 14.1                    | B   | No                  |
| 3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp | AM          | 5.9                     | A   | No                  |
|                                                                                     | PM          | 7.4                     | A   | No                  |
| 4. Secondary Project Driveway/Monterey Road (proposed)                              | AM          | 8.9                     | A   | No                  |
|                                                                                     | PM          | 9.5                     | A   | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

SR-1 = State Route 1

**Table VI.XVI.7: Cumulative Plus Project Roadway Segment Level of Service Summary**

| Study Area Roadway Segment                             | Time Period | Cumulative Plus Project |     | Significant Impact? |
|--------------------------------------------------------|-------------|-------------------------|-----|---------------------|
|                                                        |             | Volume                  | LOS |                     |
| Monterey Road between Fremont Boulevard and Coe Avenue | AM          | 532                     | A   | No                  |
|                                                        | PM          | 992                     | D   | Yes                 |
| <i>With Mitigation</i>                                 | AM          | 241                     | A   | No                  |
|                                                        | PM          | 605                     | B   | No                  |

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

As shown in Table VI.XVI.6, three study area intersections are forecast to operate at satisfactory LOS (defined as LOS C or better) during both peak hours under cumulative plus project conditions. The Fremont Boulevard–SR-1 ramps/Monterey Road intersection would operate at an unsatisfactory LOS under the cumulative plus project condition (LOS D in the a.m. peak hour and LOS E in the p.m. peak hour). Because the LOS at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would degrade from LOS C to D in the a.m. peak hour and from LOS D to E in the p.m. peak hour from existing plus project to cumulative plus project conditions, a significant cumulative impact would result at this intersection. Implementation of Mitigation Measure TRA-2, requiring payment into the Fort Ord Reuse Authority (FORA) Fee, would reduce significant cumulative impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.



As shown in Table VI.XVI.7, Monterey Road between Fremont Boulevard and Coe Avenue is forecast to operate at satisfactory LOS A during the a.m. peak hour and unsatisfactory LOS D during the p.m. peak hour under cumulative plus project conditions. Because the p.m. peak-hour LOS would degrade from satisfactory to unsatisfactory from existing plus project to cumulative plus project conditions, a significant cumulative impact would result at this roadway segment.

Caltrans approved the *SR-1 Project Study Report* (PSR) on September 26, 2002, which identified the following improvements:

- Removal of the east leg of the Fremont Boulevard–SR-1 ramps/Monterey Road intersection
- Upgrading the Fremont Boulevard/Military Avenue–Del Monte Boulevard intersection (including signalization and lane modifications)
- Construction of a new SR-1/Monterey Road interchange north of the existing SR-1/Fremont Boulevard interchange

As a result of these improvements, project traffic to and from SR-1 would be diverted from the existing Fremont Boulevard interchange to the new Monterey Road interchange, as well as away from Monterey Road between Fremont Boulevard and Coe Avenue. As shown in Tables VI. XVI.6 and VI.XVI.7, implementation of these improvements would result in satisfactory LOS B during both peak hours at the SR-1 interchange at Fremont Boulevard and satisfactory LOS B or better during both peak hours along Monterey Road between Fremont Boulevard and Coe Avenue.

These improvements are included in the FORA Capital Improvement Program (CIP). FORA administers a Community Facilities District Fee that includes costs for FORA's CIP, including transportation/transit, habitat management, and water augmentation, as well as payment towards the Transportation Agency for Monterey County (TAMC) regional fee program. The FORA Community Facilities District Fee Schedule is based on the property classifications and tax rates provided in Fort Ord Reuse Authority Resolution 14-13. The proposed project cannot clearly be categorized as one of the property classifications identified in the Community Facilities District Fee Schedule. Therefore, the City and FORA will jointly determine which property classification is the most appropriate, and this will determine the proposed project's required FORA fee. Therefore, implementation of Mitigation Measure TRA-2, which requires payment of the FORA Fee, would reduce significant cumulative impacts along Monterey Road between Fremont Boulevard and Coe Avenue to less than significant.

With implementation of Mitigation Measures TRA-1 and TRA-2, the proposed project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

**Significance Determination:** Potentially Significant Impact

## Mitigation Measures:

**Mitigation Measure TRA-1: Employee Shift Schedule of Operations.** Prior to issuance of a Grading Permit, the Developer shall be required to submit an Employee Shift Schedule of Operations to the City of Seaside (City) Director of Public Works, or appropriate designee, for review and approval. The Employee Shift Schedule of Operations shall be as follows:

- Day Shift 1: 6:00 a.m. to 2:00 p.m., with no more than 37 employees
- Day Shift 2: 9:00 a.m. to 6:00 p.m., with no more than 5 employees
- Evening Shift: 2:00 p.m. to 10:00 p.m., with no more than 33 employees
- Night Shift: 10:00 p.m. to 6:00 a.m., with no more than 12 employees

During project operations, the Developer shall submit quarterly reports to the City Planning Division documenting compliance with the Employee Shift Schedule of Operations.

**Mitigation Measure TRA-2: Payment into the FORA Fee.** Prior to issuance of a Grading Permit, the Developer shall be required to pay the Fort Ord Reuse Authority (FORA) Fee, which includes costs for the adopted Capital Improvement Program.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(b). Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

TAMC is the designated Congestion Management Agency (CMA) and the Regional Transportation Planning Agency for Monterey County. However, Monterey County does not have a Congestion Management Program. The mission of TAMC is to proactively plan and fund a transportation system that enhances mobility, safety, access, environmental quality, and economic activities by serving the needs of Monterey County residents, businesses, and visitors. The City of Seaside is within Monterey County. TAMC prepares the Regional Transportation Plan (RTP) every four years, which provides a basis for actions to allocate State and federal funding to transportation projects. Regional transportation improvements of the 2014 Monterey County RTP include locations within the project study area (i.e., SR-1, Fremont Boulevard, and Monterey Road).

As described in Response XVI (a) above, the proposed project would exceed the City's LOS standards at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection and along Monterey Road between Fremont Boulevard and Coe Avenue. Therefore, the project would be required to

implement Mitigation Measures TRA-1 and TRA-2 in order to reduce its impacts to less than significant. The improvements identified in Mitigation Measure TRA-2 are currently included in the 2014 Monterey County RTP. With the prescribed mitigation of both Mitigation Measures TRA-1 and TRA-2, the project would not conflict with any applicable LOS standards, travel demand measures, or other standards by the County CMA (TAMC).

**Significance Determination:** Potentially Significant Impact

**Mitigation Measures:** Refer to Mitigation Measures TRA-1 and TRA-2 above.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(c). Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?** The nearest airports to the project site are the Monterey Regional Airport located at 200 Fred Kane Drive, which is approximately 5.5 miles south of the project site, and the Salinas Municipal Airport located at 30 Mortensen Avenue, which is approximately 18 miles east of the project site. Implementation of the proposed project would not result in an increase in air traffic or affect air traffic patterns. No mitigation is required.

**Significance Determination:** No Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** No Impact

**XVI(d). Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?** The proposed project would not introduce any new sharp curves or intersections that would conflict with existing land uses in the surrounding area. Access to the project site would be provided via two new full-access driveways on Monterey Road. The main driveway would be the fourth leg of the Coe Avenue/Monterey Road intersection, and the secondary driveway would be located approximately 400 ft east of the Coe Avenue/Monterey Road intersection. The proposed project design features (including the new driveways) would comply with all City standards. Furthermore, the proposed project driveways would intersect with the public street (Monterey Road) at approximately 90 degrees, and there are no sight distance obstructions along Monterey Road. Therefore, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(e). Result in inadequate emergency access?** Direct access for emergency vehicles would be provided via the existing intersection of Coe Avenue/Monterey Road, including the main project driveway (i.e., fourth leg of Coe Avenue/Monterey Road), as well as the secondary project driveway

east of the Coe Avenue/Monterey Road driveway on Monterey Road. The project driveways, as well as the internal circulation roadways, would be built in accordance with all applicable City standards allowing safe and efficient ingress and egress of emergency vehicles. Therefore, adequate emergency access would be provided for all vehicles (i.e., employee, visitor, and emergency vehicles). Therefore, implementation of the proposed project would not result in inadequate emergency access. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVI(f). Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?** Pedestrians accessing the project site may utilize pedestrian facilities (e.g., sidewalks and crosswalks) that are part of the surrounding street system. Sidewalks are located along both sides of Monterey Road and Coe Avenue and can be used to access the site. Monterey-Salinas Transit (MST) Bus Routes 18, 74, 75, and 76 serve the immediate area with stops along Monterey Road and Coe Avenue directly across the project site. The proposed project would not remove or relocate any alternative transportation access points. Furthermore, the proposed project would be subject to compliance with City policies, plans, and programs and other applicable agencies regarding alternative modes of transportation. Therefore, the proposed project does not conflict with and would not affect adopted plans, policies, or programs supporting alternative transportation. Furthermore, the proposed project would not decrease the performance or safety of such facilities. No mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

| SECTION XVII: UTILITIES AND SERVICE SYSTEMS                                                                                                                                                                                       | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| Would the project:                                                                                                                                                                                                                |                                |                                                    |                                     |                          |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?                                                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**XVII(a). Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?** The Central Coast Regional Water Quality Control Board (RWQCB) regulates the treatment of wastewater at treatment facilities and the discharge of treated wastewater into receiving waters. The proposed project is not an industrial facility and is not subject to the wastewater treatment requirements of the Central Coast RWQCB. Local governments and water districts are responsible for complying with federal regulations, both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation

and maintenance is critical for sewage collection and treatment as impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with the water quality regulations set forth by the State. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, record-keeping, and reporting requirements. Each POTW that intends to discharge into the nation's waters must obtain a WDR prior to initiating its discharge.

The Marina Coast Water District (MCWD) serves the City of Marina and the Ord Community (the former Fort Ord where the project site is located). MCWD provides water, wastewater, and recycled water services. The MCWD facilities would receive wastewater generated from the proposed project. The wastewater is ultimately pumped to the Monterey Regional Water Pollution Control Agency (MRWPCA) regional treatment plant for processing, which is located 2 miles north of the City of Marina in northern Monterey County. Any future development on the project site would be serviced by the MRWPCA regional treatment facility. The regional treatment facility is responsible for the disposal of treated wastewater.

Because the MRWPCA regional plant is considered a POTW, operational discharge flows treated at the MRWPCA regional plant would be required to comply with applicable WDRs issued by the Central Coast RWQCB. Compliance with conditions or permit requirements established by the City as well as WDRs outlined by the Central Coast RWQCB would ensure that wastewater discharges coming from the project site and treated by the wastewater treatment facility system would not exceed applicable Central Coast RWQCB wastewater treatment requirements.

The MRWPCA regional treatment facility has been designed to treat typical wastewater flows from different land uses in the region, including within the City. The proposed project would generate wastewater flows typical of residential and commercial uses in the City. Therefore, the proposed project would not produce wastewater atypical of flows received at the MRWPCA regional treatment plant. MRWPCA has provided the Applicant with a will service letter (see Appendix B) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. In addition, as discussed in Response XVII(b), below, the proposed project is anticipated to generate approximately 24,000 gallons of wastewater per day, which is a fraction of 0.1 percent of the available daily treatment capacity at MRWPCA. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the MRWPCA regional treatment plant, would be typical of wastewater flows in the City, and would not result in the MRWPCA regional treatment facility exceeding its wastewater treatment requirements. Therefore, impacts related to wastewater treatment requirements would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact



**XVII(b). Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Water.** There are three water service providers who provide water to the City. The northern areas of the City, north of Military Avenue, are serviced by MCWD. A section of the easterly area is serviced by the Seaside Municipal Water System, and the remaining areas are serviced by California American Water. The project site is located in the MCWD service area. The MCWD has two different service areas: the Central Marina and the Ord Community. The Central Marina's supply wells are supported from three deep groundwater wells located in the 900 ft aquifer of the Salinas Valley Groundwater Basin, and the Ord Community's supply wells are supported from three groundwater wells located in the lower 180 ft and 400 ft aquifers of the Salinas Valley Groundwater Basin. The project site is located in the Ord Community service area.

The Ord Community is allocated 1,012 acre-feet per year (af/yr) from the Salinas Valley Groundwater Basin. According to the Marina Coast Water District's 10 Year Annual Consumption Report, the metered consumption used by the Ord Community ranged from a low of approximately 415 af/yr in 2006 to approximately 865 af/yr in 2013. In 2015, the metered consumption used by the Ord Community was approximately 390 af/yr.

The proposed project may result in a short-term demand for water during demolition, excavation, grading, and construction activities on site. Water demand for soil watering (fugitive dust control), cleanup, painting, and other activities would be temporary. These uses would cease when construction is complete. Overall, demolition and construction activities require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. Therefore, potential project impacts associated with short-term water supply demand during construction activities would be less than significant, and no mitigation is required.

The proposed project includes the expansion of the existing on-site water system; however, the potential impacts associated with installation of utilities has been evaluated as part of the project throughout this IS/MND. Therefore, the proposed project would not require, nor would it result in, the construction of new water distribution facilities or the expansion of existing facilities other than those facilities to be constructed as part of the project, which could cause significant environmental effects. Therefore, project impacts related to the construction of water distribution facilities are less than significant, and no mitigation is required.

Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr.<sup>1</sup> This does not include any reduction that would be obtained through incorporation of the sustainability features listed in Section II.B of this IS/MND. Based on the current and 10-year annual water consumption rates provided by the Marina Coast Water District, there is sufficient water allocation remaining in the 1,012 af/yr Ord Community/City of Seaside water allocation limit to meet the water supply needs of the proposed project. Therefore, water supply is available to meet the incremental increase in demand from the proposed project. The project would

<sup>1</sup> Water consumption was calculated based on the Marina Coast Water District's Urban Water Management Plan water demand factors. (144 dwelling units x 0.25 af/yr/dwelling unit) + (0.89 ac landscaping x 2.1 af/yr/ac) + (2,000 sf restaurant x 0.00145 af/yr/sf) = 40.8 af/yr.

not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water. Therefore, project impacts associated with an increase in potable water demand are considered less than significant, and no mitigation is required.

**Wastewater.** The MCWD serves the City of Marina and the Ord Community (the former Fort Ord where the project site is located). MCWD provides water, wastewater, and recycled water services. Wastewater collected through the MCWD facilities is ultimately conveyed to the MRWPCA regional treatment plant. Each City or community maintains and operates its own sewage collection system.

Wastewater generated in the City is conveyed to the MRWPCA regional treatment plant, which is located 2 miles north of the City of Marina in northern Monterey County. The MRWPCA owns and operates a sanitary sewer system that serves a population of approximately 250,000 people in 11 jurisdictions. These jurisdictions include the City of Del Rey Oaks, the City of Monterey, the City of Pacific Grove, the City of Salinas, the City of Sand City, the City of Seaside, the Castroville Community Services District, the Marina Coast Water District, the Moss Landing County Sanitation District, the Boronda County Sanitation District, and the County of Monterey. The facility is located on a 100-acre site and has the capacity to treat 29.6 million gallons of wastewater per day. The facility receives approximately 18.5 million gallons of wastewater each day. Approximately 60 percent of all MRWPCA's water intake is recycled each year and used for farmland in northern Monterey County. Recycling water reduces the discharge of treated wastewater into the Monterey Bay. Wastewater generated by the proposed project would be treated at the MRWPCA regional treatment plant.

It is estimated that implementation of the proposed project would generate approximately 24,000 gallons of wastewater per day. The proposed project would require a fraction of 0.1 percent of the available daily treatment capacity at the MRWPCA regional treatment plant. In addition, MRWPCA has provided the Applicant with a will service letter (see Appendix B) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. Increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the treatment plants that serve the project area. Therefore, the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or expansion of existing facilities, which could cause significant environmental effects. Project impacts related to the construction of wastewater treatment or collection facilities are less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(c). Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?** As discussed in Section IX, Hydrology and Water Quality, in compliance with the requirement of the Fort Ord Reuse Authority, 100 percent of the on-site storm water from a 24-hour 100-year storm event must be infiltrated on the site. Because stormwater runoff would be contained

on the site, the proposed project would not exceed the capacity of downstream storm drain lines. Therefore, all storm drainage facilities associated with the project would be provided on site, and no new off-site drainage facilities or expansion of existing facilities would be required. The proposed project would include the construction of bioswales and rain gardens and utilize pervious pavement to contain all storm water on the project site.

These stormwater facilities have been assessed as an integral part of the environmental analysis presented in this IS/MND. Therefore, project-related impacts associated with the construction of new or the expansion of existing stormwater drainage facilities would be considered less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(d). Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?** Refer to Response XVII(b), above. Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr. The project would not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water. Therefore, the project would have sufficient water supplies available to serve the project from existing entitlements and resources and would not require new or expanded entitlements. Therefore, impacts related to water supplies are less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(e). Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?** Refer to Response XVII(b), above. Although the proposed project would increase wastewater demand on the site, the increased wastewater flows from the project site can be accommodated within the existing design capacity of the MRWPCA regional treatment plant that serves the City and surrounding area. Therefore, the wastewater treatment provider would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, impacts related to wastewater generation are less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVII(f). Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?** The project site is located in the City of Seaside, within Monterey County which is under the jurisdiction of the Monterey Regional Waste Management District (MRWMD). The MRWMD operates the Monterey Peninsula Landfill (MPL) and the Materials Recovery Facility (MRF) on a 470-acre site in the City of Marina. The MPL is the location for regional disposal and the MRF provides recycling services for commercial and self-hauled materials. The MPL and MRF are located approximately 10 miles to the northeast of the project site. The MPL is approximately 315 acres in size and receives approximately 300,000 tons per year (less than 1,000 tons per day) of municipal solid waste for disposal. Based on the current operational schedule and tonnage received, the MPL is estimated to be open until the year 2161. The MPL has a capacity of approximately 84 million cubic yards (cy). The remaining landfill waste capacity is estimated to be at 71 million cy, or 48 million tons.<sup>1</sup>

Construction of the proposed project would require the demolition of the 5,000 sf structure currently on the project site, which was previously used a gas and convenience store by the U.S. Army. The gas pumps were previously removed by the U.S. Army in 1996; therefore, demolition activities would not generate or release any hazardous wastes. The majority of the waste generated during demolition and construction activities would be building materials such as concrete, asphalt, dirt, and waste generated by construction workers. The generation of construction waste would be temporary, would cease when construction is complete, and would not be substantial. Demolition and construction debris would be disposed of at the MPL, which has the capacity to handle the amount of construction waste generated by the proposed project. Therefore, construction of the proposed project would result in a less than significant impact to solid waste and landfill activities, and no mitigation is required.

The proposed project is a senior assisted living development, and no hazardous waste is expected to be generated during operation of the proposed project. As illustrated by Table VI.XVII.1, the proposed project would generate a total of 1,140 pounds per day ((lbs/day) of solid waste (0.57 tons per day). The incremental increase in solid waste generated by the proposed project would constitute approximately 0.057 percent of the average daily available capacity (1,000 tons per day) at the MPL. Therefore, solid waste generated by the proposed project would not exceed the capacity of the MPL, and implementation of the proposed project would result in a less than significant impact to solid waste and landfill activities, and no mitigation is required.

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<sup>1</sup> Monterey Regional Waste Management District. 2014. Monterey Peninsula Landfill. Website: <http://www.mrwmd.org/programs-services/disposal/monterey-peninsula-landfill/> (accessed October 8 2015).

**Table VI.XVII.1: Generation of Solid Waste from Implementation of the Proposed Project**

|                  | Land Use                | Proposed Development     | Estimated Solid Waste Generation Rate | Estimated Solid Waste Generation (lbs/day) |
|------------------|-------------------------|--------------------------|---------------------------------------|--------------------------------------------|
| Proposed Project | Nursing/Retirement Home | 174 <sup>1</sup> persons | 5 lbs/person/day                      | 870                                        |
|                  | Nursing/Retirement Home | 54 employees             | 5 lbs/person/day                      | 270                                        |
| <b>Total</b>     |                         |                          |                                       | <b>1,140</b>                               |

Source: CalRecycle, Public Sector and Institutions: Estimated Solid Waste Generation Rates

<sup>1</sup> Estimated 100 seniors living in the Assisted Living Facility, 55 seniors living in the Memory Care Facility, 1 caretaker in the Co-Housing Facility and 1.5 persons per 12 independent senior living units (1.5 persons per unit x 12 senior residential units = 18 persons + 100 persons + 55 persons = 174 persons).

lbs/day = pounds per day

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

#### **XVII(g). Comply with federal, state, and local statutes and regulations related to solid waste?**

The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies such as source reduction, recycling, and composting. The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. In response to AB 939, the MRWMD's MRF was opened in 1996. Since 1996, the MRF and recycling programs have diverted more than 1.1 million tons of recyclable and reusable materials from landfill disposal. More than 50 percent of the mixed waste that is received at the MRF is recycled, reused, and diverted from landfill disposal, meeting the AB 939 requirements. AB 341 was passed in 2011 and that increased the landfill diversion goal to 75 percent by 2020. MRWMD staff is currently preparing an MRF project that would be capable of recovering up to 75 percent or more of mixed waste,<sup>1</sup> in addition to processing the construction and demolition waste, which would allow the facility to meet the required diversion goal. In addition, the City contracts with Waste Management, which provides curbside trash, recycling, and yard waste collection services that counts towards meeting the City's solid waste diversion goal.

The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal, State, and City law. In addition, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the existing landfill serving the project site. Therefore, the proposed project would result in a less than significant impact related to federal, State, and local statutes and regulations related to solid wastes, and no mitigation is required.

<sup>1</sup> Monterey Regional Waste Management District. 2014. Materials Recovery Facility. Website: <http://www.mrwmd.org/programs-services/recycling/materials-recovery-facility/> (accessed October 8, 2015).

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact



| SECTION XVIII: MANDATORY FINDINGS OF SIGNIFICANCE                                                                                                                                                                                                                                                                                                                                                                                                        | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Discussion/Conclusion/Mitigation:**

**XVIII(a). Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?** As stated in Chapter VI, Section IV, Biological Resources, 47 special-status plant and wildlife species have the potential to occur within the project area. Of the 47 special-status species identified, only one special-status plant species, Michael's rein orchid, was observed in the southeast portion of the project site during the field survey conducted during the spring of 2015. This small patch consisted of less than a dozen plants. This species has a California Native Plant Society (CNPS) rating of 4.2 (i.e., this species is fairly uncommon and of limited distribution but does not have a State or federal protection status). In addition, plants with this CNPS ranking should be monitored and, where possible, avoided and preserved; however, protection and preservation of this species is not required. No other suitable habitat or special-status species were found to be present on the project site during the 2014 and 2015 field surveys.

There is a limited potential that the project site may provide suitable upland habitat for special-status amphibian species, such as the California tiger salamander (CTS) and/or California red-legged frog, (CRLF) which are federally and State listed as threatened and federally listed as threatened, respectively, if the large stormwater basin adjacent to the project site begins holding surface water seasonally. Because there is no evidence of the basin holding water in the past, the possibility of this occurring is very remote. However, in the unlikely event that the basin begins to hold water, it is likely that it would occur well after the project has been developed.

The proposed project would remove 84 trees (Monterey cypress and bluegum eucalyptus) that may provide suitable habitat for migratory birds and raptors protected under the Migratory Bird Treaty Act and the California Fish and Game Code. In addition, these trees may provide roosting habitat for bats. Impacts to nesting birds and roosting bats could occur in the form of direct mortality, particularly from the destruction of nests and mortality of young if construction occurs during the nesting bird season or bat maternity season, or from habitat loss. If construction activities are scheduled during the nesting bird season or bat maternity season, pre-construction nesting bird and roosting bat surveys would be required in order to prevent any impacts to nesting birds or roosting bats, as specified in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential project-related impacts to nesting birds and roosting bats would be reduced to less than significant levels.

As stated in Chapter VI, Section V, Cultural Resources, the project site does not contain surface evidence of archaeological resources, is not within an area of high sensitivity for possessing archaeological resources, and has no indication of elevated sensitivity for the presence of previously undocumented buried archaeological resources to occur in the project area. Construction of the proposed project would require excavation; however, the potential for unknown subsurface resources to be encountered during construction activities is low. In the unlikely event that unknown archaeological resources are discovered during construction of the proposed project, compliance with existing regulations as specified in Standard Condition CULT-1 would ensure that potential project-related impacts associated with impacting unknown archaeological resources would be less than significant, and no mitigation is required.

The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because project excavation would reach depths of these paleontologically sensitive deposits, there is a potential for the proposed project to impact paleontological resources. Implementation of Mitigation Measure CULT-2 requiring the development and implementation of a Paleontological Resource Impact Mitigation Program (PRIMP), would reduce potential impacts to paleontological resources to less than significant levels.

No human remains are present on the project site, and there are no facts or evidence to support the theory that Native Americans or people of European descent are buried on the project site. However, project excavation has the potential to disturb previously unknown human remains. In the unlikely event that human remains are encountered during construction of the proposed project, implementation of Standard Condition CULT-3, requiring notification of the proper authorities and proper handling of human remains, would reduce potential impacts to unknown buried human remains to less than significant levels, and no mitigation is required.

Therefore, with implementation of the Mitigation Measures and Standard Conditions noted above, the potential for the proposed project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of a major period of California history or prehistory would be less than significant.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** Refer to Mitigation Measure BIO-1, and Standard Conditions CULT-1, CULT-3, and Mitigation Measure CULT-2 in Chapter VI, Section IV, Biological Resources, and Section V, Cultural Resources, respectively.

