



A G E N D A
CITY OF SEASIDE
ZONING ADMINISTRATION

REGULAR MEETING
Council Chamber
440 Harcourt Avenue
Monday, November 18, 2019
5:30 PM

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **PUBLIC COMMENT**

4. **APPROVAL OF MINUTES**

5. **BUSINESS ITEMS**

- A. **MINOR USE PERMIT APPLICATION NO. MUP-19-05: THE APPLICANT, WEST END PARTNERS, LLC. IS PROPOSING TO CONSTRUCT A TEN BUILDING 112,326 SQUARE-FOOT MIXED USE PROJECT, WHICH INCLUDES: 4,079 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE, 106 ONE, TWO, AND THREE BEDROOM RESIDENTIAL UNITS ON THE FIRST, SECOND AND THIRD FLOORS, OF WHICH 16 WILL BE AFFORDABLE UNITS; AND 8,154 SQUARE FEET OF COMBINED PARKING (89 SPACES UNDER PODIUM, 67 SURFACE OFF-STREET), DELIVERY, REFUSE, AND MECHANICAL AREA. THE 89 PODIUM PARKING SPACES ARE RESERVED FOR THE RESIDENTIAL UNITS. THE PROPOSED RESIDENTIAL UNITS RANGE IN SIZE FROM 633 +/- SF TO 1,320 +/- SF. PROJECT LOCATION: BOUNDED BY BROADWAY AVENUE, TERRACE STREET, OLYMPIA AVENUE, AND SAN LUCAS STREET (CURRENT APNs: 012-191-001, 002, 003, 004, 013, 016, 017, 021, 022, 023, 024, 025, 028 and 029).**

RECOMMENDATION: In accordance with Seaside Municipal Code 17.62.070, a Minor Use Permit is required for a mixed-use development located in the Commercial Mixed Use Zoning District. This project is exempt from the California Environmental Quality Act pursuant to Class 32, Section 15332 and 15300.2.

Staff recommends approval of the project, subject to the Resolution (Attachment 1), conditions of approval, and the project plans: <https://www.ci.seaside.ca.us/DocumentCenter/View/10082/19-1113-Ascent-Entitlement-Package--Including-Addendum-2->.

6. ADJOURNMENT

Next Regularly Scheduled Meeting: TBA

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**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.A.

TO: Zoning Administration

BY: Beth Rocha, Associate Planner

DATE: November 18, 2019

SUBJECT: MINOR USE PERMIT APPLICATION NO. MUP-19-05: THE APPLICANT, WEST END PARTNERS, LLC. IS PROPOSING TO CONSTRUCT A TEN BUILDING 112,326 SQUARE-FOOT MIXED USE PROJECT, WHICH INCLUDES: 4,079 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE, 106 ONE, TWO, AND THREE BEDROOM RESIDENTIAL UNITS ON THE FIRST, SECOND AND THIRD FLOORS, OF WHICH 16 WILL BE AFFORDABLE UNITS; AND 8,154 SQUARE FEET OF COMBINED PARKING (89 SPACES UNDER PODIUM, 67 SURFACE OFF-STREET), DELIVERY, REFUSE, AND MECHANICAL AREA. THE 89 PODIUM PARKING SPACES ARE RESERVED FOR THE RESIDENTIAL UNITS. THE PROPOSED RESIDENTIAL UNITS RANGE IN SIZE FROM 633 +/- SF TO 1,320 +/- SF. PROJECT LOCATION: BOUNDED BY BROADWAY AVENUE, TERRACE STREET, OLYMPIA AVENUE, AND SAN LUCAS STREET (CURRENT APNs: 012-191-001, 002, 003, 004, 013, 016, 017, 021, 022, 023, 024, 025, 028 and 029).

PURPOSE & RECOMMENDATION

In accordance with Seaside Municipal Code 17.62.070, a Minor Use Permit is required for a mixed-use development located in the Commercial Mixed Use Zoning District. This project is exempt from the California Environmental Quality Act pursuant to Class 32, Section 15332 and 15300.2.

Staff recommends approval of the project, subject to the Resolution (Attachment 1), conditions of approval, and the project

plans: <https://www.ci.seaside.ca.us/DocumentCenter/View/10082/19-1113-Ascent-Entitlement-Package--Including-Addendum-2->.

BACKGROUND

Conceptual Design Review:

On October 16, 2019 the Board of Architectural Review (BAR) conducted Conceptual Design Review (SMC 17.62.030.C) of the proposed project. The following feedback was provided to the applicant regarding the proposed project, as documented in the amended BAR minutes approved on 11.6.19 (Attachment 3):

The Board stated they would like some adjustments made on the access points and lighting for the residential units. The Board made a concern on entries (safety aspect), signage, and lighting in specific areas. The Board had the following concerns:

- Open space is insufficient
- Data on the number of driveways per block for Ascent compared with the number of driveways on adjacent blocks, separate out data for those specific to residential and commercial uses
- Rooftop deck access
- Lighting to increase safety
- Sign details

The applicant is required to obtain approval of the Minor Use Permit by the Zoning Administrator prior to returning to the BAR for final design approval.

City Council:

On November 7, 2019 the applicant went before the City Council for approval of the density bonus, inclusionary housing, and development concessions for the project. The Council approved the resolution for the density bonus, inclusionary housing, and development concessions with the stipulation that technical changes need to be made to the resolution. Council directed staff to work with the developer to determine the inclusionary housing rental range of 25%-30% of the 80% AMI. The determined percentage is required to be brought back to the City Council for final approval.

The following development concessions were granted by the council:

1. A reduction to the Common and Private open space requirements of Seaside Municipal Code (SMC) 17.52.180.X, subject to the from the Zoning Administrator hearing (MUP-19-13).
2. A waiver to the front facade standards for projects in the CMX zone SMC 17.15.060, subject to the conditions of approval/Resolution from the Zoning Administrator hearing (MUP-19-13).

The Zoning Administrator will determine the conditions of approval for the concessions listed above (see Staff Analysis and Conditions of Approval, below).

ENVIRONMENTAL DETERMINATION

This project is exempt from the California Environmental Quality Act pursuant to Class 32, Section 15332 and 15300.2. These section exempts projects that are consistent with general plan and zoning regulations that are within city limits on sites less than 5 acres in size that can be served by all required utilities, do not have any habitat value, and do not result in any significant effects relating to traffic, noise, air quality, or water quality (See Attachment 2: DD&A CEQA Memorandum).

PROJECT DESCRIPTION

Site Description: The Project site is proposed on 14 Parcels consisting of 124,533 square feet that will be adjusted with a Lot Line Adjustment to be comprised of six Parcels. The adjusted Parcels contain a one-story, 3,240 square foot commercial building occupied with a barber shop and beauty shop and a one-story, 5,760 square-foot vacant commercial building. The proposal involves the removal of all structures and parking areas for the new mixed use development.

Building Design: The project is a 10 building rental housing project consisting of one bedroom, two bedroom, and three bedroom units along Broadway Avenue and Olympia Avenue. The Building at the corner of Terrace Street and Broadway Avenue will have a 4,079 square foot commercial lease area on the first floor. The existing alley between Broadway Avenue and Olympia Avenue will be expanded to 24 feet to allow two-way access and all of the buildings on Broadway Avenue would have both street and alley access. The buildings along Broadway Avenue are paired together with a shared vehicular driveway to access podium parking on the first floor. The townhomes on Olympia Avenue will have two-car garages. Green spaces are proposed between the buildings on Broadway Avenue.

The exterior design will consist of a combination of stucco panels, composite horizontal siding, metal bands, metal frame and charcoal vinyl windows, and composite wood rail and cable rail for the exterior decks.