**Significance Determination After Mitigation:** Less than Significant Impact

**XVIII(b). Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?** Section 15065(a)(3) of the *State CEQA Guidelines* states that a project’s cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonable foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects or programs that are not incorporated into baseline or existing conditions. Section 15355 of the *State CEQA Guidelines* defines a cumulative impact as an impact that is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. The projects identified in Table VI.XVIII.1, below, were reviewed to evaluate the potential cumulative impacts associated with implementation of the proposed project. As shown in the discussion above, environmental impacts associated with the proposed project can be reduced to less than significant levels through standard or project-specific mitigation measures. When the impacts associated with the proposed project were evaluated in conjunction with the projected impacts from the Cumulative Project List provided below (Table VI.XVIII.1), it was determined that the proposed project’s cumulative contribution to impacts in the proposed project area would be negligible; therefore, cumulative impacts associated with the proposed project would be less than significant, and no mitigation is required.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

**Table VI.XVIII.1: Cumulative Projects List**

| <b>Project Title</b>                        | <b>Project Location and Description</b>                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Current Status</b>                                                                             |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| In-N-Out Burger Drive-Through Restaurant    | The proposed restaurant is located along Del Monte Boulevard adjacent to Laguna Grande Lake in the City of Seaside. The project includes an approximately 3,750 sf In-N-Out Burger Drive-Through Restaurant and associated facilities including outdoor dining, outdoor patio seating, and a drive-through window.                                                                                                                                    | Under construction.                                                                               |
| The Projects at Main Gate Specific Plan/EIR | The proposed development is located at the former Fort Ord Main Gate bordered by SR-1, Light Fighter Drive, 2 <sup>nd</sup> Avenue, and 1 <sup>st</sup> Street in the City of Seaside. The proposed 552,000 sf of regional retail/entertainment is located on approximately 56 acres and would include a department store and restaurants in a Lifestyle Center with a retail center ("The Strand"), hotel/conference center, and a full-service spa. | Specific Plan/EIR adopted in August 2010.                                                         |
| Seaside Resort                              | The proposed resort is located at the Bayonet and Black Horse Golf Course in the northwest area of the City of Seaside on the former Fort Ord Military Base. The proposed resort includes a four-Star Hotel with 275 rooms, 175 timeshare units, 125 custom residential lots, and golf courses.                                                                                                                                                       | The two golf courses and 29 home sites have been developed. No additional development is pending. |

EIR = Environmental Impact Report

sf = square foot/feet

SR-1 = State Route 1

**XVIII(c). Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?** This IS/MND evaluates the proposed project's potential impacts to aesthetics, air quality, agricultural and forestry resources, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. Based on the proposed project description and the environmental analysis provided for each of these issue areas, implementation of the proposed project would not cause substantial adverse effects on human beings as all potentially significant impacts of the proposed project can be mitigated to less than significant levels.

**Significance Determination:** Less than Significant Impact

**Mitigation Measures:** No additional mitigation is required.

**Significance Determination After Mitigation:** Less than Significant Impact

## **VII. FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES**

### **A. Assessment of Fee**

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to California Environmental Quality Act (CEQA) review had a “de minimus” (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife (CDFW). Projects that were determined to have a “de minimus” effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of “de minimus” effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the CDFW determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of “no effect” on fish and wildlife resources, project proponents must submit a form requesting such determination to the CDFW. Forms may be obtained by contacting the department by telephone at (916) 631-0606 or through the CDFW’s website at [www.dfg.ca.gov](http://www.dfg.ca.gov).

### **B. Conclusion**

The City of Seaside will be required to pay the fee.

### **C. Evidence**

Based on the record as a whole as embodied in the attached Initial Study/Proposed Mitigated Negative Declaration.

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## VIII. MITIGATION MONITORING AND REPORTING PROGRAM

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Responsible Party                      | Timing                               | Verification Date |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------------|-------------------|
| <b>Aesthetics</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                        |                                      |                   |
| <b>Mitigation Measure AES-1:</b><br><br><b>Lighting Plan.</b> Prior to issuance of a grading permit, a Final Lighting Plan shall be prepared for the proposed project and be submitted for review and approval to the City of Seaside (City) Board of Architectural Review. The Final Lighting Plan shall be prepared by a qualified engineer and shall comply with the requirements of the California Energy Code set forth in the California Code of Regulations (CCR), Title 24, Part 6 and the City's Municipal Code. The Final Lighting Plan shall include the following components to minimize adverse visual effects during nighttime hours: <ul style="list-style-type: none"> <li>• Lighting fixtures shall be focused downward within the project site boundaries to avoid light spill upward to the night sky or out on adjacent properties.</li> <li>• The Final Lighting Plan shall be reviewed by the City's Police Department for consistency with security and safety requirements.</li> <li>• All proposed interior project lighting shall have a maximum candela value such that the light falls within the buildings.</li> <li>• The Final Lighting Plan shall also include a photometric survey. The photometric survey shall demonstrate that no direct rays shine onto public streets or adjacent sites and that no on-site lighting source produces an illumination level greater than 1-foot-candle on any property within a residential zone except on the site of the source.</li> </ul> | The Project Architect/Project Engineer | Prior to issuance of grading permit. |                   |
| <b>Air Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                        |                                      |                   |
| <b>Standard Condition AQ-1:</b><br><br><b>Dust Control Measures.</b> The City of Seaside (City) Engineer shall ensure, per the Monterey Bay Unified Air Pollution                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The Construction Contractor            | During project construction.         |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responsible Party           | Timing                             | Verification Date |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|------------------------------------|-------------------|
| <p>Control District <i>CEQA Air Quality Guidelines</i> that the following dust mitigation measures shall be implemented by the Construction Contractor during construction of the proposed project:</p> <ul style="list-style-type: none"> <li>• The Construction Contractor shall water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.</li> <li>• The Construction Contractor shall apply chemical soil stabilizers on inactive construction areas (disturbed lands within the proposed project's construction footprint that are unused for at least four consecutive days).</li> <li>• The Construction Contractor shall apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and shall hydroseed the area.</li> <li>• The Construction Contractor shall cover all trucks hauling dirt, sand, or loose materials to and from the project site.</li> <li>• The Construction Contractor shall plant vegetative ground cover in disturbed areas as soon as possible.</li> <li>• The Construction Contractor shall cover inactive storage piles.</li> <li>• The Construction Contractor shall sweep streets if visible soil material is carried out from the construction site.</li> <li>• The Construction Contractor shall limit the area under construction at any one time and limit grading to 2.2 acres per day.</li> </ul> |                             |                                    |                   |
| <p><b>Standard Condition AQ-2:</b></p> <p><b>Air Pollution Reduction Measures.</b> The City Resource Management Services shall ensure, prior to final site plan approval, that the proposed project site plans include the following written specifications to reduce air pollutants generated by vehicle and equipment exhaust during construction:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The Construction Contractor | Prior to final site plan approval. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Party           | Timing                                                               | Verification Date |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------------------------------------------------------|-------------------|
| <ul style="list-style-type: none"> <li>The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment shall be tuned and maintained in accordance with the manufacturers' specifications.</li> <li>The Construction Contractor shall ensure that construction grading plans include a statement that work crews shall shut off equipment when not in use.</li> <li>The Construction Contractor shall time the construction activities so as not to interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.</li> <li>The Construction Contractor shall support and encourage ridesharing and transit incentives for the construction crew.</li> <li>California Air Resources Board-approved on-road diesel fuel shall be used in all diesel construction equipment when available.</li> </ul> |                             |                                                                      |                   |
| <b>Biological Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                             |                                                                      |                   |
| <b>Mitigation Measure BIO-1:</b><br><br><b>Pre-construction Nesting Bird and Roosting Bat Surveys.</b> To avoid impacts to native bird or roosting bat species that may utilize the project site, if feasible, construction (at a minimum, vegetation clearing and/or preliminary ground disturbance) should take place outside the nesting bird and roosting bat season (i.e., September through mid-January). If these activities are scheduled within the active bird nesting season (January 15 through July 31) or recognized bat maternity season (April 1 through August 31), within 14 days prior to commencement of construction activities, a nesting bird survey and bat roosting survey shall be conducted by a qualified biologist. This requirement shall                                                                                                                                                                                                                                                                                                                                                                                  | The Construction Contractor | Within 14 days prior to the commencement of construction activities. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responsible Party       | Timing                               | Verification Date |
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| <p>be reflected as notes on all construction documents to be approved by the City of Seaside (City).</p> <p>If no active nests or roosts are located, construction activities can proceed. If active nests are located, then construction work should be conducted outside an exclusion zone to be developed by the qualified biologist in coordination with the appropriate regulatory agency based on the geographic setting of the nest and the species (i.e., 50 feet (ft) for common passerine species and up to 500 ft for raptor species). Construction activities should avoid the exclusion zones until the qualified biologist determines that the young have successfully fledged or the nest is no longer considered active. A qualified biologist should conduct periodic site inspections to ensure that the exclusion zone is maintained and to monitor the nesting progression. Should roosting bats be found in any of the trees, bats will be humanely evicted from their roosts using a site- and/or species-specific tree trimming protocol developed in coordination and consultation with the California Department of Fish and Wildlife (CDFW).</p> <p>If applicable, within 1 week of the completing the pre-construction nesting bird and bat roosting survey, the qualified biologist shall prepare a memorandum documenting the survey results and submit to the City for review and approval.</p> |                         |                                      |                   |
| <p><b>Standard Condition BIO-2:</b></p> <p><b>Board of Architectural Review.</b> Prior to project level review by the City Planning Commission, the Developer shall submit the project's Landscaping Plans to the City Board of Architectural Review (BAR) for review and approval. The Landscape Plans shall incorporate all Conditions of Approval as required for the proposed project by the BAR prior to the issuance of a building permit.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The Landscape Architect | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Responsible Party                                     | Timing                                                          | Verification Date |
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| <p><b>Mitigation Measure BIO-3:</b></p> <p><b>Contracted Arborist.</b> Prior to the issuance of a tree removal permit, the Developer shall submit proof to the City of an executed agreement with a qualified Arborist. The agreement shall include a schedule of the proposed construction timeline for the Project Arborist to ensure compliance with the following measures as detailed in the Arborist Assessment;</p> <ul style="list-style-type: none"> <li>• <b>Exclusionary Fencing:</b> Prior to commencing grading and construction activities, the Construction Contractor shall install high visibility exclusionary fencing in a manner that clearly defines the work area, limits unnecessary disturbance and protects the critical root zone (i.e., canopy dripline) of individual trees and tree groupings to be preserved by the proposed project. The Project Arborist shall identify and delineate sensitive root zone areas within and beyond the canopy dripline of retained trees to ensure these trees will be protected and preserved for the duration of the project. The Construction Contractor shall conduct necessary repairs, modifications, and maintenance to canopy driplines on an as needed basis for the duration of construction.</li> <li>• <b>Sedimentation Control:</b> The Construction Contractor shall install appropriate sedimentation control measures (e.g., silt fence) along the downslope perimeter of the project site, and, if necessary, apply soil stabilization and erosion control measures (e.g., rice straw mulch, erosion control blankets, all-weather surfaces) to exposed soil surfaces to prevent erosion and sediment runoff around preserved trees during rain events. The Construction Contractor shall conduct routine monitoring and necessary maintenance to ensure the erosion control and sedimentation control measures are functioning effectively for the duration of construction.</li> <li>• <b>Trunk and Stem Protection:</b> Where grading and construction activities are occurring within 3 ft of</li> </ul> | <p>The Construction Contractor/Qualified Arborist</p> | <p>Prior to commencing grading and construction activities.</p> |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Party | Timing | Verification Date |
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| <p>preserved trees, the Construction Contractor shall install trunk and stem protection measures (e.g., weed free rice straw bales or construction lumber). Tree protection measures shall be securely installed to trees with rope and surrounded by high visibility exclusionary fencing. If it is necessary to perform any pruning, the Construction Contractor shall use proper tree pruning practices in consultation with the Project Arborist.</p> <ul style="list-style-type: none"> <li> <b>Root Zone Protection:</b> To the greatest extent feasible, the Construction Contractor shall avoid damaging or severing roots located within the critical root zone (i.e., canopy dripline) of preserved trees, especially roots that are 2 inches in diameter or larger. Construction footings shall be designed and excavation cuts performed in a manner to minimize impacts to primary roots. If roots are encountered, efforts shall be made to carefully excavate (e.g., tunnel or dig) under or around primary lateral roots. Trenching operations that may occur in close proximity to preserved trees shall be performed under the guidance and monitoring of the Project Arborist. Tree roots severed or damaged during grading or excavating operations shall be cleanly cut and promptly covered with moist burlap fabric or equivalent until roots are permanently covered with backfill material or until the exposed grading cut and soil profile is permanently stabilized and protected. If burlap-covered cut roots are exposed to the outside environment for a prolonged period of time, the Construction Contractor shall assign a site attendant the task of regularly wetting burlap-covered roots to prevent root desiccation. </li> <li> <b>Trees Damage:</b> In accordance with established tree care and preservation Best Management Practices, if protected trees are damaged during construction of the proposed project, the Construction Contractor shall promptly repair and/or treat the trees as prescribed by the Project Arborists. Remedial or corrective treatments shall depend largely on the condition of the specific tree and the </li> </ul> |                   |        |                   |



| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Responsible Party | Timing | Verification Date |
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| <p>damage or injury sustained.</p> <ul style="list-style-type: none"> <li>• <b>Natural Grade Protection:</b> To the greatest extent feasible, the Construction Contractor shall avoid altering the natural grade and applying excessive fill material within the critical root zone of the protected trees to reduce the likelihood of crown rot and root decay disorders from developing. Specifically, applying fill material against the lower trunk and root crown of protected trees should be avoided.</li> <li>• <b>Irrigation:</b> The Construction Contractor shall irrigate protected trees on a schedule as determined by the Project Arborist at the start of construction. Tree irrigation shall wet the soil within the tree protection zone to a depth of 30 inches. Irrigation shall continue for the duration of construction of the proposed project.</li> <li>• <b>Pruning:</b> If tree pruning is necessary, the Construction Contractor shall conduct pruning at the direction of the Project Arborist. The Project Arborist shall oversee pruning activities to ensure that pruning is conducted in a manner that minimizes harmful impacts to trees and reduces potential tree hazards. If feasible, tree pruning shall be performed during the fall through early winter months. Pruning shall be conducted so that cuts are as small as possible and as few living branches as possible are removed.</li> <li>• <b>Woodchip Mulch:</b> The Construction Contractor shall retain woodchip mulch produced during tree removal operations on the site. This sourced mulch shall be utilized for erosion control (i.e., mulch can be effective at stabilizing and protecting exposed soil surfaces) as well as preventing soil compaction within tree root zones and may be used for future landscaping activities on the project site.</li> <li>• <b>Storage:</b> The Construction Contractor shall avoid storing construction tools, materials, and equipment within the dripline of protected trees. The Construction Contractor shall not wash out or dispose of excess materials (e.g.,</li> </ul> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responsible Party                                   | Timing                                      | Verification Date |
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| <p>paint) or temporarily store or stockpile materials and/or equipment within the critical root zones of protected trees. If it is unavoidable and necessary to temporarily store or stockpile materials and/or equipment within the dripline of protected trees, the Construction Contractor shall apply 6–12 inches of clean and properly sourced woodchip mulch within the dripline to prevent substantial soil compaction and root zone disturbance. Once construction activities are complete, the temporary mulch layer shall be removed and reduced to a 3–4 inch layer of woodchip mulch to allow for increased water and oxygen penetration into the subgrade.</p> <ul style="list-style-type: none"> <li>• <b>Site Inspections:</b> For the duration of construction, the Construction Contractor shall regularly perform construction site inspections to monitor the condition of protected trees and resource protection measures and to determine if any repairs, adjustments, or modifications are necessary. Additionally, trees impacted by site development shall be periodically monitored and assessed during and following construction to determine if any tree care and management actions are necessary and to make certain trees do not present a hazard to property and/or nearby structures.</li> </ul> <p>The Project Arborist shall submit monthly memorandums to the City during construction and within 2 weeks of the completion of construction, and shall submit a final report summarizing the project's compliance with the measures prescribed above.</p> |                                                     |                                             |                   |
| <b>Cultural Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                     |                                             |                   |
| <p><b>Standard Condition CULT-1:</b></p> <p><b>Discovery of Archaeological Resources.</b> If unknown deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The Construction Contractor/Qualified Archaeologist | During grading and construction activities. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Responsible Party | Timing | Verification Date |
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| <p>archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The Developer and the City of Seaside Planning Department should also be notified. Project personnel should not collect or move any archaeological materials. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources (California Register) eligibility. If the deposit is not eligible, a determination should be made as to whether it qualifies as a “unique archaeological resource” under the California Environmental Quality Act (CEQA). If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for listing in the California Register, or is a unique archaeological resource, it will need to be avoided by adverse impacts or such impacts must be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. The data recovery will avoid or substantially reduce the severity of the impact through the professional recovery and analysis of archaeological deposits, and the synthesis of those findings with current archaeological research questions to realize the information potential of the resource. The report should be submitted to City of Seaside and the Northwest Information Center.</p> <p>Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric sites often contain human remains.</p> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Responsible Party                                    | Timing                                      | Verification Date |
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| Historical materials can include wood, stone, concrete footings, walls, and other structural remains; and deposits of wood, glass, ceramics, metal, and other refuse.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                      |                                             |                   |
| <p><b>Mitigation Measure CULT-2:</b></p> <p><b>Paleontological Impact Mitigation Program.</b> Prior to the issuance of a grading permit, the Developer shall submit proof of an executed agreement with a qualified Paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) in order to mitigate adverse impacts to paleontological resources that may exist on the site in on-site sediments. The PRIMP shall follow guidelines developed by the Society For Vertebrate Paleontology (SVP; 1995) and include the methods that shall be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following the PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the proposed project. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be</p> | The Construction Contractor/Qualified Paleontologist | During grading and construction activities. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Responsible Party                            | Timing                                      | Verification Date |
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| collected from the field and transported to the laboratory for evaluation and curation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                              |                                             |                   |
| <b>Standard Condition CULT-3:</b><br><br><b>Discovery of Human Remains.</b> If human remains are encountered, work within 25 feet of the discovery shall be redirected, and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The Developer shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Recommendations for the proper treatment of the remains and associated grave goods consist primarily of notifying the MLD and involving the descendant community. Descendant community involvement will ensure that the cultural values of those who ascribe traditional or religious significance to human remains and associated grave goods are considered in the disposition of such remains and goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Developer, the City, and the Northwest Information Center. | The Construction Contractor                  | During grading and construction activities. |                   |
| <b>Standard Condition GEO-1:</b><br><br><b>Geotechnical Requirements.</b> All grading operations and construction activities shall be conducted in accordance with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The Project Engineer/Construction Contractor | Prior to issuance of grading permit.        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Responsible Party           | Timing                               | Verification Date |
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| governing building codes and in conformance with the recommendations included in the <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014). Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code. Prior to issuance of a grading permit, the City's Building Official, or designee, shall review and approve final project design plans and the recommendations of the project geotechnical consultant as summarized in a final written report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                             |                                      |                   |
| <b>Standard Condition GEO-2:</b><br><br><b>Construction General Permit.</b> Prior to issuance of a grading permit, the Construction Contractor shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). The Construction Contractor shall provide the Waste Discharge Identification Number (WDID) to the City of Seaside Public Works Department to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The construction BMPs identified in the SWPPP shall comply with the revegetation requirements outlined in the Zoning Ordinance (Title 17 of the Municipal Code). | The Construction Contractor | Prior to issuance of grading permit. |                   |



| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Responsible Party                                              | Timing                                  | Verification Date |
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| <b>Greenhouse Gas Emissions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                |                                         |                   |
| <p><b>Standard Conditions GHG-1:</b></p> <p>To the extent feasible and to the satisfaction of the City of Seaside, the Project Architect, Project Engineer, and Construction Contractor shall incorporate the following measures into the design and construction of the proposed project:</p> <ul style="list-style-type: none"> <li> <b>Construction and Building Materials</b> <ul style="list-style-type: none"> <li>Use locally produced and/or manufactured building materials for construction of the proposed project;</li> <li>Recycle/reuse demolished construction materials; and</li> <li>Use “Green Building Materials,” such as those materials that are resource-efficient, and recycled and manufactured in an environmentally friendly way, including low- volatile organic compounds (VOC) materials.</li> </ul> </li> <li> <b>Energy Efficiency Measures</b> <ul style="list-style-type: none"> <li>Design all proposed project buildings to exceed the California Building Code’s Title 24 energy standard, including, but not limited to, any combination of the following: <ul style="list-style-type: none"> <li>Increase insulation such that heat transfer and thermal bridging are minimized;</li> <li>Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and</li> <li>Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.</li> </ul> </li> <li>Provide a landscape and development plan for the proposed project that takes advantage of shade, prevailing winds, and drought-resistant landscaping.</li> </ul> </li> </ul> | The Project Architect/Project Engineer/Construction Contractor | During project design and construction. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Responsible Party | Timing | Verification Date |
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| <ul style="list-style-type: none"> <li>○ Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.</li> <li>○ Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.</li> <li>○ Install solar or light-emitting diodes (LEDs) for outdoor lighting.</li> <li>• <b>Water Conservation and Efficiency Measures</b> <ul style="list-style-type: none"> <li>○ Devise a comprehensive water conservation strategy appropriate for the proposed project and location. The strategy may include the following, plus other innovative measures that might be appropriate: <ul style="list-style-type: none"> <li>▪ Create water-efficient landscapes within the development;</li> <li>▪ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</li> <li>▪ Use reclaimed water for landscape irrigation within the proposed project and install the infrastructure to deliver and use reclaimed water;</li> <li>▪ Design buildings to be water-efficient and install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals; and</li> <li>▪ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> </ul> </li> </ul> </li> <li>• <b>Solid Waste Measures</b> <ul style="list-style-type: none"> <li>○ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>○ Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.</li> <li>○ Provide employee education about reducing waste and available recycling services.</li> </ul> </li> </ul> |                   |        |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Responsible Party           | Timing                               | Verification Date |
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| <b>Hydrology and Water Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                             |                                      |                   |
| <b>Standard Condition WQ-1:</b><br><br><b>Final Stormwater Control Plan.</b> Prior to the issuance of a grading permit, the Project Engineer shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the stormwater controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Project Engineer shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval. | The Project Engineer        | Prior to issuance of grading permit. |                   |
| <b>Noise</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                             |                                      |                   |
| <b>Mitigation Measure NOI-1:</b><br><br><b>Sound Barriers.</b> Prior to the issuance of an approved grading plan, the City of Seaside (City) Building Official, or designee, shall confirm that the site plan for the proposed project includes the design and construction of the following sound walls:<br><br><ul style="list-style-type: none"> <li>• <b>Patio P2:</b> The Construction Contractor shall construct a sound wall around the perimeter of Patio P2 that shall be</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Party           | Timing                               | Verification Date |
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| <p>attached to the proposed building on both ends. The total length of the sound wall shall be approximately 30 feet (ft). The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 pounds per square foot (lbs/ft<sup>2</sup>) (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass concrete masonry units (CMU)). The sound wall shall be at least 5 ft high as measured relative to the base elevation of the outdoor patio.</p> <ul style="list-style-type: none"> <li>• <b>Patio P3:</b> The Construction Contractor shall construct an 8-inch thick wall, measuring 6 ft tall around the perimeter of Patio P3. The sound wall shall be at least 9 to 10 ft high and shall be at least 85 ft in length.</li> <li>• <b>Patio P4:</b> The Construction Contractor shall construct a sound wall that surrounds the perimeter of the patio that shall be attached to the proposed building on both ends. The total length of the wall shall be at least 40 ft. The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 lbs/ft<sup>2</sup> (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass CMU). The sound wall shall be at least 5 ft high.</li> </ul> |                             |                                      |                   |
| <p><b>Mitigation Measure NOI-2:</b></p> <p>Prior to the issuance of a grading permit, the City shall ensure that the Developer's project plans include the design and construction of building treatments including the following:</p> <ul style="list-style-type: none"> <li>• <b>Co-Housing Building:</b> The Construction Contractor shall install windows and doors with a minimum Sound Transmission Class (STC) rating of 30 with adequate forced-air mechanical ventilation in the residential units with direct line-of-sight to State Route 1 along the northern, eastern, and western sides of the Co-Housing Building. The Construction Contractor shall also install windows and doors with a minimum STC rating of 26 in all residential units proposed along the southern façade of</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Responsible Party           | Timing                               | Verification Date |
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| <p>the Co-Housing building.</p> <ul style="list-style-type: none"> <li>• <b>Memory Care Facility:</b> The Construction Contractor shall install windows and doors with a minimum STC rating of 30 in all exterior-facing units along the northern façade of the Memory Care Facility. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in units proposed along the eastern and western façades and windows and doors with minimum STC ratings of 26 in units proposed along the Monterey Road-facing units on the southern façade of the Memory Care Facility.</li> <li>• <b>Assisted Living Building:</b> The Construction Contractor shall install doors and windows with minimum STC ratings of 30 in all exterior-facing units along the northern façade of the Assisted Living Building. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in all exterior-facing units along the eastern and western façades and windows and doors with a minimum 26 STC rating for units proposed along the southern façade of the Assisted Living Building.</li> <li>• <b>All Buildings:</b> All rooms/units shall include forced-air mechanical ventilation.</li> </ul> |                             |                                      |                   |
| <p><b>Mitigation Measure NOI-3:</b></p> <p><b>Best Management Noise Reduction Practices.</b> Prior to issuance of a grading permit, the Construction Contractor shall develop and implement a construction noise control plan that includes, but is not limited to, the following available Best Management Practices:</p> <ul style="list-style-type: none"> <li>• Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 ft of adjoining sensitive land uses.</li> <li>• All construction equipment must have appropriate sound-muffling devices, which shall be properly maintained and used at all times such equipment is in operation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | The Construction Contractor | Prior to issuance of grading permit. |                   |

| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Responsible Party | Timing | Verification Date |
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| <ul style="list-style-type: none"> <li>The Construction Contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.</li> <li>Unnecessary idling of internal combustion engines shall be prohibited.</li> <li>The Construction Contractor shall locate on-site equipment staging areas, material stockpiles, and construction parking areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period.</li> <li>The Construction Contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</li> <li>Ensure noise from construction workers, such as radios, is not audible at existing residences near the project site. <ul style="list-style-type: none"> <li>Neighbors located within a 300-foot radius to the construction site shall be notified of the construction schedule in writing.</li> </ul> </li> <li>Designate a project liaison that shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. The liaison shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the project contractor, and the liaison shall coordinate with the contractor to modify any construction activities generating excessive noise levels to the greatest extent feasible.</li> <li>Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.</li> <li>Hold a preconstruction meeting with the job inspectors and the general contractor/on- site project manager to confirm that noise controls and practices (including</li> </ul> |                   |        |                   |



| Standard Condition/Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responsible Party | Timing                               | Verification Date |
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| construction hours, construction schedule, and noise coordinator) are being implemented.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                   |                                      |                   |
| <b>Transportation/Traffic</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                   |                                      |                   |
| <b>Mitigation Measure TRA-1:</b><br><br><b>Employee Shift Schedule of Operations.</b> Prior to issuance of a Grading Permit, the Developer shall be required to submit an Employee Shift Schedule of Operations to the City of Seaside (City) Director of Public Works, or appropriate designee, for review and approval. The Employee Shift Schedule of Operations shall be as follows: <ul style="list-style-type: none"> <li>• Day Shift 1: 6:00 a.m. to 2:00 p.m., with no more than 37 employees</li> <li>• Day Shift 2: 9:00 a.m. to 6:00 p.m., with no more than 5 employees</li> <li>• Evening Shift: 2:00 p.m. to 10:00 p.m., with no more than 33 employees</li> <li>• Night Shift: 10:00 p.m. to 6:00 a.m., with no more than 12 employees</li> </ul> <p>During project operations, the Developer shall submit quarterly reports to the City Planning Division documenting compliance with the Employee Shift Schedule of Operations.</p> | The Developer     | Prior to issuance of grading permit. |                   |
| <b>Mitigation Measure TRA-2:</b><br><br><b>Payment into the FORA Fee.</b> Prior to issuance of a Grading Permit, the Developer shall be required to pay the Fort Ord Reuse Authority (FORA) Fee, which includes costs for the adopted Capital Improvement Program (CIP).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The Developer     | Prior to issuance of grading permit. |                   |

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## **TECHNICAL APPENDICES**

Provided on enclosed CD.