For a more complete description of the Project's architectural design components, please refer to the Project plans at following web

link: <https://www.ci.seaside.ca.us/DocumentCenter/View/10082/19-1113-Ascent-Entitlement-Package--Including-Addendum-2->

Landscape Design: Landscaping at the ground level consists of planting areas within the open space areas between buildings, between the back of sidewalk and the buildings and in the parking areas. Climbing vines, shrubs, succulents and/or groundcovers, and trees are also incorporated at these locations and in planting areas adjacent to the central landscaped courtyards. Street trees are proposed along Broadway Avenue, Terrace Street, Olympia Avenue, and San Lucas Street. Four existing trees on-site are to be removed and the overall proposed number of trees compensates for the removal.

Building Circulation and Parking: The building layout affords primary ground floor access for pedestrians directly to residential units and the commercial lease area. Secondary or service access is also afforded for each residential building from the rear alley and surface parking spaces via a common sidewalk which is integrated into the rear alley driveway. Pedestrian access to the second and third floor residential units is provided via a central hallway/corridor both from the podium parking, street frontages, and residential parking lot.

Lighting Design: At the 10.16.19 BAR meeting, the Board stated they would like some adjustments made on lighting for the residential units. The BAR made a concern on entries (safety aspect) and lighting in specific areas.

Safety:

Additionally, Seaside Police Deputy Chief Judy Veloz provided the following conditions as guided by Crime Prevention Through Environmental Design and are also included as Attachment 4.

- Motion sensors on lights, as appropriate

- Ensure there is sufficient lighting by all outdoor entrances
- Ensure there is sufficient lighting in areas with significant grade changes, and to be aware of possible shadows created by retaining walls and/or fences
- Ensure visibility in walking / pass through areas, especially to the seating nooks; use small convex mirrors at corners to provide visibility
- Ensure that horizontal slats on Broadway side of Building Type A have sufficient spacing to provide some visibility
- Areas with low wood slat decorative screening will be sufficiently spaced to provide visibility
- Ensure that landscape areas are well-maintained to minimize hiding places, especially in the range of 3' – 6' above ground
- Ensure that dumpster enclosures have lighting and small convex mirrors to reduce hiding areas
- There are safety concerns about driveways directly on Broadway. It is preferable that alley driveways be used instead.

STAFF ANALYSIS

The following updates were made to the Ascent plans (dated November 13, 2019 Addendum 2):

- Removing the driveway off Broadway nearest the San Lucas/Broadway intersection. Add landscape and trees at removed driveway (see plan sheet G4.2).
- Three (3) additional common outdoor open space nodes along the main internal site accessible path of travel (in the area of the "V" ramps) (see plan sheets L1 and L3).
- Updating site lighting plan (see plan sheets E2.1-4P).
- Include "wayfinding" graphics at building entries (see A5.1).
- Update Bldg. 9 floor plan converting a 3 bed unit to a one bed and two bed unit changing the total unit count to 106.
- Add storage lockers at the back wall of Bldg. 9 parking area for tenants (see plan sheet L1).
- Delete the wood low fence at the alley way driveway entry (see plan sheet A5.6).
- Trees: Draceana replaced with Prunus 'Krauter Vesuvius' and the Acacia replaced with Laurus nobilis.
- Add bike parking on project summary (see plan sheet G1.5).

Development Concessions:

1. A reduction to the Common and Private open space requirements of SMC 17.52.180.X, subject to the conditions of approval/Resolution from the Zoning Administrator hearing (MUP-19-13):

SMC 17.52.180.X. requires each multi-family residential project include permanently maintained outdoor open space for each dwelling unit (private space), and for all residents (common space) and that all required open space be easily accessible, have continuous, usable site elements, and be separated from parking areas and safe and secure. Also, each common open space area is required to have a minimum dimension of 20 feet for projects with five or more

units.

SMC 17.52.180.X.b states: *Private open space shall be at the same elevation as and immediately accessible from within the unit. Each private open space area shall have a minimum dimension of eight feet, except that the review authority may authorize different minimum dimensions for upper-floor units where the private open space is provided as a balcony or upper floor court.*

Analysis: Most of the balconies meet the minimum dimension requirement, but not all meet the minimum private open space area of 150 sf per unit. The townhome balconies are not shown on the unit floor plans, but are shown in the elevations (A5.5).

SMC 17.52.180.X.a states: *Common open space. All required open space shall be easily accessible, have continuous, usable site elements, and be separated from parking areas and safe and secure. Each common open space area shall have a minimum dimension of 20 feet for projects with five or more units.*

Analysis: There are three landscaped areas of approximately 35'w x 96'l (3,360 square feet) split between Parcels 1 and 2, 2 and 3, and 3 and 4. However, the approximate grade change across these landscaped areas makes the amount of usable common open space questionable. The limited on-site circulation within the open space illustrates that the area is not easily accessible, nor does it have continuous, usable site elements with the exception of the expanded common open spaces provided in the plan revisions. Three additional common open spaces have been proposed and are located between the main internal site accessible paths of travel of Parcels 1-4, which addresses the grade change. These spaces nearly double the common open space provided for the project. The rectangular seating nooks remain as originally proposed on the following proposed parcels at the following quantities:

Parcel 1: 2 seating nooks

Parcel 2: 2 seating nooks

Parcel 3: 2 seating nooks

Parcel 4: 1 seating nook

Parcel 5: no common open space provided, with the exception of seating near the parking area

Parcel 6: common open space is not clear, as the landscaped area located on the east side of Parcel 6 does not contain many details

The BAR made comments regarding the insufficient open space and the potential to use the rooftop space to meet the common open space requirement. However, it was determined that rooftop spaces are not feasible. The lack of common open space, or lack of details on the open space, for Parcels 5 and 6 should be examined by the BAR as common open space is provided for every other parcel. Additionally, the BAR specified that lighting in the common open spaces shall be provided with resident safety in mind.

2. A waiver to the front facade standards for projects in the CMX zone SMC 17.15.060, subject to the conditions of approval/ Resolution from the Zoning Administrator hearing (MUP-19-13):

SMC 17.14.060. CMX Frontage and Facade Standards states: *each building shall be designed so that its front facade occupies 100 percent of its front property line.* The construction methods,

density, parking and landscaping do not accommodate building footprints that would occupy 100% of the front property lines.

Mixed-Use Project Design Standards:

Section 17.14.060 of the Zoning Ordinance provides standards and objectives for the design of mixed-use projects as follows (note: after each standard and objective, staff provides a brief statement regarding compliance with and/or implementation thereof):

1. Building Placement

The building layout will consist of 10 buildings with podium parking under nine of the 10 buildings being reserved for the residents and surface parking being provided for additional resident parking and commercial use. The buildings associated with Parcel 6 will not have any podium parking.

Analysis: Plan revisions resulted in the removal of the driveway associated with Parcel 1. With this removal, two additional trees would be planted. This revision will contribute to improving the walkability of Broadway Avenue and also provide for additional on-street parking to support the business community and the commercial tenant located within the first floor of Building 8.

2. Building Design and Architectural Elements

Analysis: The proposed design will consist of using multiple materials which will serve to differentiate the building façade and provide interest through the use metal frame windows, balconies, offset planes, composite siding, and multiple colors that create a dimensional relief.

3. Pedestrian Access

Analysis: The proposed design provides pedestrian access from the primary building frontage.

CONCLUSION

It is recommended that the Zoning Administrator approve the Minor Use Permit application subject to the Resolution (Attachment 1), conditions of approval, and the project plans: <https://www.ci.seaside.ca.us/DocumentCenter/View/10082/19-1113-Ascent-Entitlement-Package--Including-Addendum-2->. The Board of Architectural Review Design Review hearing and conditions of approval/Resolution will also apply to the project.