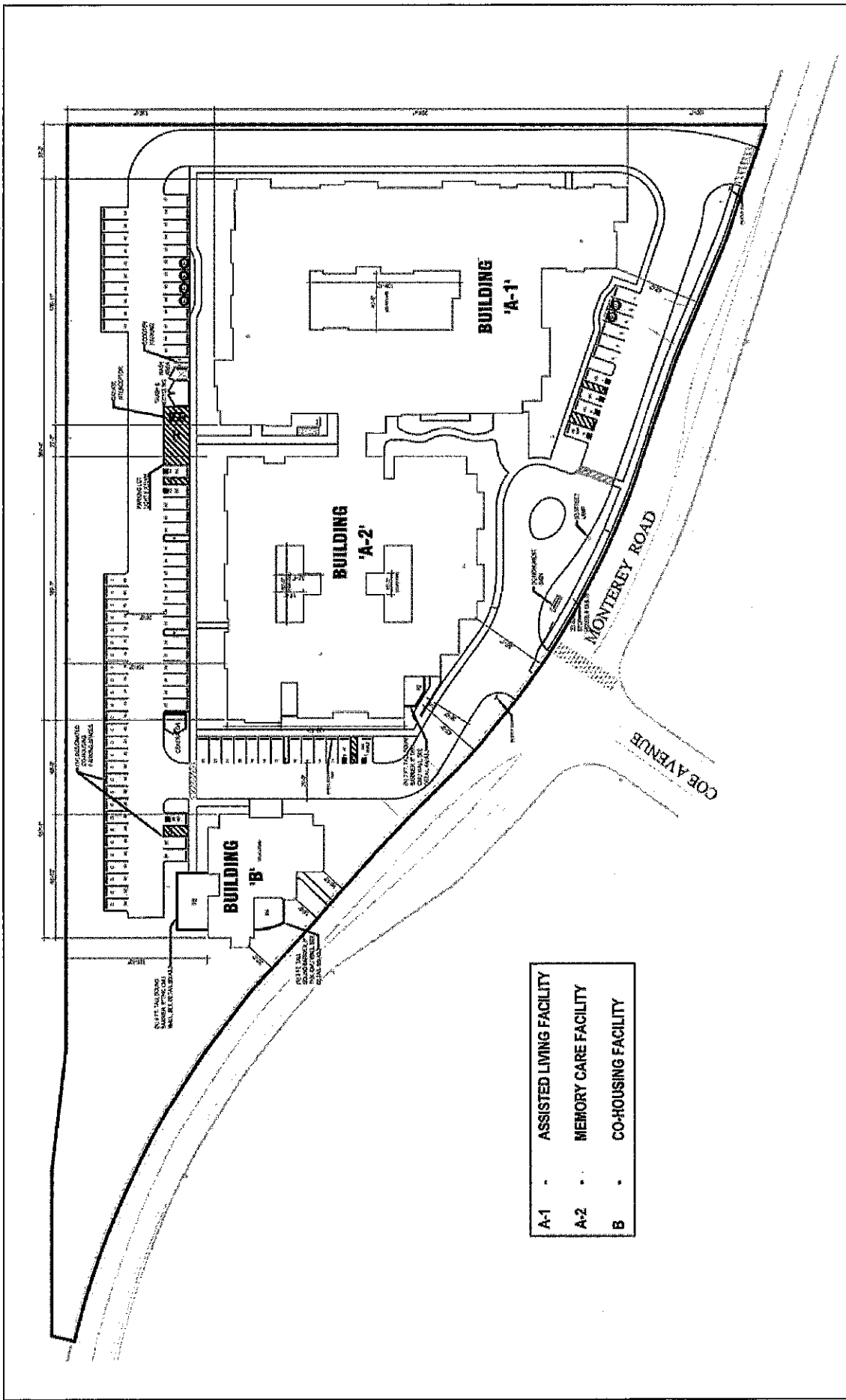
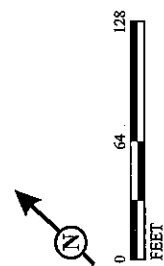


FIGURE II-2

LSA



SOURCE: Hochhauser Blatter

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## General Plan ConsistencyTable

| General Plan Goal/Policy                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><b>Goal LU-2:</b> Revitalize existing commercial area.</p> <p><b>Policy LU-2.4:</b> During redevelopment and revitalization activities, ensure quality architectural and design themes.</p> | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 feet (ft) east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> <p>The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> |

## General Plan Consistency Table

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                            | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><b>Goal LU-4:</b> Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.</p> <p><b>Policy LU-4.1:</b> Require that all new development 1) funds its share of community services and facilities; 2) uses quality design and materials; 3) is compatible with surrounding uses, the site, and available infrastructure.</p> | <p><b>Evidence:</b> The proposed project will complement the existing site and enhance the character of the community as follows:</p> <ol style="list-style-type: none"> <li>1. The proposed project will consist of demolishing an abandoned gas station/convenience store and redeveloping the site with an Assisted Living Facility; a Memory Care Facility; and a Co-Housing Assisted Living Facility. The Assisted Living Facility and the Memory Care Facility are contained in an 111,386 sf building. Of the 111,386 sf building, 81,679 sf will be used by the Assisted Living Facility and 29,707 sf will be used by the Memory Care Facility (refer to Building A-1 for the Assisted Living Facility and Building A-2 for the Memory Care Facility on Figure 1-2). The Co-Housing Assisted Living Facility will be 10,894 sf.</li> </ol> <p>The project will be able to fund its share of infrastructure improvements by re-constructing all required gas, water, and sewer lines to serve the development and pay the required Fort Ord Reuse Agency Fees.</p> <ol style="list-style-type: none"> <li>2. The proposed project is being designed such that the height and setback of the buildings are similar to (e.g., two-story) or greater than (e.g., setbacks varying from approximately 16 to 63 ft) the neighboring residential areas. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. The project would be designed in the traditional California Craftsman architectural style. The architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables, flower boxes, and wood fascia. The architectural detail would also be characterized by neo-traditional California Craftsman design including entry porches, hip roofs, overhangs with exposed rafter tails, windows with divided lights, and wood castings and head and sill trim around all windows and doors. The roofs would consist of asphalt shingles in a weathered wood finish. The proposed project includes aluminum-clad French doors and lights and single-hung windows. The City Board of Architectural Review (BAR) would be responsible for reviewing and approving the proposed project's final architectural design plans before the proposed project is considered and approved by the Planning Commission and the City Council. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</li> </ol> <p>The proposed project will water conservation measures to comply with Title 24 of the 2013 California Building Code and a planting and</p> |

## General Plan ConsistencyTable

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>irrigation system in compliance with the State Model Landscape Ordinance.</p> <p>The proposed project would also be designed to conform to Section R2.1 Occupancy, of the most current California Building Code (CBC), which includes building code requirements for residential care facilities for the elderly with more than six non-ambulatory residents.</p> <p>3. The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City's standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project's final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR's review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City's General Plan. Furthermore, because the proposed project would include the development of residential housing for seniors, the land use character of the project site would be similar to the surrounding residential uses so the proposed project would not substantially change the character of the views currently experienced by off-site viewers. As mentioned above, the proposed project includes landscaping along the perimeter of the project site and around each of the two buildings to buffer the view of the facilities from passing motorists and off-site viewers.</p> <p>Furthermore, the proposed project will allow for the relocation of existing infrastructure system on-site and will not require any expansion in the capacity of the existing infrastructure system.</p> |
| <p><b>Goal LU-5:</b> Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs.</p> <p><b>Policy LU-5.1:</b> Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.</p> <p><b>Policy LU-5.3:</b> Actively promote water conservation by</p> | <p><b>Evidence:</b> Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr.<sup>1</sup> This does not include any reduction that would be obtained through incorporation of the sustainability features listed in Section II.B of this IS/MND. Based on the current and 10-year annual water consumption rates provided by the Marina Coast Water District, there is sufficient water allocation remaining in the 1,012 af/yr Ord Community/City of Seaside water allocation limit to meet the water supply needs of the proposed project. Therefore, water supply is available to meet the incremental increase in demand from the proposed project. The project would not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water.</p> <p><b>Evidence:</b> Provision of a landscape and development plan for the proposed project that includes:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## General Plan ConsistencyTable

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| City residents and businesses.                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Native and/or drought-tolerant plants;</li> <li>• Water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</li> <li>• Restricted watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> </ul> <p>Provision of ultra-high efficiency water fixtures within the living units and dining area facilities in accordance with the Marina Coast Water District standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>Goal LU-6:</b> Ensure that sewer services and facilities are provided and maintained to adequately meet the community's current and future need for sewer collection and treatment.</p> <p><b>Policy LU-6.1:</b> Maintain the existing sewer system to provide a high level of service to community neighborhoods.</p> <p><b>Policy LU-6.2:</b> Ensure new development and redevelopment projects provide adequate sewage collection infrastructure.</p> | <p><b>Evidence:</b> Wastewater from the proposed project would be sent, via lines owned and managed by MCWD, to the Monterey Regional Water Pollution Control Agency's (MRWMD) Regional Wastewater Treatment Plant where it would be treated. The existing sewer lines within the vicinity of the project site include one 8-inch gravity-fed sewage line and one 10-inch pressurized line. Buildings would connect directly to the 8-inch gravity-fed sewage line, which would be relocated and upgraded to a 12-inch gravity-fed sewage line as part of the proposed project.</p> <p>The MCWD facilities would receive wastewater generated from the proposed project. The wastewater is ultimately pumped to the Monterey Regional Water Pollution Control Agency (MRWPCA) regional treatment plant for processing, which is located 2 miles north of the City of Marina in northern Monterey County. Any future development on the project site would be serviced by the MRWPCA regional treatment facility. The regional treatment facility is responsible for the disposal of treated wastewater. MRWPCA has provided the Applicant with a will service letter (see Appendix B of this IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments.</p> <p><b>Evidence:</b> The MRWPCA regional treatment facility has been designed to treat typical wastewater flows from different land uses in the region, including within the City. The proposed project would generate wastewater flows typical of residential and commercial uses in the City. Therefore, the proposed project would not produce wastewater atypical of flows received at the MRWPCA regional treatment plant. MRWPCA has provided the Applicant with a will service letter (see Appendix B of IS/MND) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. In addition, as discussed in Response XVII(b) of the environmental checklist, the proposed project is anticipated to generate approximately 24,000 gallons of wastewater per day, which is a fraction of 0.1 percent of the available daily treatment capacity at</p> |



## General Plan ConsistencyTable

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                   | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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|                                                                                                                                                                                                                                                                                                                                            | MRWPCA. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the MRWPCA regional treatment plant, would be typical of wastewater flows in the City, and would not result in the MRWPCA regional treatment facility exceeding its wastewater treatment requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Goal LU-8:</b> Provide a level of flood control and protection that meets the needs of the community.</p> <p><b>Policy LU-8.2:</b> Ensure developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State and federal standards.</p> | <p><b>Evidence:</b> Throughout the project site, drain inlets and a pipe system would be provided to collect the storm water from the driveways and other impervious surfaces, and direct it to the rain gardens, with the exception of the southerly, undeveloped end of the project site. In this location, the existing vegetation would be protected in place and runoff would infiltrate directly into the ground. Pervious pavers would be installed at interior courtyards and in all parking stalls. The new stormwater drainage system would accommodate storm water up to the 100-year storm.</p> <p>Prior to the issuance of a grading permit, the Applicant shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the storm water controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Applicant shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval.</p> |
| <p><b>Goal C-4:</b> Ensure adequate parking is provided on-site</p> <p><b>Policy C-4.1:</b> Require off-street parking in new development and redevelopment projects.</p>                                                                                                                                                                  | <p><b>Evidence:</b> The proposed project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The Assisted Living Facility and Memory Care Facility combined would provide 78 parking spaces for residents, visitors and employees. The Co-Housing Facility would provide 14 parking spaces for residents and visitors. Of the 92 total parking spaces, 8 parking spaces would be ADA-compliant and designated as handicap parking, 6 parking spaces would be designated for low-emitting and fuel-efficient vehicles and provide electric vehicle charging stations, 23 parking spaces would be designated for compact vehicles, and 55 parking spaces would be designated for standard vehicles. An additional 9 spaces would be provided for bicycle parking, and 2 spaces would be provided for motorcycle parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## General Plan Consistency Table

| General Plan Goal/Policy                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p><b>Goal S-1:</b> Reduce the risks to people and property from hazards related to seismic activity, flooding, geologic conditions, and wildfires</p> <p><b>Policy 8-S.1:</b> Reduce the risk of impacts from seismic and geologic hazards.</p> | <p><b>Evidence:</b> The project site is located in a region characterized by moderate to high seismic activity, which could result in damage to the proposed buildings. There are several faults in the vicinity of the project site that are capable of producing strong ground motion. A fault search conducted as part of the <i>Geotechnical Investigation Report</i> identified 24 active faults and potentially active faults mapped within a 62-mile radius of the project site. These 24 faults, their distance from the site, and their estimated mean moment magnitude are listed in Table VI.VI.1. During an earthquake along any of these faults, seismically induced ground shaking at the project site would be expected to occur. The severity of the shaking would be influenced by the distance of the project site to the seismic source, the soil conditions, and the depth to groundwater.</p> <p>According to the <i>Geotechnical Investigation Report</i>, the Rinconada Fault is the closest known fault to the project site and, because of the fault's proximity, has the greatest potential to generate the highest level of ground shaking at the project site. The probabilistic maximum considered earthquake (MCE)<sup>2</sup> for the project site is estimated to result in a peak ground acceleration of 0.56 g.<sup>3</sup> Due to the proximity of the project site to the Rinconada Fault, the Blanco section of the Reliz Fault and the Monterey Bay-Tularcitos Fault and other active faults in the area, it is likely that the project site would be subjected to strong ground shaking from at least one moderate to severe earthquake during the lifespan of the proposed project. Therefore, strong seismic ground shaking generated by seismic activity is considered a potential constraint that may affect the proposed project. All applicable guidelines, including compliance with the California Building Code and the City of Seaside Building Code, accepted industry standards, and other regional and local regulations that address seismic hazards, would be incorporated into the project's building plans.</p> |
| <p><b>Policy S-1.2:</b> Protect the community from flooding hazards.</p>                                                                                                                                                                         | <p><b>Evidence:</b> According to the City's General Plan Safety Element (2004), the project site is not located within a 100-year flood zone. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year special flood hazard area. The project site is mapped as Zone X, Other Flood Areas, which is defined as areas of 0.2 percent annual chance floodplain (500-year floodplain), areas of 1 percent annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Map No. 06053C0290G; April 2, 2009).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>Policy S-1.3:</b> Reduce the risk of wildfire hazard in the community.</p>                                                                                                                                                                 | <p><b>Evidence:</b> According to the City's General Plan Safety Element, the project site is located within a Fire Hazard Area. Although located in a Fire Hazard Area, the project site is surrounded by residential development to the east and south and SR-1 to the west and north. During operation, the project site</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## General Plan Consistency Table

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                                                                                                                                                                                                                                                                                                                                | <p>would be developed with structures and landscaping and surrounded by urban development and roadways. In addition, the proposed use of the site would be typical of urban development and would have a low risk of igniting a wildfire. Because of the urban nature of the project site and surrounding development, and the proposed on-site uses, the risk of wildfire during operation would be low.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal 8-2:</b> Protect the community from public safety hazards related to human activities.</p> <p><b>Policy 8-2.2:</b> Minimize the risk to the community associated with hazardous materials.</p>                                                                                                                                      | <p><b>Evidence:</b> Construction of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction would be limited and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low and, in the unlikely event that a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials used during construction. Construction of the proposed project would result in the disturbance of soils on the project site, which was once a gas station for Fort Ord. The project site previously contained three 1,000 gallon underground storage tanks (USTs) and associated product piping. The USTs and product piping located on site were properly removed in January 1997. Additionally, soil and soil vapor sampling was conducted to confirm soils on site do not contain any significant residual impacts from the gas station operations. Based on soil and soil vapor sampling conducted, there is no evidence of a petroleum hydrocarbon or VOC release resulting from the former gas station operation.</p> <p>Project operation would involve the use of potentially hazardous materials (e.g., cleaning agents, paints, fertilizers, or pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to residents or workers in the vicinity of the project site. The proposed project would not produce hazardous emissions or handle acutely hazardous materials, substances, or waste.</p> |
| <p><b>Goal N-1:</b> Provide consistent and effective noise control through proper and use planning.</p> <p><b>N-3:</b> Minimize non-transportation related noise impacts.</p> <p><b>Policy N-1.1:</b> Ensure new development and reuse/revitalization projects can be made compatible with the noise environment and existing development.</p> | <p><b>Evidence:</b> The City of Seaside General Plan requires that interior noise levels be maintained at or below 45 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for residential uses.</p> <p>Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## General Plan Consistency Table

| General Plan Goal/Policy                                                                                                              | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><b>Policy N-3.1:</b> Reduce the impacts of noise producing land uses, activities, and businesses on noise sensitive land uses.</p> | <p>and methods but in general, interior noise levels would be up to 58 to 59 dBA CNEL. The proposed project will be required to install doors and windows with varying Sound Transmission Class (STC) ratings in units subjected to potentially high interior noise levels. The proposed project will also be required to install forced-air mechanical ventilation in all residential units. These requirements will help maintain interior noise levels below the City's 45 dBA CNEL noise threshold.</p> <p><b>Evidence: Traffic-related Noise.</b> The project site is located between State Route 1 (SR-1) and Monterey Road just north of the Monterey Road and Coe Avenue intersection in the City of Seaside. Existing ambient noise was compared to projected ambient noise levels after the project is developed to determine if the project would be compatible with the existing noise environment and existing development. The primary existing noise source in the vicinity of the project site is vehicular traffic along SR-1 and local traffic along Monterey Road. Neighborhood traffic along Coe Avenue also affects the noise environment. Traffic-related noise will not be compatible with outdoor patios in three specific locations within the project site. Therefore, the proposed project includes walls around certain patios within the proposed development to ensure that use of the patios does not expose residents to excessive noise.</p> <p><b>Stationary Noise.</b> The proposed project includes the operation of mechanical ventilation as well as emergency vehicles that may periodically assist residents. Neither the operation of mechanical equipment nor the periodic use of emergency vehicles will generate noise that will impact surrounding sensitive land uses.</p> <p><b>Mechanical Equipment.</b> The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA <math>L_{eq}</math>, and during nighttime hours, existing noise levels range from 56 to 66 dBA <math>L_{eq}</math>. The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA <math>L_{eq}</math> at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA <math>L_{eq}</math>. Any other identified locations for mechanical equipment would be located further than 180 ft from the nearest noise-sensitive receptors.</p> <p><b>Emergency Response.</b> The proposed senior assisted-living facility may, on occasion, require emergency vehicle assistance, which may include the use of a siren. At a distance of approximately 50 ft, sirens could reach levels of 92 to 94 dBA <math>L_{max}</math>. The nearest existing residences would be located approximately 125 ft from the entrance driveway of the project site, which would result in maximum instantaneous noise levels of 88 to 90 dBA <math>L_{max}</math>. While these levels could be considered to be excessive, they would occur within short time spans and would be in response to emergencies. According to Chapter 9.12.040 of the City's</p> |

## General Plan Consistency Table

| General Plan Goal/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Municipal Code, excessive, unnecessary, or unusually loud noise is exempt from the established noise regulations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>Goal H-1:</b> Maintain a range of housing opportunities to address the existing and projected needs of the community.</p> <p><b>Policy H-1.6:</b> Support the concept of “aging in place” by maintaining a range of housing types that allows people to remain in the community as their housing needs change.</p> <p><b>Policy H-1.7:</b> Ensure new residential developments are adequately served by infrastructure, including water and sewer, park and recreation areas, libraries, transportation, public safety and other necessary community services.</p> <p><b>Goal H-2:</b> Maintain and improve existing neighborhoods and housing.</p> <p><b>Policy H-2.6:</b> Through a design review process, ensure new residential developments and revitalization projects are compatible (i.e. scale, size, height, design, and appearance) with surrounding uses:</p> <p><b>Policy H-2.7:</b> Support public education programs that promote property maintenance.</p> <p><b>Goal H-3:</b> Use public-private partnerships and collaborative efforts to ensure that all segments of the community have access to safe and decent housing that meets their special needs.</p> | <p><b>Evidence:</b> The proposed project will contribute to improved residential options for senior citizens within the City by creating a development that incorporates a range of housing types for seniors, such as assisted living and memory care. The proposed project will provide seniors currently living in the Seaside/Monterey area an opportunity to “age in place” and remain in the area as they begin to require different housing options and a higher level of care.</p> <p><b>Evidence:</b> The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. It is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City, although some of the senior residents would relocate to obtain assisted living care in this location. Furthermore, the proposed project will include utilities and recreation areas on-site. Therefore, the proposed project would not substantially increase the demand on existing public services or the need for new or expanded public services.</p> <p><b>Evidence:</b> The architecture and scale of the development will consist of California Craftsman style architecture. As part of the City’s standard review process for development projects, the Board of Architectural Review (BAR – Application No. 14-20) would be responsible for reviewing and approving the proposed project’s final architectural design plans before the project is considered and approved by the Planning Commission and City Council. The BAR’s review would ensure that the architectural design of the proposed buildings is consistent with the urban design goals set forth in the City’s General Plan and that the design is consistent with the surrounding residential neighborhoods.</p> <p><b>Evidence:</b> The proposed project will include a demonstration garden at the south end of the development which will include drought tolerant species native to the Monterey Peninsula.</p> |

## General Plan ConsistencyTable

| General Plan Goal/Policy                                                                                                                                                                                                        | Evidence                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Policy H-3.1:</b> Participate in programs assisting in the production and conservation of adequate, safe, and attractive housing affordable to very-low, low, and moderate income households and other special needs groups. | <b>Evidence:</b> The assisted living and memory care facilities will provide housing opportunities for seniors with limited mobility and/or in need of special assistance for daily living functions. This type of housing type is limited within the community. The co-housing facility will provide affordable housing in a dormitory style environment. |

<sup>1</sup> Water consumption was calculated based on the Marina Coast Water District's Urban Water Management Plan water demand factors. (144 dwelling units x 0.25 af/yr/dwelling unit) + (0.89 ac landscaping x 2.1 af/yr/ac) + (2,000 sf restaurant x 0.00145 af/yr/sf) = 40.8 af/yr.

<sup>2</sup> A maximum considered earthquake is defined as an earthquake that is expected to occur once in approximately 2,500 years, that is, it has a 2 percent probability of being exceeded in 50 years.

<sup>3</sup> g = acceleration due to gravity 9.8 (m/s<sup>2</sup>)

ac = acres

af/yr = acre-feet per year

City = City of Seaside

ft = foot/feet

IS/MND = Initial Study/Mitigated Negative Declaration

MCWD = Marina Coast Water District

sf = square feet



## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p><b>Residential Objective B:</b> Ensure compatibility between residential development and surrounding land Uses.</p> <p><b>Residential Land Use Policy B-1:</b> Residential Land Use Policy B-1: The City of Seaside shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.</p> <p><b>Residential Objective C:</b> Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.</p> <p><b>Residential Land Use Policy C-1:</b> The City of Seaside shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.</p> | <p><b>Evidence:</b> The project site is surrounded on two sides by single-family neighborhoods constituted by tightly spaced (approximately 0.125-acre lots) two-story single-family homes. The front, rear, and side-yard setbacks range between 5 and 15 ft, typical for single-family residential neighborhoods. The setbacks are landscaped with trees, shrubs, and grass. The proposed project is being designed as a two-story development with setbacks varying from approximately 16 to 63 ft. The proposed project will provide landscaping, including trees and shrubs, around the perimeter of the project as well as within the interior of the development. While the mass of the buildings will appear more dense than the surrounding residential areas, as noted above, the height, setbacks, landscaping, and architecture of the proposed project would be comparable to and compatible with the existing surrounding residential development.</p> <p><b>Evidence:</b> The proposed project will provide Senior Housing, which is identified as an underserved housing type within the City of Seaside. By providing an underserved housing type to help maintain a variety of housing types in the City commensurate with projected housing needs, the proposed project would be consistent with the Seaside General Plan.</p> |
| <p><b>Institutional Land Use Objective D:</b> Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.</p> <p><b>Institutional Land Use Policy D-2:</b> The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>Evidence:</b> Implementation of the proposed project would include the removal of the existing 5,000 sf structure and the construction of two buildings that would house three separate senior living facilities on the site, including an 81,679 sf Assisted Living Facility, a 29,707 sf Memory Care Facility, and a 10,894 sf Co-Housing Facility, for a total of 122,280 sf of new construction. The proposed Assisted Living Facility would be a two-story structure containing 88 residential units, and a portion of the second story would be located above the adjoining Memory Care</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Facility. The proposed Memory Care Facility would be a one-story structure containing 43 residential units and would be connected to the Assisted Living Facility at the ground level. The proposed Co-Housing Facility would be a two-story structure containing 13 units, one for a caretaker and 12 for Assisted Living. The two facilities would be designed in the traditional California Craftsman architectural style to blend in with the surrounding residential housing to the east-northeast, south, southeast, and southwest. The proposed architectural design includes horizontal- and shingle-sided buildings with some plaster elements and stone masonry details, decorative wood lattice, wood corbels at the roof gables and flower boxes, and wood fascia. Parking for the project would include a total of 92 parking spaces for residents, visitors, employees, and short-term services. The project proposes adding two driveways onto Monterey Road, one of which would form a fourth leg of the Coe Avenue/Monterey Road intersection and would serve as the main entrance to the site. The second driveway would be located about 400 ft east of the Coe Avenue/Monterey Road intersection, near the eastern end of the project site. The proposed project would include approximately 61,856 sf of new landscaping supplementing the 17,958 sf of open space, providing the site with 79,814 sf (1.83 acres) of green space.</p> |
| <p><b>Conservation Element: Soils and Geology</b><br/> <b>Objective A:</b> Prevent the loss and transport of soil resulting from wind and water erosion and promote construction practices that recognize soils with development limitations.</p> <p><b>Conservation Element Soils and Geology Policy A-2:</b> The City shall require developers to prepare and implement erosion control and landscape plans for projects that involve high erosion risk. Each plan shall be prepared by a registered civil engineer or certified professional in the field of erosion and sediment control and shall be Fort Ord subject to the approval of the public works director for the City of Seaside. The erosion component of the plan must at least meet the requirements of Storm Water Pollution Prevention Plans (SWPPPs) required by the California State Water Resources Control Board.</p> | <p><b>Evidence:</b> During construction of the proposed project, the total disturbed soil area would be approximately 5.47 acres. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. Because the proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                               | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>No. CAS000002) (Construction General Permit). Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction Best Management Practices (BMPs) detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>Conservation Element: Hydrology and Water Objective C:</b> Control nonpoint and point water pollution sources to protect the adopted beneficial uses of water.</p> <p><b>Hydrology and Water Quality Policy C-2:</b> At the project approval stage, the City shall require new development to demonstrate that all measures will be taken to ensure that on-site drainage systems are designed to capture and filter out urban pollution.</p> | <p><b>Evidence:</b> The project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres to approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site). Pollutants of concern associated with project operations include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris.</p> <p>A <i>Preliminary Stormwater Control Plan</i> has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. The LID BMPs proposed in the <i>Preliminary Stormwater Control Plan</i> include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project. As a Condition of Approval, the Developer will be required to prepare a Final Stormwater Control Plan that includes LID BMPs to ensure that on-site drainage systems are designed to capture and filter out urban pollution.</p> |
| <p><b>Noise Element Objective A:</b> Ensure that application of land use compatibility criteria for noise and enforcement of noise regulations are consistent</p>                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Evidence                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <p>throughout the Fort Ord Planning area.</p> <p><b>Noise Policy B-8:</b> If the ambient DNL exceeds the normally acceptable noise range for public or institutional uses (passively and actively used open spaces; auditoriums, concert halls, and amphitheaters; schools, libraries, churches, hospitals and nursing homes; golf courses, riding stables, water recreation areas, and cemeteries), as identified in Table 4.5-3, new development shall not increase ambient Ldn by more than 3 dBA measured at the property line.</p> <p><b>Noise Policy B-9:</b> The City shall require construction contractors to employ noise-reducing construction practices.</p> | <p><b>Evidence:</b> Neither the long-time traffic nor stationary noise sources would cause an increase in ambient noise levels of more than 3 A-weighted decibels (dBA) within the project vicinity as measured at the property line.</p> <p><b>Evidence:</b> As a Condition of Approval, the Construction Contractor will be required to prepare a construction noise plan that includes implementation of Best Management Noise Reduction Practices.</p>                                                                                                                                                                                                                                    |
| <p><b>Safety Element: Seismic and Geologic Hazards Objective A.</b></p> <p><b>Seismic and Geologic Hazards Policy A-2:</b> The City shall use the development review process to ensure that potential seismic or geologic hazards are evaluated and mitigated prior to construction.</p>                                                                                                                                                                                                                                                                                                                                                                                 | <p><b>Evidence:</b> A <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014) was prepared for the proposed project. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code and the recommendations of the project geotechnical consultant as summarized in the final written Geotechnical Report.</p>                                                                                                                                                                                                           |
| <p><b>Safety Element: Fire, Flood and Emergency Management Objective A.</b></p> <p><b>Fire, Flood, and Emergency Management Policy A-2:</b> The City shall provide fire suppression water system guidelines and implementation plans for existing and acquired former Fort Ord lands equal to those recommended in the Fort Ord Infrastructure Study (FORIS Section Table 4.1.8) for fire protection water volumes, system distribution upgrades, and emergency water storage.</p>                                                                                                                                                                                       | <p><b>Evidence:</b> Fire protection services for the project site are provided by the Seaside Fire Department. The City operates one fire station located at 1635 Broadway Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication). The project site will contain sufficient water service and water pressure to service the site for fire suppression purposes.</p> |
| <p><b>Safety Element: Hazardous Materials and Toxic Materials Safety Objective A:</b> Ensure the timely and complete compliance by the U. S. Army with the Remedial Investigation/Feasibility Study and associated remedial action ROD as part of the land transfer process.</p>                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## Fort Ord Base Reuse Plan Consistency

| FORA Objective/Policy                                                                                                                       | Evidence                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Hazardous and Toxic Materials Safety Policy A-1:</b><br>The City shall monitor and report to the public all progress made on the RA-ROD. | <b>Evidence:</b> A Hazardous Phase I environmental site assessment and a confirmation sampling report for the project was completed. Neither identified any hazardous wastes at the project site. Based on the results, there is no evidence that there are any hazardous materials remaining from the former gas station. Therefore, no remediation is necessary. |

City = City of Seaside

ft = foot/feet

ROD = Record of Decision

sf = square feet

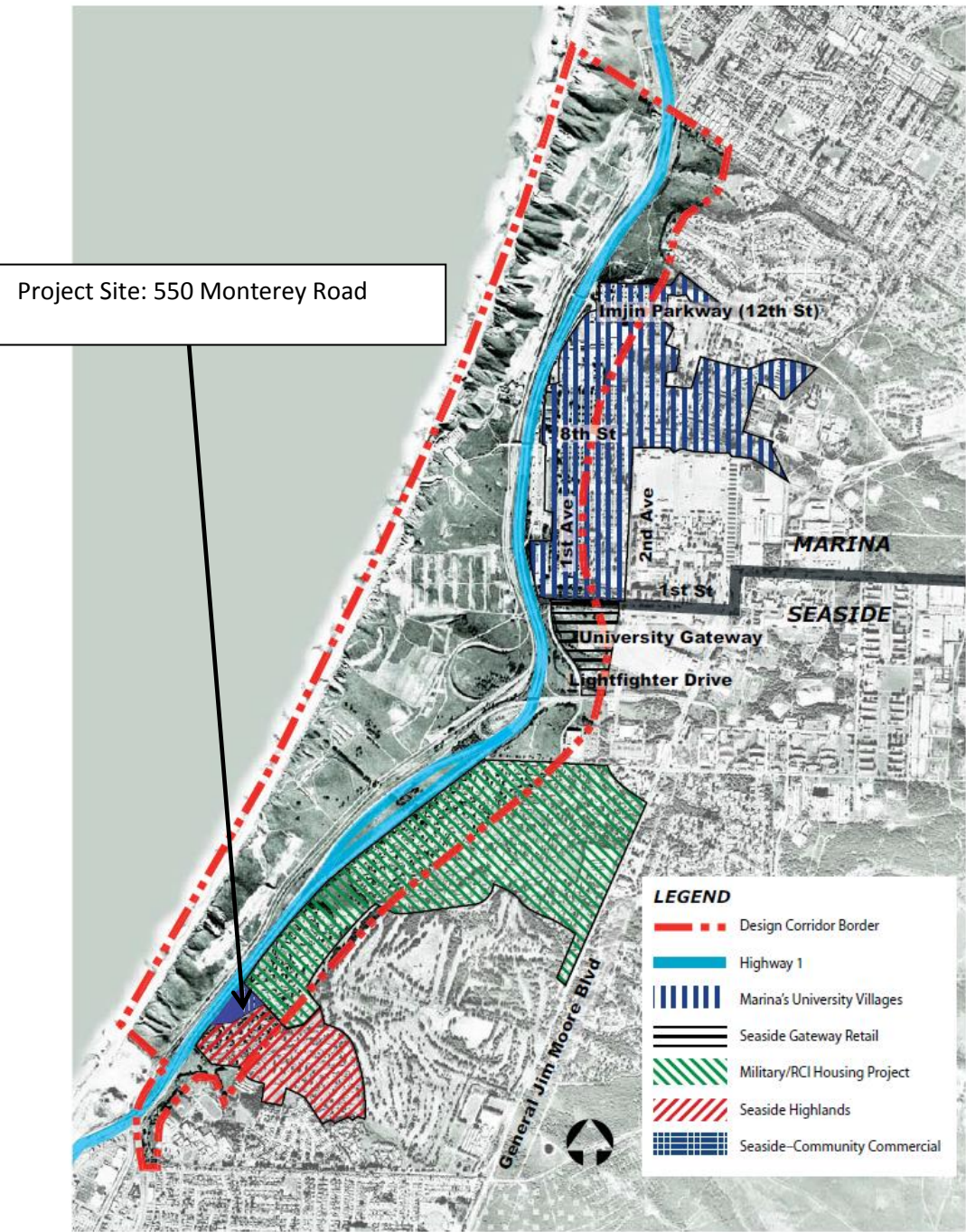


Figure 1.4—Highway 1 Design Corridor Proposed and Existing Developments



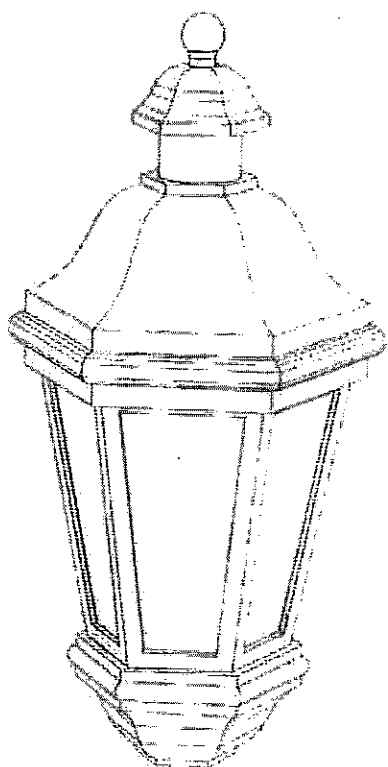
## Exterior Lighting Cut Sheets



|               |                      |
|---------------|----------------------|
| Project Name: | Type:                |
| Notes:        | Order Matrix Number: |

Environmental Lighting for Architecture, Inc.

## MEDITERRANEAN



The *Mediterranean* is a traditional six-sided lantern that comes in a multitude of sizes, mounting styles, and options. A legacy in ELA's line for years, this timeless design is suitable for pole, pier mount, cross arm, wall, or ceiling mounted applications. The *Mediterranean* is a perfect specification for shopping malls, decorative street lighting, parking lots, government buildings, site and walkway lighting, schools, libraries, high-end residential applications, and much more.

Constructed of high grade cast aluminum #A356 and finished with a powder-coated finish, the *Mediterranean* is built to endure the toughest of outdoor conditions. The *Mediterranean* can also meet the performance standards of today's lighting demands. It's available with an assortment of refractors or reflectors for all light distributions and is also available with a full cut-off to meet Dark Skies requirements. Available in up to a maximum 250 watt Metal Halide or High Pressure Sodium, the *Mediterranean* can also accommodate today's Low-Energy requirements with up to 135 watt LED or 250 watt Induction sources while still maintaining excellent light output.

With its classic traditional style, superior durability and high performance standards, the *Mediterranean* is the perfect solution to a full array of lighting applications.



Environmental Lighting for Architecture, Inc.

# Ordering Matrix Mediterranean - MED

| 1         | 2      | 3          | 4        | 5         | 6         | 7      | 8       | 9      |
|-----------|--------|------------|----------|-----------|-----------|--------|---------|--------|
| Fixture / | Size / | Mounting / | Optics / | Ballast / | Voltage / | Lens / | Color / | Option |
| MED /     | 14 /   | PT /       | V5 /     | 100MH /   | 120 /     | FG /   | CY /    | --     |

|                                                                              |                         |                         |                         |                         |
|------------------------------------------------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>1. Fixture: MED</b><br><br><b>2. Size</b><br><br><br><br><br><br><br><br> |                         |                         |                         |                         |
|                                                                              | Matrix #: 11            | Matrix #: 14            | Matrix #: 17            | Matrix #: 19            |
|                                                                              | Description:            | Description:            | Description:            | Description:            |
|                                                                              | Notes: Max Wattage 100W | Notes: Max Wattage 150W | Notes: Max Wattage 250W | Notes: Max Wattage 400W |
|                                                                              | EPA: 1.0                | EPA: 1.6                | EPA: 2.3                | EPA: 3.0                |
|                                                                              | Weight: 10 lbs.         | Weight: 18 lbs.         | Weight: 30 lbs.         | Weight: 40 lbs.         |

|                                                    |                                                                                        |                            |                           |                       |                           |
|----------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------|---------------------------|-----------------------|---------------------------|
| <b>3. Mounting</b><br><br><br><br><br><br><br><br> |                                                                                        |                            |                           |                       |                           |
|                                                    | Matrix #: CA                                                                           | Matrix #: CP               | Matrix #: SP              | Matrix #: PT          | Matrix #: WB              |
|                                                    | Description: Cross Arm                                                                 | Description: Chain Pendant | Description: Stem Pendant | Description: Post Top | Description: Wall Bracket |
|                                                    | Notes: 1. Please consult factory for Poles, Wall Brackets, and other mounting options. |                            |                           |                       |                           |
|                                                    | 2. When ordering Post Top, please specify filter size.                                 |                            |                           |                       |                           |

|                                                  |                     |                                 |                     |
|--------------------------------------------------|---------------------|---------------------------------|---------------------|
| <b>4. Optics</b><br><br><br><br><br><br><br><br> | <b>Vertical</b><br> | <b>Vertical (Refractor)</b><br> |                     |
|                                                  | Matrix #: V5        | Matrix #: VR3                   | Matrix #: VR5       |
|                                                  | Description: TYPE 5 | Description: TYPE 3             | Description: TYPE 5 |
|                                                  |                     |                                 |                     |
|                                                  |                     |                                 |                     |

|                                                   |                       |                     |                     |                     |                                    |                     |                     |                     |
|---------------------------------------------------|-----------------------|---------------------|---------------------|---------------------|------------------------------------|---------------------|---------------------|---------------------|
| <b>5. Ballast</b><br><br><br><br><br><br><br><br> | <b>Horizontal</b><br> |                     |                     |                     | <b>Dark Skies (Horizontal)</b><br> |                     |                     |                     |
|                                                   | Matrix #: H2          | Matrix #: H3        | Matrix #: H4        | Matrix #: H5        | Matrix #: DS2                      | Matrix #: DS3       | Matrix #: DS4       | Matrix #: DS5       |
|                                                   | Description: TYPE 2   | Description: TYPE 3 | Description: TYPE 4 | Description: TYPE 5 | Description: TYPE 2                | Description: TYPE 3 | Description: TYPE 4 | Description: TYPE 5 |
|                                                   |                       |                     |                     |                     |                                    |                     |                     |                     |
|                                                   |                       |                     |                     |                     |                                    |                     |                     |                     |

|                                                   |                                                                                                                                                          |                                              |                                                                                       |                                                                                                             |                                                                                           |                                                           |                                                                                                                                   |
|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| <b>5. Ballast</b><br><br><br><br><br><br><br><br> | <b>Description:</b> Pulse Start<br>Metal Halide<br>(Watts / Type)<br>Matrix #: 60PSMH<br>70PSMH<br>100PSMH<br>150PSMH<br>175PSMH<br>200PSMH<br>250PSMH ♦ | <b>Incandescent</b><br>(Watts / Type)<br>INC | <b>Metal Halide</b><br>(Watts / Type)<br>50MH<br>70MH<br>T8 70MH<br>100MH<br>T8 150MH | <b>High Pressure Sodium</b><br>(Watts / Type)<br>50HPS<br>70HPS<br>100HPS<br>150HPS<br>200HPS ■<br>250HPS ■ | <b>Compact Fluorescent</b><br>(Watts / Type)<br>18CFL<br>26CFL<br>32CFL<br>42CFL<br>57CFL | <b>Induction Tubular Type</b><br>(Watts / Type)<br>40IT * | <b>Induction Bulb Type</b><br>(Watts / Type)<br>35IB<br>55IB<br>85IB *<br>100IB *<br>120IB **<br>165IB **<br>200IB **<br>250IB ** |
|                                                   |                                                                                                                                                          |                                              |                                                                                       |                                                                                                             |                                                                                           |                                                           |                                                                                                                                   |
|                                                   |                                                                                                                                                          |                                              |                                                                                       |                                                                                                             |                                                                                           |                                                           |                                                                                                                                   |
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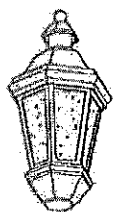
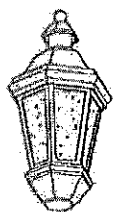
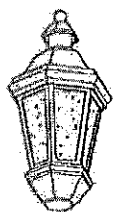
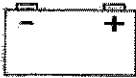
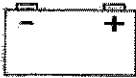
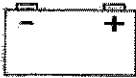
  

|                                                   |                                                             |                                                                                                       |
|---------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <b>5. Ballast</b><br><br><br><br><br><br><br><br> | <b>LED</b><br>(Watts / Type)<br>40LED<br>75LED<br>135LED ♦♦ | <b>Induction Circular Type</b><br>(Watts / Type)<br>40IC *<br>70IC *<br>80IC *<br>100IC *<br>120IC ** |
|                                                   |                                                             |                                                                                                       |
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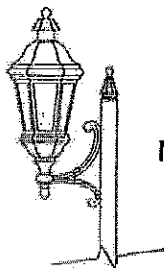


Environmental Lighting for Architecture, Inc.

Ordering Matrix  
Mediterranean - MED

| <b>6. Voltage</b><br><br>* Only these voltages are available with LED.                                                                                                                                                                                                                                                                                                              | <table border="1"> <tr> <td><b>Matrix #:</b></td> <td><b>120 *</b></td> <td><b>208</b></td> <td><b>240</b></td> <td><b>277 *</b></td> <td><b>347</b></td> <td><b>480</b></td> </tr> <tr> <td><b>Description:</b></td> <td>120V</td> <td>208V</td> <td>240V</td> <td>277V</td> <td>347V</td> <td>480V</td> </tr> </table>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                      |                                                                                       |                                                                                       |                   |            | <b>Matrix #:</b>                                                                    | <b>120 *</b>                                                                        | <b>208</b>                                                                           | <b>240</b>                                                                            | <b>277 *</b>                                                                          | <b>347</b>         | <b>480</b>      | <b>Description:</b>   | 120V                    | 208V                  | 240V                                 | 277V                                   | 347V       | 480V               |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
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| <b>Matrix #:</b>                                                                                                                                                                                                                                                                                                                                                                    | <b>120 *</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>208</b>                                                                           | <b>240</b>                                                                            | <b>277 *</b>                                                                          | <b>347</b>        | <b>480</b> |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>Description:</b>                                                                                                                                                                                                                                                                                                                                                                 | 120V                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 208V                                                                                 | 240V                                                                                  | 277V                                                                                  | 347V              | 480V       |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>7. Lens</b><br><br>Notes:<br>Consult factory for custom lens.<br><br>* 50W max wattage.                                                                                                                                                                                                                                                                                          | <table border="1"> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td><b>CG</b> Clear Glass</td> <td><b>FG</b> Frosted Glass</td> <td><b>SG</b> Seedy Glass</td> <td><b>DSCG</b> Clear Glass (Dark Skies)</td> <td><b>DSFG</b> Frosted Glass (Dark Skies)</td> <td colspan="2"></td> </tr> <tr> <td><b>CA</b> Clear Acrylic *</td> <td><b>FA</b> Frosted Acrylic *</td> <td><b>SA</b> Seedy Acrylic *</td> <td colspan="4"></td> </tr> <tr> <td><b>CP</b> Clear Polycarb. *</td> <td><b>FP</b> Frosted Polycarb. *</td> <td colspan="4"></td> </tr> </table>                                                                                                                                                                                                                         |                                                                                      |                                                                                       |                                                                                       |                   |            |    |    |    |    |    |                    |                 | <b>CG</b> Clear Glass | <b>FG</b> Frosted Glass | <b>SG</b> Seedy Glass | <b>DSCG</b> Clear Glass (Dark Skies) | <b>DSFG</b> Frosted Glass (Dark Skies) |            |                    | <b>CA</b> Clear Acrylic * | <b>FA</b> Frosted Acrylic * | <b>SA</b> Seedy Acrylic * |                      |                |                   |           | <b>CP</b> Clear Polycarb. * | <b>FP</b> Frosted Polycarb. * |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
|                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |    |    |    |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>CG</b> Clear Glass                                                                                                                                                                                                                                                                                                                                                               | <b>FG</b> Frosted Glass                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>SG</b> Seedy Glass                                                                | <b>DSCG</b> Clear Glass (Dark Skies)                                                  | <b>DSFG</b> Frosted Glass (Dark Skies)                                                |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>CA</b> Clear Acrylic *                                                                                                                                                                                                                                                                                                                                                           | <b>FA</b> Frosted Acrylic *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>SA</b> Seedy Acrylic *                                                            |                                                                                       |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>CP</b> Clear Polycarb. *                                                                                                                                                                                                                                                                                                                                                         | <b>FP</b> Frosted Polycarb. *                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                      |                                                                                       |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>8. Color</b><br><br>Notes:<br>Consult factory for custom colors.                                                                                                                                                                                                                                                                                                                 | <table border="1"> <tr> <th colspan="2">Powder Coat Finish</th> <th colspan="2">Hand-Applied Finish</th> </tr> <tr> <td><b>Matrix #</b></td> <td><b>Description</b></td> <td><b>Matrix #</b></td> <td><b>Description</b></td> </tr> <tr> <td><b>AG</b></td> <td>Augustine Green</td> <td><b>MG</b></td> <td>Malaga Green</td> </tr> <tr> <td><b>GY</b></td> <td>Architectural Grey</td> <td><b>MN</b></td> <td>Midnight</td> </tr> <tr> <td><b>CC</b></td> <td>Charcoal</td> <td><b>PW</b></td> <td>Pewter</td> </tr> <tr> <td><b>CY</b></td> <td>Clay</td> <td><b>SS</b></td> <td>Sand Storm</td> </tr> <tr> <td><b>DB</b></td> <td>Dark Bronze</td> <td><b>SB</b></td> <td>Statuary Bronze</td> </tr> <tr> <td><b>HR</b></td> <td>Harbor Blue</td> <td><b>VL</b></td> <td>Village Green</td> </tr> <tr> <td><b>HP</b></td> <td>Hammered Pewter</td> <td><b>W</b></td> <td>White</td> </tr> <tr> <td></td> <td></td> <td><b>CH</b></td> <td>Cracked Hide</td> </tr> <tr> <td></td> <td></td> <td><b>LV</b></td> <td>Light Verde</td> </tr> <tr> <td></td> <td></td> <td><b>OR</b></td> <td>Old Iron</td> </tr> <tr> <td></td> <td></td> <td><b>R</b></td> <td>Rust</td> </tr> <tr> <td></td> <td></td> <td><b>V</b></td> <td>Verde</td> </tr> </table> |                                                                                      |                                                                                       |                                                                                       |                   |            | Powder Coat Finish                                                                  |                                                                                     | Hand-Applied Finish                                                                  |                                                                                       | <b>Matrix #</b>                                                                       | <b>Description</b> | <b>Matrix #</b> | <b>Description</b>    | <b>AG</b>               | Augustine Green       | <b>MG</b>                            | Malaga Green                           | <b>GY</b>  | Architectural Grey | <b>MN</b>                 | Midnight                    | <b>CC</b>                 | Charcoal             | <b>PW</b>      | Pewter            | <b>CY</b> | Clay                        | <b>SS</b>                     | Sand Storm | <b>DB</b>            | Dark Bronze | <b>SB</b> | Statuary Bronze | <b>HR</b> | Harbor Blue | <b>VL</b> | Village Green | <b>HP</b> | Hammered Pewter | <b>W</b> | White |  |  | <b>CH</b> | Cracked Hide |  |  | <b>LV</b> | Light Verde |  |  | <b>OR</b> | Old Iron |  |  | <b>R</b> | Rust |  |  | <b>V</b> | Verde |
| Powder Coat Finish                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Hand-Applied Finish                                                                  |                                                                                       |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>Matrix #</b>                                                                                                                                                                                                                                                                                                                                                                     | <b>Description</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Matrix #</b>                                                                      | <b>Description</b>                                                                    |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>AG</b>                                                                                                                                                                                                                                                                                                                                                                           | Augustine Green                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>MG</b>                                                                            | Malaga Green                                                                          |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>GY</b>                                                                                                                                                                                                                                                                                                                                                                           | Architectural Grey                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>MN</b>                                                                            | Midnight                                                                              |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>CC</b>                                                                                                                                                                                                                                                                                                                                                                           | Charcoal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>PW</b>                                                                            | Pewter                                                                                |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>CY</b>                                                                                                                                                                                                                                                                                                                                                                           | Clay                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>SS</b>                                                                            | Sand Storm                                                                            |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>DB</b>                                                                                                                                                                                                                                                                                                                                                                           | Dark Bronze                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>SB</b>                                                                            | Statuary Bronze                                                                       |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>HR</b>                                                                                                                                                                                                                                                                                                                                                                           | Harbor Blue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>VL</b>                                                                            | Village Green                                                                         |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>HP</b>                                                                                                                                                                                                                                                                                                                                                                           | Hammered Pewter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>W</b>                                                                             | White                                                                                 |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
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|                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>LV</b>                                                                            | Light Verde                                                                           |                                                                                       |                   |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
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| <b>9. Options</b><br><br>Notes:<br>1) BBU option is available for fluorescent lamp only.<br>2) Test button location shall have visibility for testing on site. Consult factory for placement location.<br><br><b>Photocell Options:</b><br>Photocell is available in 120 thru 480 volts.<br>Photocell receptacle only fits some cross arms. Consult factory. Specify when ordering. | <table border="1"> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td colspan="2"></td> </tr> <tr> <td><b>Matrix #:</b></td> <td><b>BBU</b></td> <td><b>PCB</b></td> <td><b>PCR</b></td> <td><b>TB</b></td> <td><b>HSS</b></td> <td></td> </tr> <tr> <td><b>Description:</b></td> <td>Battery Backup</td> <td>Photocell Button</td> <td>Photocell receptacle</td> <td>Terminal Block</td> <td>House Side Shield</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>Twist Lock by others</td> <td></td> <td></td> <td></td> </tr> </table>                                                                                                                                                                                                                                                          |                                                                                      |                                                                                       |                                                                                       |                   |            |  |  |  |  |  |                    |                 | <b>Matrix #:</b>      | <b>BBU</b>              | <b>PCB</b>            | <b>PCR</b>                           | <b>TB</b>                              | <b>HSS</b> |                    | <b>Description:</b>       | Battery Backup              | Photocell Button          | Photocell receptacle | Terminal Block | House Side Shield |           |                             |                               |            | Twist Lock by others |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
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| <b>Matrix #:</b>                                                                                                                                                                                                                                                                                                                                                                    | <b>BBU</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>PCB</b>                                                                           | <b>PCR</b>                                                                            | <b>TB</b>                                                                             | <b>HSS</b>        |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
| <b>Description:</b>                                                                                                                                                                                                                                                                                                                                                                 | Battery Backup                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Photocell Button                                                                     | Photocell receptacle                                                                  | Terminal Block                                                                        | House Side Shield |            |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                    |                 |                       |                         |                       |                                      |                                        |            |                    |                           |                             |                           |                      |                |                   |           |                             |                               |            |                      |             |           |                 |           |             |           |               |           |                 |          |       |  |  |           |              |  |  |           |             |  |  |           |          |  |  |          |      |  |  |          |       |
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**Fixture Ordering Example:**