ATTACHMENTS

1. Attachment 1: Resolution
 2. Attachment 2: DD&A CEQA Memorandum
 3. Attachment 3: BAR Minutes
 4. Attachment 4: Police Department Comments
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**ZONING ADMINISTRATOR
RESOLUTION NO. ZA-19-XX**

A RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF SEASIDE, STATE OF CALIFORNIA, APPROVING MINOR USE PERMIT APPLICATION NO. MUP-19-05 TO ALLOW FOR A 10 UNIT MIXED USE DEVELOPMENT OF 106 RESIDENTIAL UNITS IN THE CMX (COMMERCIAL MIXED USE) ZONING DISTRICT LOCATED ON THE PARCELS BOUNDED BY BROADWAY AVENUE, TERRACE STREET, OLYMPIA AVENUE, AND SAN LUCAS STREET (CURRENT APNs: 012-191-001, 002, 003, 004, 013, 016, 017, 021, 022, 023, 024, 025, 028 and 029), SEASIDE, CALIFORNIA.

WHEREAS, West End Partners, LLC, applicant, has applied for a Minor Use Permit for the purpose of allowing a mixed use development in the CMX Zoning District; and

WHEREAS, the proposed project requires approval by the Zoning Administrator, and it is the responsibility of the Zoning Administrator 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 Zoning Administrator considered oral comments and written information concerning the proposed amendment at a duly noticed public hearing that the Zoning Administrator held on November 18, 2019; and

WHEREAS, the project is exempt from the California Environmental Quality Act pursuant to Class 32, Section 15332 – In-Fill Development. This section exempts projects that are consistent with general plan and zoning regulations that are within city limits on sites less than 5 acres in size that can be served by all required utilities, do not have any habitat value, and do not result in any significant effects relating to traffic, noise, air quality, or water quality.

NOW, THEREFORE, BE IT RESOLVED, that the Zoning Administrator adopts the following findings for Minor Use Permit Application No.MUP-19-05:

1. The proposed use is allowed within the applicable zone and complies with all other applicable provisions of the Zoning Ordinance and Municipal Code.
Evidence: The proposed project would permit the construction of a mixed used development that would provide much needed housing, including affordable housing, and activating ground floor commercial space; furthermore conditions of project approval will be required to ensure that the project remains in compliance with all City, County, and State requirements.

2. The proposed use is consistent with the General Plan and any applicable specific plan.
Evidence: The General Plan land use designation for the proposed project site is CMX (Commercial Mixed Use). The purpose of the CMX land use designation is to promote pedestrian and transit oriented activity centers where services are conveniently located adjacent to existing population centers.
3. The design, location, size and operating characteristics of the proposed activity are compatible with the existing and planned future uses in the vicinity.
Evidence: All existing and planned future adjacent uses would continue to be mixed use in nature and would be compatible with the existing and future allowed uses in the vicinity.
4. The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and absence of physical constraints.
Evidence: The site is physically suitable for the proposed mixed use development and will be improved to provide access and utilities.
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 project as approved and conditioned would ensure that the health, safety, and welfare of the public are protected.

BE IT FURTHER RESOLVED, the Zoning Administrator hereby grants Minor Use Permit Application No. MUP-19-05 subject to the following terms and agreements:

Building:

1. Comply with all requirements of the current 2016 California Building Code.

Fire Department:

1. Comply with all requirements of the Seaside Fire Department and current 2016 California Fire Code.

Police Department:

1. Motion sensors on lights, as appropriate
2. Ensure there is sufficient lighting by all outdoor entrances

3. Ensure there is sufficient lighting in areas with significant grade changes, and to be aware of possible shadows created by retaining walls and/or fences
4. Ensure visibility in walking / pass through areas, especially to the seating nooks; use small convex mirrors at corners to provide visibility [and reduce hiding areas]
5. Ensure that horizontal slats on Broadway side of Building Type A have sufficient spacing to provide some visibility
6. Areas with low wood slat decorative screening will be sufficiently spaced to provide visibility
7. Ensure that landscape areas are well-maintained to minimize hiding places, especially in the range of 3' – 6' above ground
8. Ensure that dumpster enclosures have lighting and small convex mirrors to reduce hiding areas
9. There are safety concerns about driveways directly on Broadway. It is preferable that alley driveways be used instead.