MED/14/PT/V5/100MH/120/FG/CY

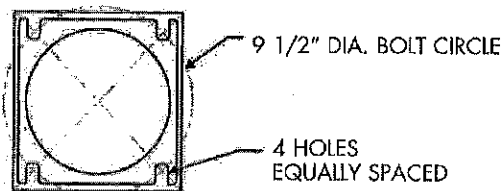
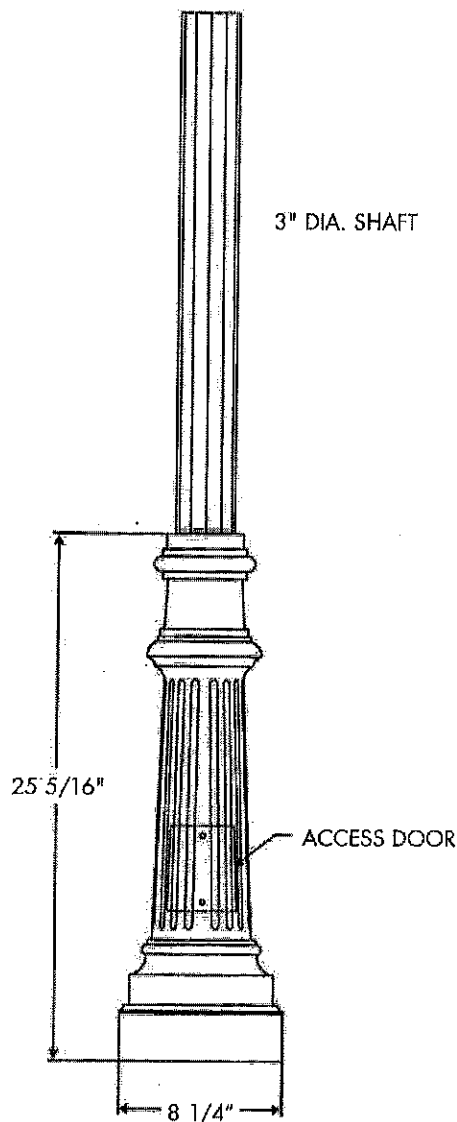
| 1                     | 2    | 3        | 4               | 5                     | 6         | 7             | 8     | 9      |
|-----------------------|------|----------|-----------------|-----------------------|-----------|---------------|-------|--------|
| Fixture               | Size | Mounting | Optics          | Ballast               | Voltage   | Lens          | Color | Option |
| MED                   | 14   | PT       | V5              | 100MH                 | 120       | FG            | CY    | -      |
| Mediterranean Fixture | 14   | Post Top | Vertical Type 5 | 100 Watt Metal Halide | 120 Volts | Frosted Glass | Clay  | -      |

**Fixture Ordering Form:**

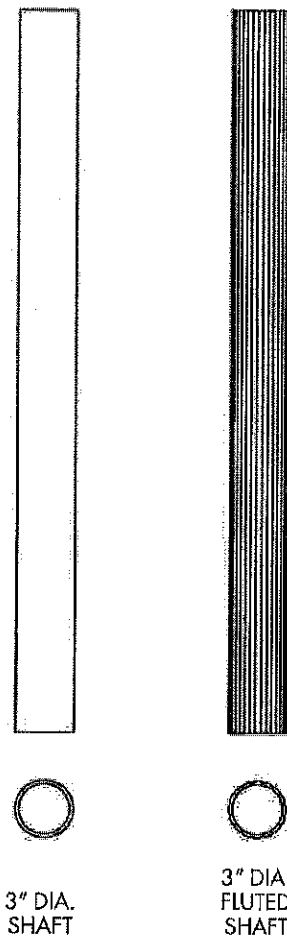
| 1       | 2    | 3        | 4      | 5    | 6       | 7    | 8     | 9      | 9      | 9      |
|---------|------|----------|--------|------|---------|------|-------|--------|--------|--------|
| Fixture | Size | Mounting | Optics | Lamp | Voltage | Lens | Color | Option | Option | Option |

1. MED /        /        /        /        /        /        /        /        /        /

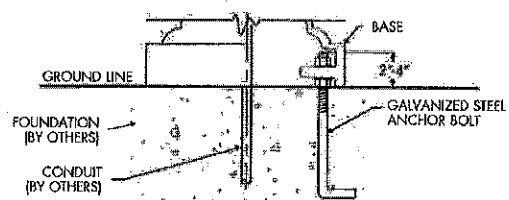
*Note: Specifications are subject to change without notice. Always consult factory.*



### **P-3026 BASE**



### **Alternate Pole Shafts**



### **Mounting Bolt Conditions with a Pole Base** *(Basic Example)*

**Maximum Pole Heights and Shaft types differ per project.**

Pole shafts are normally determined by material loading specifications, location of project, and EPA requirements.

*Please contact factory.*



**Environmental Lighting for Architecture, Inc.**  
17891 Arenth Avenue, City of Industry, CA 91748-1197  
626.965.0821 • 800.423.6561 • fax 626.965.9494  
[www.ela-lighting.com](http://www.ela-lighting.com)



## Specifications

**Fixture Housing:** One-piece sand-cast. Housing shall be corrosion resistant cast aluminum alloy #A356. The housing shall be free of any foreign materials or cosmetic fillers. Please consult factory for standard fitter sizes and other options. For wall and arm mounts, consult factory for installation.

**Optics:** Units shall be hydroformed or segmented sharp cut-off optics. Specular Alzak® optical segments are rigidly mounted within a sand-cast, low copper (<0.6% Cu) aluminum alloy enclosure. All sockets are factory prewired. An optional quick-disconnect plug for the ballast module is available when specified. The optical segments are positioned so that reflected light does not pass through the lamp arc tube to achieve maximum lamp output.

**Electrical Module:** All electrical components are UL and CSA recognized, mounted on a single plate, and factory prewired. Reference pages 2 and 3 for lamp characteristics, ballast types, and voltage technical data.

**Lens:** Six (6) side panels with stainless steel clips provided for attachment to the fixture. Glass shall be sealed in field by others. The Dark Skies lens options shall be tempered glass, factory installed.

**Finish/Color:** Finish is super TGIC thermoset polyester powder coat paint. ELA offers RAL color matches along with our standard color selection. Custom and hand applied colors are available upon special request.

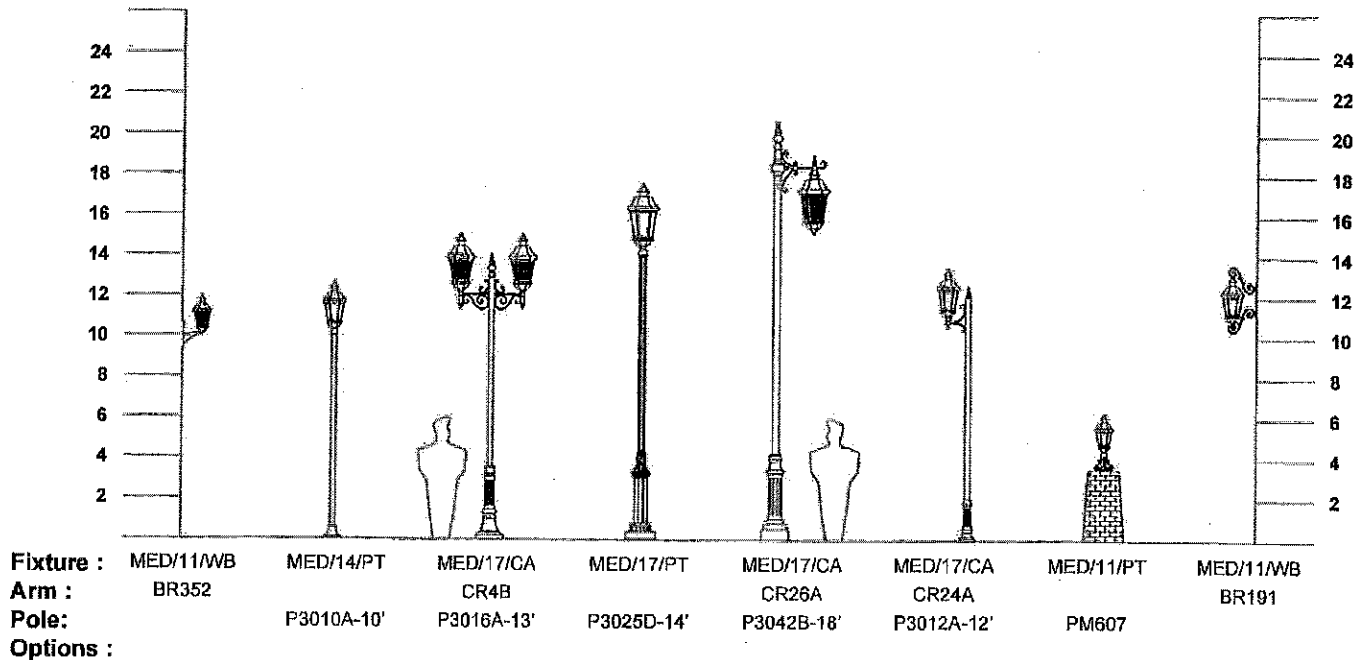
**Certification:** Fixtures shall be listed for outdoor, wet location. UL1598. IP rating 65.

**CAUTION:** Fixtures must be grounded in accordance with national, state, and/or local codes. Failure to do so may result in serious personal injury.

**ELA RESERVES THE RIGHT TO CHANGE SPECIFICATIONS WITHOUT NOTICE.**

## Elevated Scale

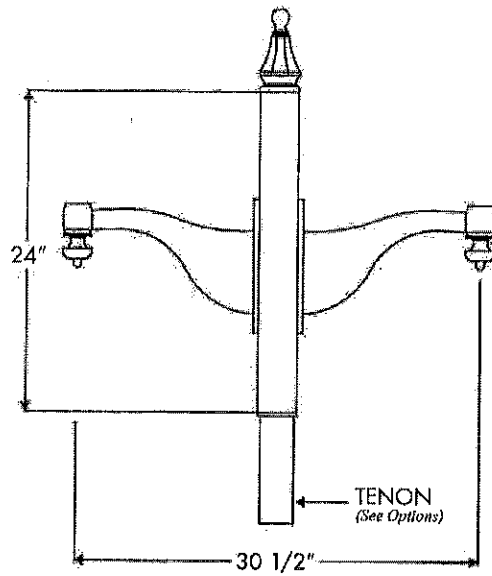
Suggested Poles and Arms  
for the Mediterranean Fixture



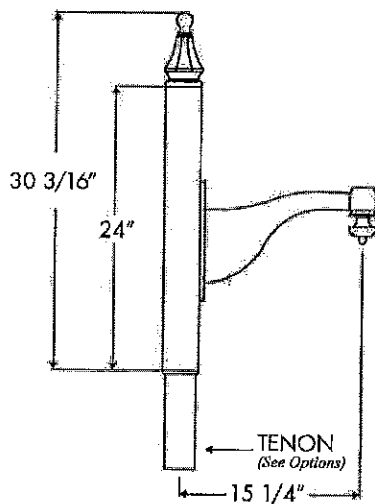
Note: Modifications to the fixture and additional pole heights are available.



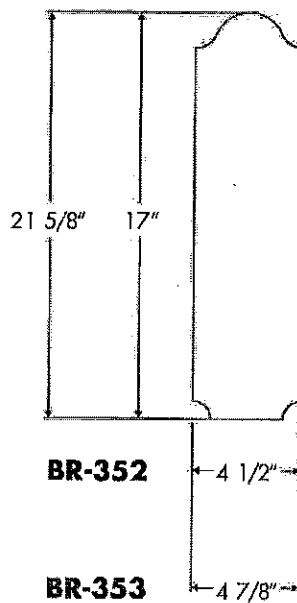
Note: Specifications are subject to change without notice. Always consult factory.



**CR-353B**

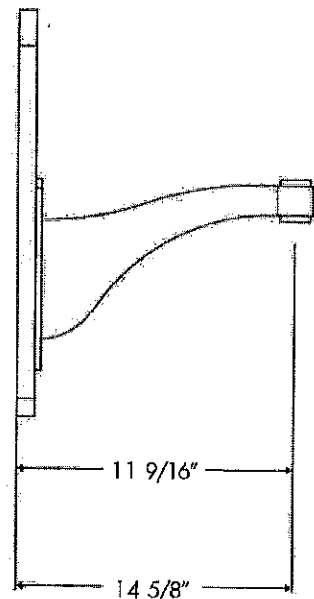


**CR-353A**



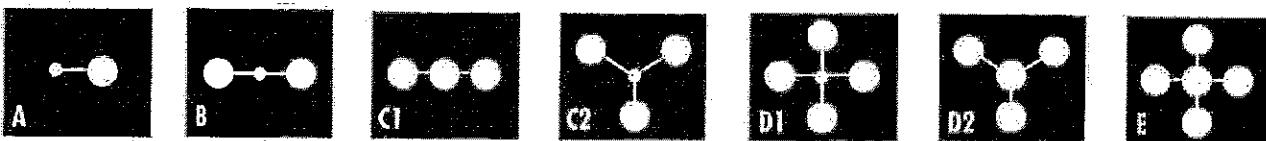
**BR-352**

**BR-353**



*Durable Cast and Extruded Aluminum Construction*

### CONFIGURATIONS



*Options*  
Cross Arm tenon is fitted for 3"  
and 4" diameter poles per request.

**Environmental Lighting for Architecture, Inc.**  
17891 Arenth Avenue, City of Industry, CA 91748-1197  
626.965.0821 • 800.423.6561 • fax 626.965.9494  
[www.elc-lighting.com](http://www.elc-lighting.com)

## LED Bollards with rotationally symmetrical distribution

**Post construction:** One piece extruded aluminum, with a one piece aluminum top housing and base, internally welded into an assembly. Die castings are marine grade, copper free ( $\leq 0.3\%$  copper content) A360.0 aluminum alloy.

**Enclosure:** Heavy walled, die-cast aluminum cap. Clear  $\frac{3}{16}$ " thick borosilicate glass with pure anodized aluminum cone reflector. Fully gasketed using high temperature silicone rubber O-ring gaskets.

**Electrical:** 18.2W LED luminaire, 24.5 total system watts,  $-20^{\circ}\text{C}$  start temperature. Integral 120V through 277V electronic LED driver, dimming not available. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 3000K with a  $>80$  CRI. Available in 4000K ( $>80$  CRI); add suffix K4 to order.

**Note:** Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to [www.bega-us.com](http://www.bega-us.com).

**Anchor base:** Heavy cast aluminum, slotted for precise alignment. Mounts to BEGA #895A anchorage kit (supplied).

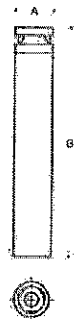
**Finish:** All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

UL listed for US and Canadian Standards, suitable for wet locations. Protection class IP65.

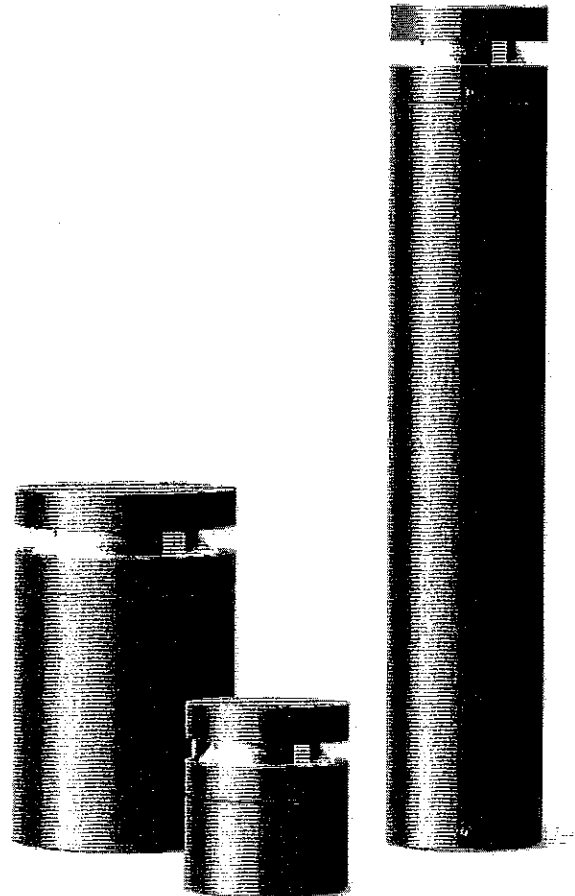
**Luminaire Lumens:** 881

Tested in accordance with LM-79-08

Type:  
BEGA Product:  
Project:  
Voltage:  
Color:  
Options:  
Modified:



|          | Lamp      | A      | B       | Anchorage |
|----------|-----------|--------|---------|-----------|
| 8554 LED | 18.2W LED | 6 1/2" | 39 3/4" | 895 A     |



1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 FAX (805) 566-9474 [www.bega-us.com](http://www.bega-us.com)  
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**Response to Comments**  
**On**  
**Initial Study/Mitigated Negative Declaration**

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## INTRODUCTION

Sections 1 and 2 comprise the Comments and Responses of the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Seaside Senior Living Project (proposed project). The purpose of this document is to respond to all comments received by the City of Seaside (City) regarding the environmental information and analyses contained in the IS/MND.

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15073, a Notice of Intent (NOI) to adopt an MND was filed with the Monterey County Clerk and the State Clearinghouse on March 18, 2016. In addition, the NOI was sent to various public agencies, citizen groups, and interested individuals concerned with the proposed project. The NOI was sent to adjacent property owners and was published two weeks in a row in the local newspaper.

The Draft IS/MND was circulated for public review for a period of 30 days, from March 18, 2016, to April 18, 2016. Copies of the Draft IS/MND were made available for public review at the City Planning Division, one area library, and on the internet.

Comments were accepted for a period of 30 days in order to ensure adequate time for residents and agencies to comment on the Draft IS/MND. Four comment letters were received during the public review period. Comments were received from the State of California Department of Transportation (Caltrans), the Applicant, and two private citizens.

The City, as the Lead Agency, is required to consider agency and public comments on a negative declaration. Although preparation of responses to comments received on an IS/MND is not required by CEQA, responses have been prepared.

Information provided in this Response to Comments document clarifies, amplifies, or makes minor modifications to the IS/MND. No significant changes have been made to the information contained in the IS/MND as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

A revised version of the IS/MND has been prepared to make minor corrections and clarifications to the public Draft IS/MND as a result of comments received during the public review period. Revisions to the public Draft IS/MND are shown in track changes in Section 3 of this document. Text that has been added is underlined (underlined) and text that has been deleted is shown with ~~strikeout~~ (~~strikeout~~).

Together, the Responses to Comments and the revised text of the IS/MND are collectively referred to as the Final IS/MND; the Final IS/MND will be submitted for the consideration by the City Planning Commission and City Council prior to a vote to approve the Final IS/MND.



## INDEX OF COMMENTS RECEIVED

The following is an index list of the agencies and individuals that commented on the IS/MND prior to the close of the public comment period or immediately thereafter. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment letter received is indexed with a number below.

| Comment Code  | Signatory                               | Date    |
|---------------|-----------------------------------------|---------|
| <b>State</b>  |                                         |         |
| S-1           | California Department of Transportation | 4/15/16 |
| <b>Public</b> |                                         |         |
| P-1           | Yu-Chu Shen                             | 3/28/16 |
| P-2           | Seaside Senior Living, LLC              | 4/15/16 |
| P-3           | Dave Evans                              | 4/20/16 |

## FORMAT OF RESPONSES TO COMMENTS

Responses to each of the comment letters are provided on the following pages. The comment index numbers are provided in the upper right corner of each comment letter, and individual points within each letter are numbered along the right-hand margin of each letter. The City of Seaside's responses to each comment letter immediately follow the letter and are referenced by index numbers in the margins. As noted in some of the responses, the proposed Final IS/MND includes text revisions that provide corrections and clarifications to the public Draft IS/MND.

## RESPONSE TO COMMENTS

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## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TTY 711  
<http://www.dot.ca.gov/dist05/>

S-1



Serious drought  
Help save water!

April 15, 2016

APR 18 2016

MON-1-BB75.11  
SCH# 2016031063

Rick Medina  
City of Seaside Planning Department  
440 Harcourt Avenue  
Seaside, CA 93955

Dear Medina:

## COMMENTS TO SEASIDE SENIOR LIVING PROJECT

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments in response to your summary of impacts.

1. Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel.
2. The traffic impact study suggested several mitigation measures that are demand management-oriented. These include such things as staggered work shifts outside of peak hours, carpooling, and project sponsored shuttle services. Caltrans supports these options in addition to others, such as transit.
3. The trip generation and operational impacts of this development to the Highway 1/Fremont interchange have been minimized as a result of the strategies listed. It is important that these features become more than just recommendations in the study; we encourage the City to validate the findings by making these conditions of approval for the development.

S-1-1

S-1-2

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,

JOHN J. OLEJNIK

Associate Transportation Planner  
District 5 Development Review Coordinator  
[john.olejnik@dot.ca.gov](mailto:john.olejnik@dot.ca.gov)

"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"

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**LETTER CODE:** S-1

**COMMENTER:** State of California, Department of Transportation (Caltrans)

**DATE:** April 15, 2016

**RESPONSE S-1-1**

The comment provides information regarding Caltrans' interest and reasons for supporting local transportation planning efforts. The comment also states Caltrans' support for the mitigation measure that relies on traffic demand management to reduce traffic impacts. The City of Seaside (City) would like to thank Caltrans for its comment and participation in the environmental process for the proposed project.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft Initial Study/Mitigated Negative Declaration (IS/MND) or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

**RESPONSE S-1-2**

The City acknowledges Caltrans' recommendation that Mitigation Measures TRA-1, Employee Shift Schedule of Operations, and TRA-2, Payment into the Fort Ord Reuse Authority Fee, be included as conditions of approval as part of the proposed project's Use Permit (Application UP14-05). The City Planning Staff has included the prescribed traffic mitigation as conditions of approval of the project's requested Use Permit. The Planning Commission and City Council will consider this recommendation when reviewing and approving the Use Permit.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.



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**Carmen Lo**

---

**From:** Rick Medina <RMedina@ci.seaside.ca.us>  
**Sent:** Monday, March 28, 2016 12:17 PM  
**To:** Pam Reading  
**Subject:** Fwd: Project site (APN #031-141-004) comments

Pam,  
 Forwarding comment received via email.

Rick Medina  
 Senior Planner  
 (831) 899-6726  
[rmedina@ci.seaside.ca.us](mailto:rmedina@ci.seaside.ca.us)  
 >>> Yu-Chu Shen <[ycsboston@gmail.com](mailto:ycsboston@gmail.com)> 3/23/2016 11:15 AM >>>  
 Attn: Rick Medina, Senior Planner

Dear Mr. Medina,  
 I am a resident and home owner at Seaside Highlands, and I would like to voice my grave concern about the proposed senior living project on Monterey Road.  
 The city is overly optimistic in its traffic analysis. If you have ever been to Monterey Road during peak hours, it should be obvious that the city needs to address the current traffic condition before allowing a senior living project to be built. We are easily stuck on Monterey Road for at least 15 minutes when leaving around 7:40-8 am.

P-1-1

The traffic analysis did not take into account visitors, likely higher-than-normal need of medical/emergency vehicles coming into and out of the senior living project, and regular shopping trips by the residents living on the senior project. The two mitigation measures did not take any of those extra traffics into account. TRA-2 is completely inadequate—it simply told the developer to pay a fee without addressing any actual plan to improve the traffic condition on Monterey road. For all we know, the city might just use that money elsewhere.

P-1-2

The bottom line is, before a senior living project can be built, the city needs to solve the traffic problem on Monterey road first. Whether it's expanding traffic lanes on the outbound of Monterey road, disallowing traffic coming out of seaside high school to turn left (this always caused a huge delay during peak hour), or having a designated right turn lane toward the bottom of Monterey Road for vehicles heading to Hwy 1N, there are options that the city must explore and complete before allowing the new project to be built.

P-1-3

Sincerely,

Yu-Chu Shen  
[ycsboston@gmail.com](mailto:ycsboston@gmail.com)

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**LETTER CODE:** P-1

**COMMENTER:** Yu-Chu Shen

**DATE:** March 23, 2016

### **RESPONSE P-1-1**

The comment states that the project traffic analysis is overly optimistic and that the City of Seaside (City) should address the current traffic condition on Monterey Road before approving the Senior Living Project.

The traffic report and associated traffic analysis in the Initial Study/Mitigated Negative Declaration (IS/MND) addressed existing and future peak-hour roadway conditions in the vicinity of the project site at three intersections and along Monterey Road between Coe Avenue and Fremont Boulevard – State Route 1 (SR-1) Southbound Ramps. Traffic counts were conducted for typical weekday peak hour conditions. The a.m. peak hour is the single highest hour of traffic volumes between 7:00 and 9:00 a.m. The p.m. peak hour is the single highest hour of traffic volumes between 4:00 and 6:00 p.m. A peak-hour level of service (LOS) analysis was then prepared consistent with 2010 Highway Capacity Manual (HCM) methodology and the requirements of the City, County of Monterey (County), and the California Department of Transportation (Caltrans). Based on the results of the traffic analysis, it was found that the project would contribute to the deficient p.m. peak-hour delay at the intersection of Fremont Boulevard–SR-1 ramps/Monterey Road, resulting in a significant project impact. Implementation of Mitigation TRA-1 of the IS/MND, requiring the implementation of a specific employee shift schedule, is being required in order to minimize employee trips during both the a.m. and p.m. peak hours and reduce the impact at Fremont Boulevard–SR-1 ramps/Monterey Road to less than significant.

Caltrans District 5 Development Review supports the recommended mitigation of staggered work shifts outside of the peak-hour periods. Caltrans has stated that the operational impacts of the project to the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would be minimized as a result of this mitigation. As such, the project will provide the necessary mitigation to offset its impact to the local circulation network consistent with the requirements of the City, County, Caltrans, and the California Environmental Quality Act (CEQA).

Pursuant to State CEQA Guideline 15041, the City as lead agency only has the authority to impose mitigation where there is nexus to the proposed project's impacts. As the project has not been shown to cause or exacerbate existing impacts along Monterey Road between Fremont Boulevard and Coe Avenue, mitigation for these existing impacts is not warranted under CEQA. Any public concerns with the existing circulation network should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-1-2**

The comment states that the project traffic analysis did not take into account visitors, higher-than-normal needs for medical/emergency vehicles, and resident shopping trips. The comment also states

that the mitigation measures do not account for these extra traffic trips, are inadequate, and the money the developer pays to improve the traffic condition might not be used to address the traffic impacts associated with the project.

Project trips were generated using trip rates from Land Use Code 254 (Assisted Living) from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012). These trip rates are inclusive of all vehicles (residents, visitors, medical/emergency, etc.) in and out of the project site. As such, the traffic analysis and mitigation measures take into account all trips potentially generated by the project.

As described in the Draft IS/MND, the project will be required to implement Mitigation Measure TRA-2, requiring payment into the Fort Ord Reuse Authority (FORA) Community Facilities District Fee to reduce significant cumulative impacts at the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection and the Monterey Road segment between Fremont Boulevard and Coe Avenue. The Community Facilities District Fee is administered by FORA to fund its Capital Improvement Program (CIP). The most recent FORA CIP identifies specific improvements to the Fremont Boulevard–SR-1 ramps/Monterey Road intersection, Fremont Boulevard/Military Avenue–Del Monte Boulevard intersection, and construction a new SR-1/Monterey Road interchange north of the existing SR 1/Fremont Boulevard interchange. Implementation of these improvement projects as identified in the CIP will address existing intersection deficiencies as well as divert project-related traffic to and from SR-1 from the existing Fremont Boulevard interchange to the new Monterey Road interchange, as well as away from Monterey Road between Fremont Boulevard and Coe Avenue. Therefore, the project's contribution to the FORA Community Facilities District Fee will be utilized to fund improvements to impacted intersections and road segments, including cumulative impacts at the Fremont Boulevard- SR-1 ramps/Monterey Boulevard intersection and the Monterey Road segment between Fremont Boulevard and Coe Avenue as identified in the IS/MND traffic analysis. The City has approved the project's contribution to the FORA Community Facilities District Fee through implementation of Mitigation Measure TRA-2; therefore, no additional mitigation is warranted. No changes to the Draft IS/MND are necessary.

### RESPONSE P-1-3

The comment states that before the project can be built, the City should solve the existing traffic problems on Monterey Road.

The project traffic analysis determined that the project would contribute to a significant impact at the intersection of Fremont Boulevard–SR-1 ramps/Monterey Road. The IS/MND prescribes specific mitigation for the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection to offset the project's impact. As noted above in Response P-1-1, while the project has a responsibility to provide mitigation to address its potential impacts, pursuant to State CEQA Guideline 15041, the City as lead agency does not have the authority to impose mitigation where there is no nexus to the proposed project's impacts. Therefore, any public concerns and potential solutions regarding existing traffic along Monterey Road should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

Rick Medina, Senior Planner  
City of Seaside  
440 Harcourt Avenue  
Seaside, California 93955-4708

April 15, 2016  
rmedina@ci.seaside.ca.us  
(831) 899-6726  
www.ci.seaside.ca.us

Subject: Comments to Seaside Senior Living Project Initial Study & MND  
550 Monterey Road Seaside, California (APN 031-141-004)

Cc: Diana Ingersoll, Deputy City Manager; Pam Reading, LSA

Dear Rick,

Enclosed in this letter are our comments to the City of Seaside and LSA's Initial Study and Mitigated Negative Declaration (MND) prepared March 18, 2016 for the Seaside Senior Living Project. It is our understanding that comments from the public are due by April 18, 2016.

Each of the project consultants working exclusively with us (Seaside Senior Living, LLC) responded to the content of their respective section, i.e. Section XVI (Page 138) Transportation/Traffic comments from Hatch, Mott and MacDonald. City Staff and its consultants should review sections prepared by LSA. Those sections are: Section III (Page 51) Air Quality; Section VII (Page 80) Greenhouse Gas Emissions. There are other sections providing background information that we reviewed but generally have no comments, such as Section I (Page 45) Aesthetics; or Section II (Page 50) Agriculture and Forestry Resource.

P-2-1

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**I. BACKGROUND INFORMATION (Page 1)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**II. ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION (Page 3)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL, STATE PLANS AND MANDATED LAWS (Page 23)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION (Page 41)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**V. EVALUATION OF ENVIRONMENTAL IMPACTS (Page 43)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**VI. ENVIRONMENTAL CHECKLIST**

**SECTION I: AESTHETICS (Page 45)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION II: AGRICULTURE AND FORESTRY RESOURCES (Page 50)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION III: AIR QUALITY (Page 51)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION IV: BIOLOGICAL RESOURCES (Page 59)**

Rob Thompson reviewed the Biological Resources section starting on page 59 and do not have any comments or suggestions. Mr. Thompson also briefly reviewed the posted biotic and arborist reports that have been modified since the final drafts that were submitted and noticed at the bottom of page 7 (bottom right corner) that the word "truck" should be replaced with "trunk". There may be some similar minor text errors that should be reviewed by the City and LSA in the final reviews.

In reviewing both the Landscape Plan and the Arborist Report the City will see that more attention is needed to explain the circumstances associated with tree removal and total tree replacement. Arborist Report finds three (3) Blue Gum Eucalyptus trees and 94 Monterey Cypressess for a total of 97 trees. The project Landscape Architect points out: "Page 62, second paragraph: states 'remove 44 trees, of which 42 trees would be replaced'. This count is not correct, possibly old data. We are removing 84 trees and replacing 84 trees." "In summary: The tree schedule replaces all three (3) Blue Gum Eucalyptus trees with other species; and, replaces 81 Monterey Cypressess with 63 (75%) new Monterey Cypressess and 21 (25%) other species. In essence, the total trees replaced increase the original tree count by over 82%, from 97 trees to 174 trees".

There are three Bluegum Eucalyptus (*Eucalyptus globulus*) and 94 Monterey Cypress (*Cupressus macrocarpa*) on the project site, or a total of 97 trees. After full implementation of the Landscape Plan there will be 174 trees on site, 77 more trees than exists on site at the start of the project. Please review the following table and edit this Initial Study to properly reflect the design of Seaside Senior Living Project.

Significant consideration of the project's landscaping is devoted to trees and the City of Seaside's tree policies guiding tree removal and replacement (City Tree Ordinance: Municipal Code Chapter 8.54). The Arborist Report, dated October 1, 2015, confirms that 97 trees are on-site: three (3) Blue Gum Eucalyptus and 94 Monterey Cypress trees. The proposed project anticipates removal of 84 existing trees during construction to be replaced with 174 new trees of various species. On the eastern edge facing Monterey Road, a row of street trees, Cajeput Trees (*Melaleuca quinquenervia*) and Marina Strawberry Trees (*Arbutus marina*), will be installed. Monterey Cypress (*Cupressus macrocarpa*) trees will be planted along the western edge near California State Route-1. Fernleaf Catalina Ironwood (*Lyonothamnus floribudus*) and Beach Pine (*Pinus contorta*) will be planted in the area north of the building. Within the residential portion of the Assisted Living and Memory Care Facilities, Fernleaf Catalina Ironwood (*Lyonothamnus floribudus*), Cajeput Tree (*Melaleuca quinquenervia*) and Fruitless Olive (*Olea europaea* 'Swan Hill') will be planted (Olive and Strawberry Trees along eastern edge and along residential edge). The facilities will be surrounded by 19 varieties of shrubs and six (6) varieties of groundcover, all listed on the Landscape Plan. The southern open space area by SR-1 will be populated with Monterey Cypress and California natives as identified in the Landscape Plan.

The City's Tree Ordinance requires City permits to remove existing trees or to install new ones and the City General Plan (GP) (page COS-3) contains a list of trees that may not be planted without BAR approval. BAR, which serves as the first line of defense to ensure only appropriate species are planted, is concerned with the over-all aesthetic of the City. The GP list includes Coast Redwood, Blue Gum Eucalyptus, Monterey Cypress, Monterey Pine, Willows, Cottonwood and Poplar. The Tree Ordinance also requires a one to one ratio (1:1) to replace trees removed using only the species approved by BAR. Because Monterey Cypress trees are on the GP list, the Landscape Architects are recommending replacing less than the original amount, and only in keeping with the existing site character. Monterey Cypress trees are reduced by 25%, while the Blue Gum Eucalyptus is reduced by 100%. The project removes 84 trees of the above species and replaces them with 174 trees of various species, or a 1:2 ratio. The tree schedule replaces all three (3) Blue Gum Eucalyptus trees with other species; and, replaces 81 Monterey Cypress trees with 63 (75%) new Monterey Cypress trees and 21 (25%) other species. In essence, the total trees replaced increase the original tree count by over 82% (from 97 to 174 trees). The project's Landscape Architects are requesting BAR to accept a reduction of Monterey Cypress trees due to such a large number of replacement trees in comparison to the landscaped area. The addition of 77 more trees should provide the City with equitable trade offs. The following table provides detailed information.

P-2-2

Tree Inventory and Mitigation Summary for Landscape Plan

*Per Municipal Code Chapter 8.54 - Tree Ordinance*

| COMMON NAME                                          | BOTANICAL NAME                  | QUANTITY |
|------------------------------------------------------|---------------------------------|----------|
| <i>1. Trees Currently On Site</i>                    |                                 | 97       |
| 1.1. Monterey Cypress                                | ( <i>Cupressus macrocarpa</i> ) | 94       |
| 1.2. Blue Gum Eucalyptus                             | ( <i>Eucalyptus globulus</i> )  | 3        |
| <i>2. Trees Removed From Site</i>                    |                                 | 84       |
| 2.1. Monterey Cypress                                | ( <i>Cupressus macrocarpa</i> ) | 81       |
| 2.2. Blue Gum Eucalyptus                             | ( <i>Eucalyptus globulus</i> )  | 3        |
| <i>3. Trees Retained On Site</i>                     |                                 | 13       |
| 3.1. Monterey Cypress                                | ( <i>Cupressus macrocarpa</i> ) | 13       |
| <i>4. Trees Removed</i>                              |                                 | 84       |
| 4.1. Monterey Cypress Replaced With Same Species     | ( <i>Cupressus macrocarpa</i> ) | 63       |
| 4.2. Monterey Cypress Replaced With Other Species    | ( <i>See Landscape Plan</i> )   | 18       |
| 4.3. Blue Gum Eucalyptus Replaced With Other Species | ( <i>Eucalyptus globulus</i> )  | 3        |
| <i>5. Trees Installed Per Landscape Plan</i>         |                                 | 174      |
| 5.2. Trees Remain                                    |                                 | 13       |
| 5.2. Replacement Trees As Shown Above                |                                 | 84       |
| 5.3. Additional Other Species Installed              |                                 | 77       |

Rob Thompson, ISA Certified Arborist and Resource Ecologist  
Thompson Wildland Management (TWM)  
57 Via Del Rey • Monterey, CA. 93940  
(831) 277-1419 Email: [rob@wildlandmanagement.com](mailto:rob@wildlandmanagement.com)  
Website: [wildlandmanagement.com](http://wildlandmanagement.com)

Elke Ikeda, Landscape Architect (CLA 4719|CPSI)  
BFS LANDSCAPE ARCHITECTS  
425 Pacific Street, Suite 201, Monterey CA 93940 (831.646.1383 • [www.bfsla.com](http://www.bfsla.com))

**SECTION V: CULTURAL RESOURCES (Page 68)**

Ms. Mary Doane of Archaeological Consultant, Inc. prepared the Cultural Resources Assessment for the California Environmental Quality Act (CEQA) Draft Initial Study and *Proposed Mitigated Negative Declaration* for Seaside Senior Living Project at 550 Monterey Road in Seaside California (August 5, 2015).

*We recommend that the Cultural Resources be incorporated into the Draft Initial Study and Proposed Mitigated Negative Declaration as is. However, we continue our reservation regarding the extreme findings of the Paleontological literature review. It is a matter we will discuss with the City at the Planning Commission Hearing looking for a more reasonable Condition of Approval. Take note of the relevant Conclusions and Recommendation*

on page 5 in the Archaeological Reconnaissance, which is typical in the sand dune areas of Fort Ord: "The stabilized sand dune terrain is **unlikely** to produce significant paleontological (fossil) resources because of the absence of bedrock. In addition, the site is developed with major previous heavy development and trenching (PG&E gas line and MCWD sewer lines).

P-2-3

Mary Doane, B.A. and Gary S. Breschini, Ph.D., RPA  
Archaeological Consultant, Inc.  
P.O. Box 3377 • Salinas, California 93912 • (831-422-4912)

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**SECTION VI: GEOLOGY AND SOILS (Page 73)**

HK&A reviewed pages 73 to 79 and have no issues with Geology/Soils section of the Draft Initial Study Proposed Mitigated Negative Declaration prepared by LSA Associates Inc., dated March 2016.

Project Engineer: Christopher A. George, P.E.  
Haro, Kasunich and Associates Geotechnical and Coastal Engineers  
116 East Lake Avenue • Watsonville, California 95076 • (831-722-4175)

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**SECTION VII: GREENHOUSE GAS EMISSIONS (Page 80)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

P-2-4

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**SECTION VIII: HAZARDS AND HAZARDOUS MATERIALS (Page 91)**

Weber, Hayes and Associates agree with the Initial Study findings regarding the Seaside Senior Living Project.

- The project would have less than a significant impact or no impact from Hazards and Hazardous Materials.

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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**SECTION IX: HYDROLOGY AND WATER QUALITY (Page 96)**

Weber, Hayes and Associates agrees with the Initial Study findings regarding the Seaside Senior Living project that:

- The project would have less than a significant impact or no impact on Hydrology and Water Quality.

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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**SECTION X: LAND USE AND PLANNING (Page 103)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XI: MINERAL RESOURCES (Page 105)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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P-2-4

**SECTION XII: NOISE (Page 106)**

Illingworth & Rodkin, Inc. (I&R) has completed a review of the Noise Impact Analysis of the IS/MND Draft Report for the Seaside Senior Living Project. A letter from I&R with comments is enclosed. The Study has been reviewed for accuracy and completeness. The key issues for our review were to confirm that the results of our noise assessment were properly conveyed in the draft report. Our comments are summarized below. *While we did make some notes for clarity purposes, none of our comments change the results of the IS/MND draft report.*

P-2-5

**Existing Noise Environment**

In Figure XII-1 on page 111, both of the short-term measurement locations are labeled "ST-1." While the locations of both ST-1 and ST-2 were accurate in the text and in Table VI.XII.4, ST-2 was mislabeled in the figure.

**Discussion/Conclusion/Mitigation - XII (a)**

While discussing the short-term construction noise impacts, two types of short-term impacts were mentioned: 1) truck traffic for equipment and transport and crew commuting; and 2) project construction. In our analysis of construction noise, hauling construction equipment is included with operational construction noise. Therefore, the noise levels provided for the project construction would include construction truck traffic. Additionally, the last sentence of the second paragraph on page 113 states, "... the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA)." We did not make this assumption in our report. Most likely, workers would be commuting to and from the project site before and after the allowable construction hours, and may at times be perceptible. However, due to the short nature of these perceived noise increases, they would not be considered to result in a substantial temporary or permanent noise increase on an hourly average or daily average basis.

P-2-6

In the first paragraph on page 114, the statement, "As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA Leq at a distance of 50 ft." The referenced table provides ranges for typical hourly average noise levels, not maximum noise levels. Also, in our report, we provided the range of 81 to 88 dBA Leq, which refers to the range for all pertinent equipment present at the site during all phases of construction for domestic housing.

P-2-7

In the last paragraph on page 115 where long-term noise impacts from mechanical equipment are discussed, this sentence is not accurate, "The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft. away from on-site residential units." The nearest mechanical equipment room, as stated in the I&R report, would be 180 feet from the southern property line, which is near existing single-family residences. Therefore, this sentence should state that the room would be over 180 feet from the nearest existing residence. For this impact, we are assessing long-term project

P-2-8

noise as it affects existing noise-sensitive receptors adjoining the site, not the proposed on-site receptors.

Project Engineers: Michael Thill and Carrie J. Janello, Illingworth & Rodkin, Inc.  
1 Willowbrook Court, Suite 120 • Petaluma, CA 94954 • (707.794.0400 x26)

P-2-8

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**SECTION XIII: POPULATION AND HOUSING (Page 129)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XIV: PUBLIC SERVICES (Page 132)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XV: RECREATION (Page 136)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute.

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**SECTION XVI: TRANSPORTATION/TRAFFIC (Page 138)**

Mr. Jeff Waller, of Hatch Mott MacDonald (HMM), has reviewed the City of Seaside and LSA Initial Study/MND. The City's report matches HMM's analysis. The mitigations also match what HMM suggested. The Initial Study/MND declared that all significant impacts could be mitigated following HMM's mitigation plans. Mr. Waller is available if you have any questions.

Jeff Waller, TE, Project Engineer, Hatch Mott MacDonald | Transportation Planning  
1300-B First Street, Gilroy, CA, 95020 •  
Direct: 408 848 3163 • jeffrey.waller@hatchmott.com

P-2-9

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**SECTION XVII: UTILITIES AND SERVICE SYSTEMS (Page 149)**

SSL recommends that the City Staff and LSA review this section. At this time, SSL does not have any new information to contribute to Section XVII other than Hydrology Assessment, and the project would have less than a significant impact or no impact on the following:

XVII(a). Exceed wastewater treatment requirements - no impact

XVII(b). Construction of new water or wastewater treatment facilities - no impact

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XVII(c). Construction of new storm water drainage facilities or expansion - no impact

Hydrology Assessment: Weber, Hayes and Associates (WHA) prepared the *Hydrology Assessment* for the California Environmental Quality Act (CEQA) *Draft Initial Study for Seaside Senior Living Facility* at 550 Monterey Road in Seaside California (WHA, September 15, 2015).



A letter from WHA with comments is enclosed. The *Hydrology Assessment* referenced graphics from the September 10, 2015 *Preliminary Stormwater Control Plan* for the Facility, prepared by JF Construction and Engineering Company. The *Preliminary Stormwater Control Plan* was revised on October 26, 2015 to clarify calculations. These revisions did NOT affect the graphics of the *Preliminary Stormwater Control Plan*, and therefore we have no comments or changes to the *Hydrology Assessment*. We recommend that the *Hydrology Assessment* be incorporated into the Draft Initial Study and Proposed Mitigated Negative Declaration as is.

P-2-10

Project Engineer: Craig Drizin P.E., Weber, Hayes and Associates  
120 Westgate Drive • Watsonville, California 95076 • (831-722-3580)

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- XVII(d). Have sufficient water supplies available - no impact
  - XVII(e). Result in a determination by the wastewater treatment provider - no impact
  - XVII(f). Be served by a landfill with sufficient permitted capacity - no impact
  - XVII(g). Comply with federal, state, and local statutes and regulations related to solid waste – No Impact
- 

#### **SECTION XVIII: MANDATORY FINDINGS OF SIGNIFICANCE (Page 157)**

SSL recommends a personal meeting with City Staff to review each attribute of this document prior to our full acceptance and the City's final preparations of all Conditions of Approval.

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#### **VII. FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES Page 161**

At this time, SSL does not have any new information to contribute.

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#### **VIII. MITIGATION MONITORING AND REPORTING PROGRAM Page 163**

SSL recommends a personal meeting with City Staff to review each attribute of this document prior to our full acceptance and the City's final preparations of all Conditions of Approval.

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P-2-11

#### **IX. REFERENCES Page 183**

At this time, SSL does not have any new information to contribute.

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#### **APPENDICES (PROVIDED ON ENCLOSED CD)**

- A: TECHNICAL REPORTS
  - B: MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY WILL  
SERVE LETTER
-

*Ricardo de la Cruz*  
*SEASIDE SENIOR LIVING, LLC*

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**ENCLOSED DOCUMENTS:**

Letters from:

1. Craig Drizin, Weber, Hayes and Associates
2. Carrie J. Janello, Illingworth & Rodkin, Inc.

**ILLINGWORTH & RODKIN, INC.**  
**Acoustics • Air Quality**

*1 Willowbrook Court, Suite 120  
Petaluma, California 94954*

*Tel: 707-794-0400  
www.illingworthrodkin.com*

*Fax: 707-794-0405  
illro@illingworthrodkin.com*

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April 11, 2016

Mr. Ricardo de la Cruz  
Seaside Senior Living, LLC & Santa Cruz Memory Care, LLC  
PO Box 1259  
Capitola, California 95010

**Via email:** [rdlc13@gmail.com](mailto:rdlc13@gmail.com)

**Subject: Seaside Senior Living Project, Seaside, CA –  
Review of the Noise Impact Analysis of the IS/MND Draft Report**

Dear Mr. de la Cruz:

Illingworth & Rodkin, Inc. (I&R) has completed a review of the Noise Impact Analysis of the IS/MND Draft Report for the Seaside Senior Living Project. The Study has been reviewed for accuracy and completeness. The key issues for our review were to confirm that the results of our noise assessment were properly conveyed in the draft report. Our comments are summarized below. While we did make some notes for clarity purposes, none of our comments change the results of the IS/MND draft report.

**Existing Noise Environment**

In Figure XII-1 on page 111, both of the short-term measurement locations are labeled “ST-1.” While the locations of both ST-1 and ST-2 were accurate in the text and in Table VI.XII.4, ST-2 was mislabeled in the figure.

**Discussion/Conclusion/Mitigation**

*XII(a)*

While discussing the short-term construction noise impacts, two types of short-term impacts were mentioned: 1) truck traffic for equipment and transport and crew commuting; and 2) project construction. In our analysis of construction noise, hauling construction equipment is included with operational construction noise. Therefore, the noise levels provided for the project construction would include construction truck traffic. Additionally, the last sentence of the second paragraph on page 113 states, “...the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA).” We did not make this assumption in our report. Most likely, workers would be commuting to and

from the project site before and after the allowable construction hours, and may at times be perceptible. However, due to the short nature of these perceived noise increases, they would not be considered to result in a substantial temporary or permanent noise increase on an hourly average or daily average basis.