Planning:

1. The following revisions were made to the tree species and shall be planted accordingly: Draceana replaced with Prunus 'Krauter Vesuvius' and the Acacia replaced with Laurus nobilis.
2. The townhome balconies are not shown on the unit floor plans, but are shown in the elevations (A5.5). Balconies must be provided as shown in the elevations (A5.5).

Standard:

1. Except as modified by the conditions of approval, plans submitted for Minor Use Permit application must be in compliance with the plans stamped "Received City of Seaside November 13, 2019, Community Development Department."
2. Minor Use Permit approval is subject to revocation procedures contained in S.M.C. Section 17.69.060 in the event any of the terms of this approval are violated or if the uses are conducted or carried out in a manner so as to adversely affect the health, welfare or safety of persons residing or working in the neighborhood.
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. The project shall comply with the requirements and the applicable ordinances of the Monterey Peninsula Water Management District (MPWMD).
5. The permit shall have no force or effect unless and until accepted, and the terms thereof agreed to, in writing, by the applicant and property owner within 15 days from the date of its approval.
6. Project approval will become null and void if a building permit is not obtained within one (1) year from the date of approval to begin construction on the project.
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 by the Zoning Administrator of the City of Seaside, State of California, on the 18th of November, 2019.

Rick Medina
Zoning Administrator



Denise Duffy & Associates, Inc.

PLANNING AND ENVIRONMENTAL CONSULTING

MEMORANDUM

Date: October 14, 2019
To: Kurt Overmeyer, Economic Development Director, City of Seaside
From: Erin Harwayne, AICP, Senior Project Manager, DD&A
Subject: CEQA Compliance Analysis for the Ascent Project

The City of Seaside (City) has contracted Denise Duffy & Associates, Inc. (DD&A) to conduct an environmental analysis of the proposed Ascent project (proposed project) to determine if the proposed project would qualify as a Class 32, In-Fill Development Project, Categorical Exemption under the California Environmental Quality Act (CEQA). The following memorandum provides an overview of the proposed project, an environmental analysis of the exemption criteria, and a determination whether the proposed project qualifies for the Class 32 exemption.

Project Overview

The project site is generally located on the north side of the 1200 block of Broadway Avenue between Terrace Street and San Lucas Street within the City (**Figure 1**). According to the Ascent Entitlement Package (June 27, 2019), the project proponent proposes to construct a mixed-use development consisting of 10 separate building sites, including 105 residential units and 4,079 square feet (sq. ft.) of retail, on six parcels totaling approximately 2.85 acres (**Figure 2**). The proposed project would consist of a 10-building workforce rental housing project consisting of one-bedroom, two-bedroom, and three-bedroom units and townhouses along Olympia Avenue. The building along Terrace Street and Broadway Avenue would consist of 4,079 sq. ft. of retail. The existing alley between Broadway and Olympia Avenues would be expanded to 24 ft. to allow two-way access and all of the buildings along Broadway Avenue to have both alley and street access. The buildings along Broadway Avenue would be paired together with a shared vehicular court with permeable pavers and green spaces with seating areas for residents between the pairs of buildings.

Regional access to the proposed project site is provided from Highway 1, located approximately 0.5 mile to the west. The property is bordered by residential uses to the north and east, commercial to the south and federal (i.e., U.S. Postal Service Office) to the west. The property is primarily vacant and highly disturbed, containing mostly dirt and ruderal vegetation with some pavement and two buildings, which would be demolished to accommodate the proposed project (**Figure 3**). The 2002 City of Seaside General Plan designates the proposed project site as Mixed-Use (MX), and the project is zoned Commercial Mixed-Use (CMX). A project summary is provided in **Figures 4a-4c**, and a site rendering is depicted in **Figure 5**.