In the first paragraph on page 114, the statement, "As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA  $L_{eq}$  at a distance of 50 ft." The referenced table provides ranges for typical hourly average noise levels, not maximum noise levels. Also, in our report, we provided the range of 81 to 88 dBA  $L_{eq}$ , which refers to the range for all pertinent equipment present at the site during all phases of construction for domestic housing.

In the last paragraph on page 115 where long-term noise impacts from mechanical equipment are discussed, this sentence is not accurate, "The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units." The nearest mechanical equipment room, as stated in the I&R report, would be 180 feet from the southern property line, which is near existing single-family residences. Therefore, this sentence should state that the room would be over 180 feet from the nearest existing residence. For this impact, we are assessing long-term project noise as it affects existing noise-sensitive receptors adjoining the site, not the proposed on-site receptors.

◆ ◆ ◆

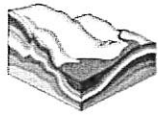
Please feel free to contact us with any questions on the analysis or if we can be of further assistance.

Sincerely,



Carrie J. Janello  
Consultant  
*Illingworth & Rodkin, Inc.*

(15-265)



**WEBER, HAYES & ASSOCIATES**

*Hydrogeology and Environmental Engineering*

120 Westgate Drive, Watsonville, CA 95076

(831) 722-3580 // [www.weber-hayes.com](http://www.weber-hayes.com)

April 6, 2016

Project: 2X428

**TO: CITY OF SEASIDE, PLANNING DIVISION**

*Attn: Rick Medina*

*440 Harcourt Avenue*

*Seaside, CA 93955*

**SUBJECT: HYDROLOGY ASSESSMENT –**

**DRAFT INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION**

**SITE: SEASIDE SENIOR LIVING FACILITY**

*550 Monterey Road, Seaside, California (the "Site")*

*Monterey County Assessor's Parcel Number (APN): 031-141-004*

*Dear Mr. Medina:*

Weber, Hayes and Associates (WHA) prepared the *Hydrology Assessment* for the California Environmental Quality Act (CEQA) *Draft Initial Study for Seaside Senior Living Facility* at 550 Monterey Road in Seaside California (WHA, September 15, 2015).

The *Hydrology Assessment* referenced graphics from the September 10, 2015 *Preliminary Stormwater Control Plan* for the Facility, prepared by JF Construction and Engineering Company. The *Preliminary Stormwater Control Plan* was revised on October 26, 2015 to clarify calculations. These revisions did NOT affect the graphics of the *Preliminary Stormwater Control Plan*, and therefore we have no comments or changes to the *Hydrology Assessment*.

**We recommend that the *Hydrology Assessment* be incorporated into the *Draft Initial Study and Proposed Mitigated Negative Declaration* as is.**

*Sincerely yours,*

WEBER, HAYES AND ASSOCIATES

By:

  
Craig B. Drizin, PE  
Senior Engineer

c: Seaside Senior Living, LLC c/o: Rick de la Cruz [rdlc13@gmail.com](mailto:rdlc13@gmail.com)

**WEBER, HAYES & ASSOCIATES**

**LETTER CODE:** P-2  
**COMMENTER:** Seaside Senior Living, LLC  
**DATE:** April 15, 2016

### **RESPONSE P-2-1**

The comment states that City of Seaside (City) staff and its consultants should review sections of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-2-2**

The comment states that the biotic and arborist reports have been modified since the final drafts were submitted to the City. The comment also identifies minor text errors in these final reports and recommends that the reports be reviewed by the City and LSA. The comment goes on to state that the information presented in the arborist report regarding tree impacts and replacement plantings differs from the information presented in the Draft IS/MND.

The Final Arborist Report dated October 1, 2015 and the Final Biotic Resources Assessment dated October 2, 2015, both prepared by Thompson Wildland Management and submitted to the City in PDF format by the Project Applicant, were analyzed and included in the Draft IS/MND. No changes to these documents were made by the City or its environmental consultant, LSA. The typographical error noted by the commenter is within the Final Arborist Report that was provided to the City by the Project Applicant; therefore, the City and its environmental consultant, LSA, are not at liberty to make revisions to this report as requested by the commenter.

LSA received a Final Arborist Report from the applicant, as noted above, on October 1, 2015. The Applicant submitted a revised set of Project Plans to the City on January 4, 2016. The January 4, 2016 project plans included a landscaping plan. The landscaping plan provided in the January 4, 2016 project plans provide different tree replacement information than is presented and discussed in the Final Arborist Report. When the City discussed the discrepancies between the Final Arborist Report and the landscaping plan with the Applicant, the Applicant informed the City that that Final Arborist Report predated the revised landscaping plan and therefore, to use the landscaping plan provided on January 4, 2016 as the basis for the IS/MND tree analysis. Therefore, the tree replacement information and analysis provided in the IS/MND is based on the January 4, 2016 landscape plan.



The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein, and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### RESPONSE P-2-3

The comment states that paleontological conclusions presented in the Cultural Resources Assessment prepared by Archaeological Consultant, Inc. should be incorporated directly into the Draft IS/MND and that the Project Applicant would like to discuss the paleontological mitigation measure with the City at the Planning Commission Hearing.

The Archaeological Reconnaissance Report prepared for and peer reviewed by LSA dated October 23, 2014 and revised April 21, 2015 did not include a discussion of paleontological resources. Per the direction of the City, LSA prepared a Paleontological Analysis Memorandum (October 7, 2015) for the proposed project. In preparation of the Paleontological Analysis Memorandum, LSA examined geologic maps of the project area and reviewed relevant geological and paleontological literature to determine which geologic units are present within the project area and whether fossils have been recovered from those or similar geologic units elsewhere in the region. A search for known fossil localities was also conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, in order to determine the status and extent of previously recorded paleontological resources within and surrounding the project area. The Paleontological Analysis Memorandum is provided at the end of these Responses to Comments.

The conclusions of this analysis are provided in the Draft IS/MND state that,

*"The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because excavation during the course of the proposed project would reach depths of these paleontologically sensitive deposits, there is a potential for the project to impact paleontological resources. Implementation of Mitigation Measure CULT-2 requires the development of a Paleontological Resource Impact Mitigation Program (PRIMP), the presence of a qualified paleontological monitor during excavation and grading activities in deposits with a high paleontological sensitivity rating, and the methods to be used if a paleontological resource is encountered. Therefore, with implementation of Mitigation Measure CULT-2, project-related impacts to paleontological resources would be reduced to less than significant levels."*

A revised Archaeological Reconnaissance Report, dated August 5, 2015, including a statement regarding the likelihood of paleontological resources on the project site was provided to the City on August 12, 2015. At the time this report was received by the City, per the direction of the City, LSA had already drafted the Paleontological Analysis Memorandum. Therefore, the revised Archaeological Reconnaissance Report was not peer reviewed by LSA and the conclusions provided in the report were not reflected in the Draft IS/MND. No analysis or research is provided in the revised Archaeological Reconnaissance Report to substantiate the concluding statement that, "The stabilized sand dune terrain is unlikely to produce significant paleontological (fossil) resources

because of the absence of bedrock;" therefore, no changes to the conclusions in the Draft IS/MND have been made. The August 5, 2015 Archaeological Reconnaissance Report is provided at the end of these Responses to Comments.

#### **RESPONSE P-2-4**

The comment states that City staff and its consultants should review sections of the Draft IS/MND prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

#### **RESPONSE P-2-5**

The comment states that in Figure XII-1, both of the short-term measurement locations are labeled "ST-1."

Figure XII-1 has been revised in the Final IS/MND and short-term measurement location, ST-2, has been correctly labeled.

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measure, or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

#### **RESPONSE P-2-6**

The comment states that in the Noise and Vibration Analysis prepared by Illingworth & Rodkin, Inc., construction noise associated with hauling construction equipment was analyzed under operational construction noise. The comment also states that there are assumptions presented in the Draft IS/MND that are not presented in the Noise and Vibration Analysis.

As the City's environmental consultant, LSA peer reviewed the Noise and Vibration Analysis and did not find a discussion of off-site transportation related noise impacts due to construction activities, only typical maximum noise levels for pieces of equipment (Table 6) and typical ranges of construction activities that would occur on-site (Table 7) based on a report published by the Environmental Protection Agency in 1973. LSA utilized the Noise and Vibration Analysis as a basis

for the Noise section of the Draft IS/MND; however, based upon LSA's noise technical experience and its CEQA experience, LSA included an expanded discussion about transportation-related noise impacts associated with project construction activities to ensure that the Draft IS/MND thoroughly addressed all CEQA thresholds in the noise analysis. The analysis provided in the Draft IS/MND does not contradict the information provided in the Noise and Vibration Analysis but rather expands upon it. Therefore, no changes to the Draft IS/MND are necessary.

#### RESPONSE P-2-7

The comment states that in the first paragraph on page 114, the statement, "As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA Leq at a distance of 50 ft," is inconsistent with the referenced table in the Noise and Vibration Assessment.

This statement in the Draft IS/MND has been revised to read, "As shown in Table VI.XII.6, typical hourly noise levels range from 81 to 88 dBA Leq at a distance of 50 ft. when all pertinent equipment is in operation on-site."

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measure, or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

#### RESPONSE P-2-8

The comment states that the project should assess long-term project-related noise only as it affects existing noise-sensitive receptors adjoining the site, and not proposed on-site receptors.

The comment is correct. The IS/MND included a typographical error and references the distance of the proposed mechanical room to on-site sensitive receptors rather than to off-site sensitive receptors. The analysis regarding the impacts of mechanical equipment has therefore been revised to be clear that the nearest mechanical equipment room is more than 180 feet from off-site sensitive receptors, that noise levels at the nearest noise-sensitive receptors would not change from the existing conditions, and that impacts associated with the operation of mechanical equipment on the project site would be less than significant, and no mitigation is required. The revised paragraph addressing off-site impacts from on-site mechanical equipment is provided below.

***"Mechanical Equipment.** The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA Leq, and during nighttime hours, existing noise levels range from 56 to 66 dBA Leq. The nearest mechanical equipment room is proposed to be located at a distance of more than 180 ft away from the southern property line. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA Leq at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA Leq. Given the nearest noise sensitive residential land uses are beyond*

*the southern boundary of the project site and are therefore more than 180 ft from the proposed mechanical equipment room, noise levels at the nearest noise-sensitive receptors would not change from the existing conditions. Therefore, impacts associated with the operation of mechanical equipment on the site would be less than significant, and no mitigation is required."*

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measures or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies, amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

#### **RESPONSE P-2-9**

The comment states that City staff and its consultants should review sections of the Draft IS/MND prepared by LSA.

The City retained LSA as the environmental consultant for the proposed project. LSA peer reviewed and analyzed all technical studies submitted to the City by the Project Applicant. The Draft IS/MND was prepared by LSA and reviewed in its entirety by the City prior to circulation of the Draft IS/MND for public review.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

#### **RESPONSE P-2-10**

The comment states that the Draft IS/MND references the September 10, 2015 *Preliminary Stormwater Control Plan* when it should reference the revised *Preliminary Stormwater Control Plan* dated October 26, 2015. The comment also states that although the graphics in the revised Plan did not change from the previous version, that analysis in the IS/MND should reflect the revised Plan.

The date of the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* referenced in Section IX, Hydrology and Water Quality, in the Draft IS/MND was inaccurately referenced as September 2015. The October 26, 2015 version of the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* was provided in Appendix A of the Draft IS/MND and utilized as the basis for the discussion and analysis provided in Section IX of the Draft IS/MND. The September 2015 reference has been revised to correctly reflect October 2015 in the Final IS/MND.

The change is not a "substantial revision" because it does not identify a new, avoidable significant effect or mitigation measures or project revisions to address a new, avoidable significant effect; and the revision does not involve a change to mitigation measures that were proposed in the Draft IS/MND. In addition, the proposed revision is a minor change to the IS/MND that merely clarifies,

amplifies, or makes insignificant modifications to the document. As such, recirculation of the document is not required (State CEQA Guidelines, Section 15073.5).

#### **RESPONSE P-2-11**

The comment recommends a personal meeting with City staff to review each attribute of the Draft IS/MND prior to project approval.

The City acknowledges the commenter's request to meet with the City prior to approval of the Final IS/MND and will coordinate with the commenter to schedule such a meeting.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

Carmen Lo

**From:** Rick Medina <RMedina@ci.seaside.ca.us>  
**Sent:** Wednesday, April 20, 2016 2:07 PM  
**To:** Pam Reading  
**Subject:** Fwd: Mitigated Negative Declaration - File Number UP14-05 (Senior Living Project)

Pam,  
 Forwarding public comment received via email today.

Rick Medina  
 Senior Planner  
 (831) 899-6726  
[rmedina@ci.seaside.ca.us](mailto:rmedina@ci.seaside.ca.us)

>>> Dave Evans <[dngrisk@gmail.com](mailto:dngrisk@gmail.com)> 4/19/2016 5:15 PM >>>

Apologies for being a day late with this. I've been traveling the past month and just had a chance to review the documents. A couple thoughts on the traffic report, probably none of which are news to you.

The Fremont/SR 1/Monterey Road intersection is horrible at peak hours. Now we're going to add employees (even with a TDM, which I would think is very difficult to facilitate/enforce), visitors, residents (unless none will have their own vehicles, which is not the norm for Senior Living facilities), vendors, and plenty of ambulances (for when the residents have to be transported to hospitals or skilled nursing facilities)? I'm not sure where Hatch Mott secured their trip data, but it is not conservative, based on my experience with aging parents in such facilities. I think they could double the figures in their charts and be closer to reality!

P-3-1

Whoever is responsible for the Fremont intersection, needs to drive it each day to see just how dangerous it is! If the City needs to work with Caltrans or some other agency, they should consider:

1. Eliminating the left turn from the High School onto Monterey Road. I've seen way too many near collisions as a result of right turns from Fremont onto Monterey, just as someone tries to make a left turn into the line up for the signal. Add pedestrians, bicyclists, and moms with strollers (slogging through the dirt between the cross walk and the High School entrance), and it's a recipe for something really bad.

P-3-2

2. Please, please, please, can't someone pour some concrete to connect the cross walk up to the High School entrance?? How hard can it be to put a sidewalk where it is so desperately needed?

P-3-3

3. Create a right turn lane from Monterey Road onto the SR1 northbound ramp. This would help with some of the congestion. I have no idea where Hatch Mott got delays of 31.5 and 47.5 seconds, but that's laughable. I've sat on Monterey Road for 10 minutes or more many a time during peak hours.

P-3-4

4. Somehow the "lane cheaters" in the right turn lane onto Fremont that instead proceed across the intersection onto Monterey need to be addressed. The tall orange "barriers" glued to the lane stripe? Something else? Each such lane violation just exacerbates the danger for everyone when Monterey suddenly is one lane on the other side of the intersection.

P-3-5

5. Somehow the left turn lane from the southbound SR-1 offramp onto Monterey Road needs to be extended. It's basically worthless as traffic backs up before the signal and none of those who could be turning left remain stuck.

P-3-6

6. Coe Ave is not addressed in the report. What will be the unintended consequences for the Middle School at the intersection of General Jim Moore and Coe? My guess is people along Coe will start using it instead of Monterey Road, as they get frustrated with even longer delays on Monterey.

P-3-7

Best Regards,  
 Dave Evans  
 4820 Peninsula Point Dr  
 Seaside, CA 93955  
 831-392-5643



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**LETTER CODE:** P-3  
**COMMENTER:** Dave Evans  
**DATE:** April 19, 2016

### **RESPONSE P-3-1**

The comment states that the Fremont/State Route 1 (SR-1)/Monterey Road Intersection is horrible at peak hour and that the project's trip data does not accurately account for the number of project-related trips.

The proposed project includes construction and operation of a 144-unit assisted living facility. In order to assess project-related traffic impacts, project vehicle trips were estimated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012) for the Assisted Land Use category. This land use category and therefore the project trip generation is inclusive of all project-related vehicles that might travel to and from the proposed project site, including residents, visitors, and medical/emergency response. As such, the Traffic Report prepared by Hatch Mott MacDonald and Traffic section of the Draft Initial Study/Mitigated Negative Declaration (IS/MND), which was based on the Traffic Report, accurately account for all trip types associated with the project. No changes to the Draft IS/MND are necessary.

### **RESPONSE P-3-2**

The comment recommends eliminating the left turn from the High School onto Monterey Road.

Pursuant to the California Environmental Quality Act (CEQA) Guideline 15041, the City of Seaside (City) as lead agency only has the authority to impose mitigation where there is nexus to a proposed project's impacts. Because implementation of the project would not contribute to the existing traffic conditions at the High School/Monterey Road/Fremont Boulevard intersection, eliminating left turns from the High School onto Monterey Road as part of implementation of the project is not warranted under CEQA. Any public concerns with the existing circulation network should be addressed with the appropriate City staff outside of the context of this project. Therefore, no changes to the Draft IS/MND are necessary.

The comment does not contain any substantive statements or questions about the environmental analysis or conclusions contained in the Draft IS/MND or the analysis therein and does not request any revisions to the Draft IS/MND. Therefore, no changes to the Draft IS/MND are necessary.

### **RESPONSE P-3-3**

The comment requests that concrete be poured to connect the cross walk up to the High School entrance.

Please refer to response P-3-2 above.

#### **RESPONSE P-3-4**

The comment recommends that a right turn lane from Monterey Road onto the SR-1 northbound ramp be created. The comment also states that the delays of “31.5 and 47.5 seconds” are inaccurate.

A peak-hour level of service (LOS) analysis was conducted for the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection based on the 2010 Highway Capacity Manual (HCM) methodology, consistent with the requirements of the City, County, and the California Department of Transportation (Caltrans). The delays reported in the Traffic Report are the average vehicle delays during the a.m. peak hour (single highest hour of traffic volumes between 7:00 and 9:00 a.m.) and the p.m. peak hour (single highest hour of traffic volumes between 4:00 and 6:00 p.m.). As stated in the Draft IS/MND, the project will be required to implement Mitigation Measures TRA-1 and TRA-2 to reduce potentially significant project-related impacts associated with traffic. Please also refer to response P-3-2 above. Any concerns about the existing circulation network and potential improvements should be directed to the City outside of the context of this project. No changes to the Draft IS/MND are necessary.

#### **RESPONSE P-3-5**

The comment states that the “lane cheaters” in the right turn lane onto Fremont Boulevard that instead proceed across the intersection onto Monterey Road need to be addressed.

Please refer to response P-3-2 above.

#### **RESPONSE P-3-6**

The comment states that the left turn lane from the southbound SR-1 off-ramp onto Monterey Road needs to be extended.

Please refer to response P-3-2 above.

#### **RESPONSE P-3-7**

The comment states that Coe Ave is not address in the Traffic Report.

Similar to the Fremont Boulevard–SR-1 ramps/Monterey Boulevard intersection, a peak-hour LOS analysis was conducted for the intersection of Coe Avenue/Monterey Road. Based on the results of this analysis, the Coe Avenue/Monterey Road intersection is anticipated to operate at satisfactory LOS B with implementation of the project. As such, potential impacts to Coe Avenue have been addressed and analyzed in the Traffic Report and the Traffic section of the Draft IS/MND. No changes to the Draft IS/MND are necessary.

LETTER CODE: P-4

COMMENTER: Dave Evans

Date May 9, 2016

See Attached letter

# DAVE EVANS – 2ND COMMENT LETTER

P. 4

Rick Medina - Re: Mitigated Negative Declaration - File Number UP14-05 (Senior Living Project)

**From:** Dave Evans <dngrisk@gmail.com>  
**To:** Rick Medina <RMedina@ci.seaside.ca.us>  
**Date:** 5/9/2016 4:27 PM  
**Subject:** Re: Mitigated Negative Declaration - File Number UP14-05 (Senior Living Project)  
**Attachments:** LOS rankings.pdf; Exh 8C.pdf

Hi Rick. Hope you had a great weekend. It was a pleasure meeting you at the Board of Architectural Review meeting. After reviewing some of the documents in more detail and issues raised at the meeting, I hope it is not too late for a few more comments.

1. Per page 25 of the Illingworth & Rodkin noise assessment, the "excessive, unnecessary or unusually loud noise" from emergency vehicles is not subject to City codes. Having had some recent experience with the number of ambulances in and out of Assisted Living centers, that will be little solace for the residents who live along Monterey Road. I don't know what can be done to mitigate the flashing lights and sirens for these residents, but would hope there is something. P.4.1
2. On the subject of emergency vehicles, Monterey Road will be very dangerous for them at peak hours. Southbound traffic can easily back up to the bottom of the road, close to the proposed project. If they are heading to a hospital, I don't see how they will get by all those vehicles without an accident at some point with a northbound vehicle. The same would be true of a vehicle trying to turn left from Ord Avenue onto Monterey Road, or a vehicle turning right from Fremont onto Monterey Road. P.4.2
3. A number of concerns were raised at the meeting about the "abrupt appearance" of the 2 story Co-Housing Facility and the lack of a circular walkway for residents. The freeway setback and the need for parking may make this suggestion difficult, but if the building could be moved 10-15 feet toward the freeway, and the garden area walkway extended around the building, that might help. Something needs to be done to make the building less abrupt to drivers, especially at night, and especially since the road begins to curve right about where the building will sit. I don't know if that is a potential accident site, but any further set back from the road would help mitigate any such risks. It would also help limit headlight flash into the resident's rooms, I would think, and help with the sound wall concerns in the noise mitigation study. Based on the tentpoles, it's an awkward looking building anyway, so if nothing else can be done, it seems like it would be better if it was limited to one story. P.4.3
4. From personal experience, and based on the traffic studies done for Monterey Bay Shores Resort and The Collection at Monterey Bay, I am concerned that the Hatch Mott traffic study is not as accurate as it should be. Hatch Mott rates the Fremont/SR1 Ramps/Monterey Road intersection an LOS C for existing AM peak times and an LOS D for existing PM times. Yet the other two projects rated it an LOS E or F and their delay numbers are considerably higher. The relevant pages from the Sand City project reports are attached. P.4.4
5. Of greater concern is that a collector street apparently only requires a volume count (Tables VI.XVI.2 & VI.XVI.5 in the LSA Report), not a delay count, so Monterey Road does not have an actual delay number that I could find (the Hatch Mott Synchro 8 Reports, may have this, but I cannot find it in these confusing, complex and seemingly conflicting tables). Monterey Road is where vehicles can back up to the bottom of the road and experience 10 minute delays and greater, thus creating the dangerous scenarios described in my earlier email and in #2 above. P.4.5
6. A baffling aspect of Tables VI.XVI.6 and VI.XVI.7 is that the delays and volume count supposedly will go down 40-50% "with mitigation" (which appears to be the payment of the FORA fee). Payment of the fee will do nothing to decrease traffic, neither from it's existing state, nor potential Monterey Bay Shores traffic that will feed right into the Fremont/SR 1 intersection. The same would be true with the staggered employee shift times. Until a new intersection is actually built, I don't understand how these decreased numbers can be taken seriously. P.4.6

7. Exhibit 8C (Hatch Mott) incorrectly shows the Monterey Bay Shores project (14) and Collection project (13) as located near Hwy 218. Whether this led to any errors in the data, I do not know, but the map is certainly misleading to those looking at the locations of impactful projects. A copy of Exhibit 8C is attached. P4.7

By the way, I have tried to secure a copy of the "Project Study Report on Route 1 Corridor in the Cities of Sand City and Monterey County From North of Route 218 to the Ford Ord Main Entrance, adopted September 26, 2002" as it's called in Exhibit 10 (Hatch Mott) and have been unsuccessful. The project does not appear on any Caltrans or TAMC lists of traffic projects I could find. I would think plans for this project need to be fully evaluated before any consideration of their potential mitigation impact is applied to the Monterey Road or the Fremont/SR 1 intersection.

Finally, I do have a request: if you have any time this week or next, I would appreciate a meeting with you so that I could be educated on the nuances of the Hatch Mott Synchro tables. They are darn near impossible for a "lay-citizen" to understand!

If that works for you, please let me know a good time. Best regards,  
Dave Evans

On Wed, Apr 20, 2016 at 2:04 PM, Rick Medina <[RMedina@ci.seaside.ca.us](mailto:RMedina@ci.seaside.ca.us)> wrote:

Dave,  
Comments have been accepted.

Rick Medina  
Senior Planner  
(831) 899-6726  
[rmedina@ci.seaside.ca.us](mailto:rmedina@ci.seaside.ca.us)

>>> Dave Evans <[dngrisk@gmail.com](mailto:dngrisk@gmail.com)> 4/19/2016 5:15 PM >>>

Apologies for being a day late with this. I've been traveling the past month and just had a chance to review the documents. A couple thoughts on the traffic report, probably none of which are news to you.

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Whoever is responsible for the Fremont intersection, needs to drive it each day to see just how dangerous it is! If the City needs to work with Caltrans or some other agency, they should consider:

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2. Please, please, please, can't someone pour some concrete to connect the cross walk up to the High School entrance?? How hard can it be to put a sidewalk where it is so desperately needed?
3. Create a right turn lane from Monterey Road onto the SR1 northbound ramp. This would help with some of the congestion. I have no idea where Hatch Mott got delays of 31.5 and 47.5 seconds, but that's laughable. I've sat on Monterey Road for 10 minutes or more many a time during peak hours.
4. Somehow the "lane cheaters" in the right turn lane onto Fremont that instead proceed across the intersection onto Monterey need to be addressed. The tall orange "barriers" glued to the lane stripe? Something else? Each such lane violation just exacerbates the danger for everyone when Monterey suddenly is one lane on the other side of the intersection.
5. Somehow the left turn lane from the southbound SR-1 offramp onto Monterey Road needs to be extended. It's basically worthless as traffic backs up before the signal and none of those who could be turning left remain stuck.



6. Coe Ave is not addressed in the report. What will be the unintended consequences for the Middle School at the intersection of General Jim Moore and Coe? My guess is people along Coe will start using it instead of Monterey Road, as they get frustrated with even longer delays on Monterey.

Best Regards,  
Dave Evans  
4820 Peninsula Point Dr  
Seaside, CA 93955  
831-392-5643

Section 4 – Environmental Checklist, Impacts, and Mitigation Measures

| Table 4.15-4<br>Existing and Background Intersection Levels of Service |                                              |                  |           |                     |                  |                     |                  |
|------------------------------------------------------------------------|----------------------------------------------|------------------|-----------|---------------------|------------------|---------------------|------------------|
| Intersection                                                           |                                              | Traffic Control  | Peak Hour | Existing            |                  | Background          |                  |
|                                                                        |                                              |                  |           | Delay <sup>1</sup>  | LOS <sup>2</sup> | Delay <sup>1</sup>  | LOS <sup>2</sup> |
| 1                                                                      | California Avenue/SR 1 Southbound On-Ramp**  | Side-street stop | AM        | N/A <sup>3</sup>    | N/A <sup>3</sup> | N/A <sup>3</sup>    | N/A <sup>3</sup> |
|                                                                        |                                              |                  | PM        |                     |                  |                     |                  |
| 2                                                                      | California Avenue/SR 1 Northbound Off-Ramp** | Signal           | AM        | 32.6                | C                | 32.1                | C                |
|                                                                        |                                              |                  | PM        | <b>45.3</b>         | <b>D</b>         | <b>44.6</b>         | <b>D</b>         |
| 3                                                                      | Fremont Blvd./SR 1 SB Off-Ramp/NB On-Ramp**  | Signal           | AM        | <b>53.6</b>         | <b>D</b>         | <b>86.5</b>         | <b>F</b>         |
|                                                                        |                                              |                  | PM        | <b>93.0</b>         | <b>F</b>         | <b>168.7</b>        | <b>F</b>         |
| 4                                                                      | California Avenue/Playa Avenue               | All-way stop     | AM        | 8.8                 | A                | 9.5                 | A                |
|                                                                        |                                              |                  | PM        | 23.2                | C                | <b>41.3</b>         | <b>E</b>         |
| 5                                                                      | Del Monte Boulevard/Playa Avenue*            | Signal           | AM        | 16.0                | B                | 17.0                | B                |
|                                                                        |                                              |                  | PM        | 18.1                | B                | 19.7                | C                |
| 6                                                                      | Del Monte Boulevard/Tioga Avenue*            | Signal           | AM        | 8.1                 | A                | 11.2                | B                |
|                                                                        |                                              |                  | PM        | 14.8                | B                | 13.4                | B                |
| 7                                                                      | Fremont Blvd./Military Ave.-Del Monte Blvd.* | Side-street stop | AM        | 20.1 (2.0)          | C (A)            | 34.3 (3.6)          | D (A)            |
|                                                                        |                                              |                  | PM        | <b>165.2 (33.6)</b> | <b>F (C)</b>     | <b>391.2 (80.2)</b> | <b>F (F)</b>     |
| 8                                                                      | Fremont Blvd./Ord Grove Avenue*              | Signal           | AM        | 15.8                | B                | 21.9                | C                |
|                                                                        |                                              |                  | PM        | 16.9                | B                | 17.5                | B                |
| 9                                                                      | Fremont Boulevard/Playa Avenue*              | Signal           | AM        | 9.6                 | A                | 9.7                 | A                |
|                                                                        |                                              |                  | PM        | 18.3                | B                | 22.2                | C                |

Notes:  
<sup>1</sup> Whole intersection weighted average total delay for signalized and all-way stop-controlled intersections (expressed in seconds per vehicle). For side-street stop controlled intersections, delays for worst movement and average intersection delay are shown: worst movement (intersection average).  
<sup>2</sup> LOS calculations performed using the 2000 *Highway Capacity Manual* delay methodology for signalized and unsignalized intersections.  
<sup>3</sup> Under Existing and Background Conditions this intersection has no opposing movements and therefore operates at LOS A. Under Project Conditions California Avenue is extended to form a T-intersection.  
\* Denotes City of Seaside intersection  
\*\* Denotes Caltrans intersection.  
Unacceptable operations are designated in **bold** type.

Existing and Background Freeway Segment Levels of Service

Year 2005 peak hour volumes for SR 1 south of the Canyon Del Rey Boulevard (SR 218) interchange were the most recent available counts available from Caltrans. Volumes for the SR 1 study segments north of the Canyon Del Rey Boulevard (SR 218) interchange were derived using these 2005 volumes and the ramp volumes from intersection turning movement counts collected in 2006. Similar to the intersection volumes, background freeway volumes were estimated by adding estimates of traffic generated by approved, but not yet constructed, projects in the vicinity of the site to existing volumes. The results of the existing freeway segment level of service analysis are shown in Table 4.15-5.

up in the queue. For side-street stop controlled intersections, the delay reported in this study is represented for the worst-case minor street approach and the average intersection delay for the intersection. For all-way stop controlled intersections, the level of service is represented by the average control delay for the whole intersection. Table 3.4-2 summarizes the relationship between delay and LOS for unsignalized intersections.

The City of Sand City's acceptable LOS for unsignalized intersections is LOS D. The City of Seaside's minimum acceptable LOS for all-way stop controlled intersections is LOS C, and for two-way stop controlled intersections, the minimum acceptable LOS for the worst approach is LOS E.

| Table 3.4-2<br>Unsignalized Intersection Level of Service Definitions |                           |                                          |
|-----------------------------------------------------------------------|---------------------------|------------------------------------------|
| Level of Service                                                      | Description               | Average Control Delay Per Vehicle (sec.) |
| A                                                                     | Little or no delay.       | 10.0 or less                             |
| B                                                                     | Short traffic delays.     | 10.1 to 15.0                             |
| C                                                                     | Average traffic delays.   | 15.1 to 25.0                             |
| D                                                                     | Long traffic delays.      | 25.1 to 35.0                             |
| E                                                                     | Very long traffic delays. | 35.1 to 50.0                             |
| F                                                                     | Stop and go conditions.   | Greater than 50.0                        |

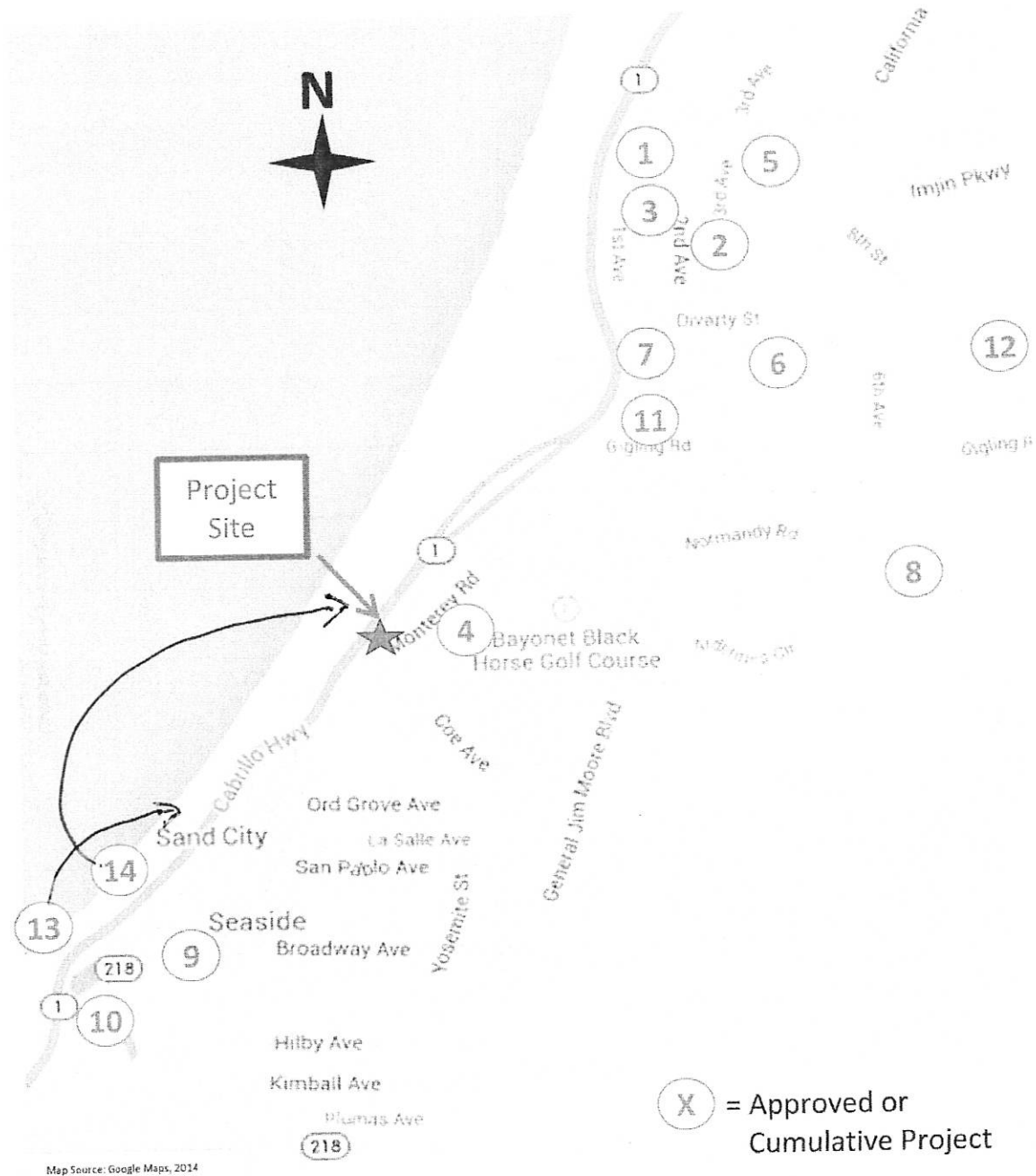
Source: 2000 Highway Capacity Manual (Transportation Research Board, 2000).

#### Existing Intersection Levels of Service

The existing lane configurations and the peak-hour turning movement volumes were used to calculate the level of service for each of the 10 study intersections during the AM and PM peak hour. The results of the existing intersection analysis are summarized in Table 3.4-3. Unless otherwise noted in Table 3.4-3, the study intersections are under the City of Sand City's jurisdiction.

One study intersection operates at an unacceptable LOS E under existing conditions during the AM and PM peak hour. The Fremont Boulevard/State Route 1/Monterey Road/Ord Avenue intersection operates at LOS E with an average delay of 71.4 and 64.7 seconds during the AM and PM peak hours, respectively.

| Table 3.4-3<br>Existing and Background Intersection Levels of Service |                 |           |                            |                  |                            |                  |
|-----------------------------------------------------------------------|-----------------|-----------|----------------------------|------------------|----------------------------|------------------|
| Intersection                                                          | Traffic Control | Peak Hour | Existing                   |                  | Background                 |                  |
|                                                                       |                 |           | Average Delay <sup>1</sup> | LOS <sup>2</sup> | Average Delay <sup>1</sup> | LOS <sup>2</sup> |
| Fremont Blvd./SR 1/<br>Monterey Rd./Ord Ave.*                         | Signal          | AM        | 71.4                       | E                | 105.0                      | F                |
|                                                                       |                 | PM        | 64.7                       | E                | 132.2                      | F                |
| California Avenue/ Playa<br>Avenue                                    | All-Way<br>Stop | AM        | 8.0                        | A                | 8.0                        | A                |
|                                                                       |                 | PM        | 19.2                       | C                | 21.1                       | C                |
| Del Monte Blvd./Playa<br>Avenue**                                     | Signal          | AM        | 13.7                       | B                | 13.1                       | B                |
|                                                                       |                 | PM        | 21.0                       | C                | 20.8                       | C                |
| Fremont Boulevard/<br>Playa Avenue**                                  | Signal          | AM        | 9.0                        | A                | 9.3                        | A                |
|                                                                       |                 | PM        | 17.1                       | B                | 17.0                       | B                |
| California Avenue/Tioga<br>Avenue                                     | All-Way<br>Stop | AM        | 8.0                        | A                | 8.2                        | A                |
|                                                                       |                 | PM        | 24.1                       | C                | 23.6                       | B                |



14 = Monterey Bay Shores Resort  
 13 = The collection @ Monterey Bay

**EXHIBIT 8C**  
**Approved and**  
**Cumulative Projects**  
**Location Map**



May 25, 2016

Rick Medina, Senior Planner  
City of Seaside  
440 Harcourt Avenue  
Seaside, CA 93955-4708

**RE: Seaside Senior Assisted Living, Seaside, California –  
Responses to Public Comments**

Dear Rick:

This letter addresses public concerns regarding the transportation section of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Seaside Senior Assisted Living project, located on Monterey Road at Coe Avenue in Seaside, California. The IS/MND – dated March 2016 – summarizes the analysis and findings of our traffic impact analysis letter report – “Seaside Senior Assisted Living, Seaside, California,” Hatch Mott MacDonald, October 8, 2015 – and our additional letter – “Seaside Senior Assisted Living, Seaside California – Recommended Improvement Revision,” Hatch Mott MacDonald, January 11, 2016.

**A. Work History**

Hatch Mott MacDonald (HMM) has provided transportation planning and design services to the greater Monterey Peninsula for over 30 years. We have worked in all of the Monterey Peninsula cities – for both private and public clients – on a wide variety of projects, including residential subdivisions, mixed-use projects, shopping centers, and universities. Past planning projects in Seaside include the Seaside Resort, Seaside Highlands residential subdivision, Ord Military Housing expansion, and the West Broadway Urban Village signal warrant evaluations. We have also worked directly for the City of Seaside on multiple occasions, such as the General Jim Moore Neighborhood Access Study, city speed survey addendum, and the environmental evaluation of the Seaside General Plan. I was also the contract traffic engineer for the City on an interim basis in the early 1980’s.

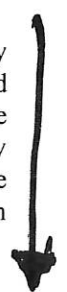
**B. Public Comments**

The following paragraphs respond to specific transportation-related public comments on the IS/MND.

1. Access for Emergency Vehicles:

Questions have been raised as to whether existing traffic congestion on Monterey Road would hinder emergency vehicles leaving the project site. Monterey Road would be the most direct route from the project site to the nearest hospital (the Community Hospital of the Monterey Peninsula), however, emergency vehicles may use alternate routes to access the site or hospital. This include the Seaside Fire Department fire station on Broadway Avenue, who will likely use General Jim Moore Boulevard and Coe Avenue to access the site.

P4.2





The study project itself will add less than one vehicle to the average queue (actually 0.3 vehicles on the average, or one vehicle every three signal cycles) on the Monterey Road approach to Fremont Boulevard. The average delay will increase less than 2.0 seconds. This will have minimal effect on emergency vehicle response times in the peak hour. On off-peak times, the effect on emergency vehicle response times will be even less.

P.4.2

2. Comparison of Results with Other Traffic Reports:

An explanation has been requested for differences between the results of the Seaside Senior Assisted Living project traffic study and the Monterey Bay Shores Resort and The Collection at Monterey Bay Transportation Impact Analyses. Those studies found existing operations to be worse than described in the Seaside Senior Assisted Living study. These lower reports levels of service are likely due to the two following reasons:

P4.4

P4.5

P4.6

- a. Differences in Volumes – The HMM analysis is based on intersection counts collected in October 2014. Counts in October would represent a more average traffic condition at the study intersection. However, the Monterey Bay Shores Resort and The Collection at Monterey Bay analyses use intersection traffic counts collected in December 2007 and December 2011, respectively. The December counts are generally higher than the October 2014 counts, likely due to additional traffic generated by the Edgewater on Monterey Bay shopping center during the holiday seasons.
- b. Signal Timing – The HMM analysis uses signal timing information obtained from Caltrans staff in November 2014. The signal timing sheets indicate that they were last updated in 2009, and thus were likely modified since The Monterey Bay Shores Resort analysis was completed in 2008. Signal timing modifications are also indicated by the signal cycle length (i.e., total time to complete all signal indications at a signal) used in that analysis, which is different from the signal cycle length identified on the Caltrans signal timing sheets and used in the HMM analysis. In addition, the signal timing sheets include coordination between the signals at the California Avenue/Monterey Road and Fremont Boulevard/Monterey Road intersections, whereby green lights on the Monterey Road approaches are activated in sequence (instead of independently). The traffic analysis for The Collection at Monterey Bay likely does not incorporate this coordination, as it uses a different cycle length in its analysis (i.e., different from both the HMM and The Monterey Bay Shores Resort analyses) and it excludes the coordinated California Avenue/Monterey Road intersection from its analysis.
- c. Analysis Methodology – The traffic analyses for The Monterey Bay Shores Resort and The Collection at Monterey Bay were completed using the Highway Capacity Manual (HCM) 2000 methodology. The analysis for the study project uses the HCM 2010 methodology, which would also result in variations in delay and level of service.





3. Segment Operations:

There is confusion regarding the methodology for evaluating roadway segment operations. Roadway segment volumes are the primary component of the methodology, as the volumes are compared to the capacity of the segment, akin to water flowing through a pipe. Vehicle delay is not a component, as the analysis is evaluating the section of the roadway independent of the adjacent intersections, and thus there is no delay caused by traffic control devices (like stop signs or traffic signals). The queuing that develops on Monterey Road is due to vehicle delays at the traffic signal at the Fremont/Monterey intersection, not the segment itself.

P4.4  
P4.5  
P4.6

4. Visitor Trips:

The trip generation estimate for the project uses trip rates provided in the *Trip Generation Manual*, 9<sup>th</sup> Edition, published by the Institute of Transportation Engineers in 2012. The trip rates are based on driveway counts at comparable facilities and include all of the traffic entering and exiting the sample senior assisted living facilities on an average weekday, including employees, visitors, residents, resident shuttles, delivery vehicles, and emergency vehicles. Visitor trips are therefore included in the analysis.

5. Project Trip Distribution:

The project trip distribution for the project (i.e., the percentage of traffic anticipated on specific streets in the adjacent street network) does include traffic from the project bound for various destinations in the immediate vicinity. The trip distribution includes 14% of the total project traffic assigned to California Avenue south of Monterey Road. As identified in the aforementioned letter report, this accounts for 4 trips (3 in, 1 out) during the AM peak hour and 7 trips (4 in, 3 out) during the PM peak hour. Therefore, project traffic to and from the adjacent Edgewater on Monterey Bay shopping center, whose primary entrance is on California Avenue south of Monterey Road, is accounted for in the analysis.

6. Impact Fees:

The project is located on the former Ford Ord army base, and is thus required to pay the Fort Ord Reuse Authority (FORA) development fees, including the traffic impact fee. This latter fee will help finance various roadway upgrades in and around the former base, including the planned improvements at the Fremont Boulevard interchange with State Route 1 identified in the aforementioned letter report. Payment of impact fees has long been considered a valid mitigation for a project's contribution to cumulative traffic impacts.

7. Employee Shift Adjustments:

The project applicant has proposed to adjust the start and end times of the employee shifts to minimize employee trips during the PM peak hour. This is the hour when a potentially significant impact was identified at the Fremont/Monterey intersection. While this adjustment would have no effect on the daily trip activity of the project, it would reduce the amount of project traffic during the PM peak hour so that the project would now represent a less than significant impact at the Fremont/Monterey intersection. The strategy of adjusting work schedules to reduce peak hour trip activity has been used successfully in other parts of California for decades, including in the business parks of Santa Clara and San Mateo Counties. Furthermore, the proposed employee shift adjustments have been accepted by Caltrans as appropriate project mitigation.

P4.4  
P4.5  
P4.6



It must be noted that although the employee shift adjustment would reduce the amount of project traffic during the PM peak hour, it would not completely eliminate it. Despite this, the project would represent a less than significant impact to the operations of the Fremont/Monterey intersection. This is due to the City of Seaside significance criteria, which are a set of rules that describe the amount of increase in delay that a project would need to add to an intersection to require an intersection improvement. The City of Seaside significance criteria are presented on Page C-9 of the City of Seaside General Plan (adopted August 5, 2004). For an intersection that remains at LOS D after the addition of project traffic, an increase of over 2.0 seconds would require improvements. With the employee shift adjustment, the increase in delay at the Fremont/Monterey intersection caused by the project would be approximately 1.6 seconds, which is less than the 2.0 second threshold, and therefore would not require any improvements.

It is important to emphasize that the significance threshold for LOS E is also an increase in delay of 2.0 seconds. The proposed shift change would continue to be adequate mitigation. LOS E is quoted as the level of service in *The Collection at Monterey Bay Transportation Impact Analysis*, Fehr and Peers, April 2012.

The significance threshold for LOS F is 1.0 seconds. LOS F is quoted as the level of service in the "Focused Transportation Impact Analysis for the Proposed Monterey Bay Shores Resort Project in Sand City, California," Fehr and Peers, August 1, 2008. It is assumed that the more recent (2012) Collection at Monterey Bay study more accurately describes the existing conditions and thus supersedes this analysis. If this was the existing level of service, the project would be required to provide additional TDM measures (or mitigation measures).

8. Location of Approved and Cumulative Projects:

Exhibit 8C of the aforementioned letter report identifies the locations of the approved and proposed development projects in the Seaside-Sand City-Marina area that were used to derive the Cumulative Condition traffic volumes analyzed at the study intersections in said letter report. It is acknowledged that two of those projects – The Monterey Bay Shores Resort and The Collection at Monterey Bay – were depicted in incorrect locations. The revised Exhibit 8C is shown in **Attachment A**. The update of Exhibit 8C does not affect the analysis in our letter report, as the traffic volumes were derived using the trip assignment (i.e., number of trips at each intersection) from the respective traffic studies for each project, not from their location on the exhibit.

P4.7  
↓

**C. Conclusion**

As noted in the aforementioned IS/MND and letter reports for the project, operations of the project would not create a significant impact upon the study street network if the proposed employee shift change out of the PM peak hour is implemented and the project pays it applicable FORA traffic impact fees.



Hatch Mott  
MacDonald

If you have any questions or need additional information, please do not hesitate to contact me or Jeff Waller at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

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keith.higgins@hatchmott.com

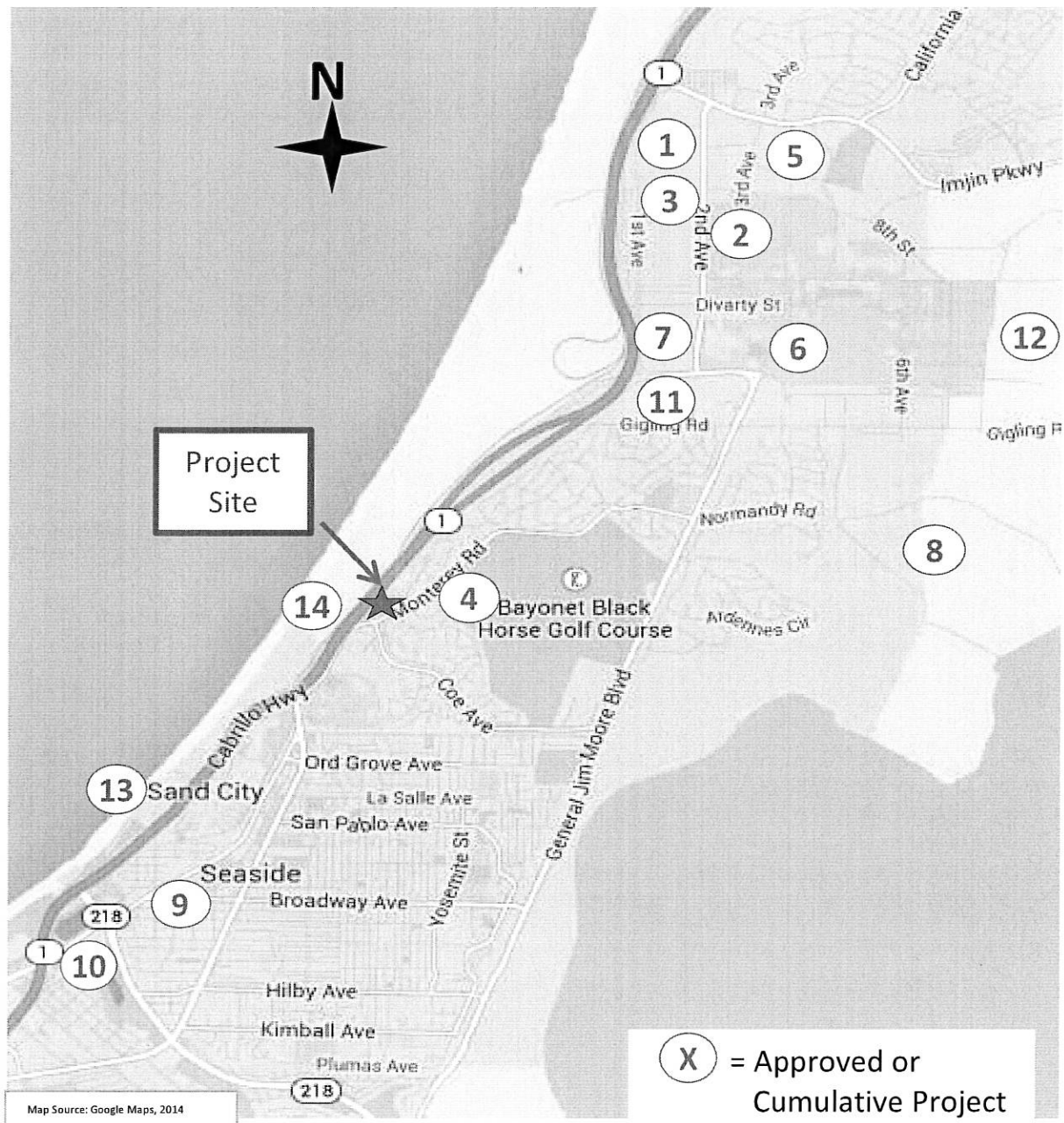
cc: City of Seaside Planning Commission  
Ricardo Del La Cruz, Seaside Senior Assisted Living, LLC

kbh; jmw  
enclosures



ATTACHMENT A

Revised Exhibit 8C  
(Approved and  
Cumulative Projects  
Location Map)



**EXHIBIT 8C**  
**Approved and**  
**Cumulative Projects**  
**Location Map**