The proposed project would also include various site improvements associated with circulation, drainage, utilities, and landscaping. Details of these site improvements are as follows:

Circulation

The existing alley between Broadway Avenue and Olympia Avenue would be expanded to 24 ft. to allow two-way access. All the buildings along Broadway Avenue would have both alley and street access (**Figure 6**).

Drainage

Water currently runs west toward Terrace Street due to the significant westerly slope of the project site. The drainage pattern would primarily be maintained with various improvements to reduce runoff into the adjacent rights-of-way. Impacts associated with impervious surfaces at the proposed project site would be reduced by the use of pervious surfaces, including planters and permeable pavers. Planter areas would be provided wherever site constraints allow. Permeable pavers would be used between buildings and in a portion of the proposed alley, where the grades are relatively flat, to provide treatment and promote infiltration. Onsite Stormwater Control Measures (SCMs) would include six large areas of permeable pavers. These systems would be collectively sized to meet the Tier 2 (treatment), Tier 3 (retention) and Tier 4 (detention) requirements for each Drainage Management Area (DMA) (Whitson Engineers, 2019).

Utilities

Underground utilities would be constructed and consist of water lines (service provided by California American Water), sanitary sewer lines (service provided by Seaside County Sanitation District), gas and electrical services (service provided by PG&E & Monterey Bay Community Power), as shown in **Figure 7**.

Landscaping

The proposed project would include 27,439 sq. ft. of landscaping, including around the perimeter of the buildings and within the courtyards located between buildings. The planting palette consists of California water efficient species. A Landscape Plan is provided in **Figure 8**.

Categorical Exemption Analysis

The following section analyzes whether the proposed project would qualify for Class 32, In-Fill Development Project, Categorical Exemption under CEQA in accordance with CEQA Guidelines Sections 15332 and 15300.2.

CEQA Guidelines Section 15332, In-Fill Development Projects

Under Class 32, projects that meet the following conditions are characterized as in-fill development, and, therefore, are categorically exempt from CEQA:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
- c) The project site has no value as habitat for endangered, rare, or threatened species;
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- e) The site can be adequately served by all required utilities and public services.

The proposed project meets each of the conditions set forth in CEQA Guidelines Section 15332, as outlined below:

- a) As stated above, the 2002 City of Seaside General Plan designates the proposed project site as Mixed Use (MX) and the project is zoned Commercial Mixed-Use (CMX). The proposed project

involves the construction 10 separate building sites, including 105 residential units and 4,000 sq. ft. of retail as a single development, which is consistent with the mixed-use general plan designation and zoning of the site. Further, a consistency analysis was performed to ensure the proposed project would be consistent with all relevant plans, policies, and regulations (e.g., the 2002 City of Seaside General Plan, Seaside Zoning Code, and City of Seaside Municipal Code). The proposed project was found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

- b) The proposed project would be located on a project site that is approximately 2.85 acre and within the city limits of Seaside. As described above, the project site is surrounded by urban uses including commercial and residential uses.
- c) A DD&A biologist conducted a reconnaissance-level survey of the project site. Where the site is not paved, the site contains mostly bare ground and non-native invasive species (i.e., iceplant and telegraph weed). A few trees (i.e., eucalyptus and coast live oak) are located within the project site. The project site is highly disturbed and does not provide value as habitat for endangered, rare, or threatened species.
- d) The proposed project would not have a significant effect related to traffic, noise, air quality, or water quality, as specified below.

Traffic

The proposed project would not result in a significant increase in vehicle miles traveled (VMT) and as a result the proposed project would not have significant construction- nor operation- related traffic impacts as discussed in **Appendix A. Ascent Mixed Use Project Traffic Study, Seaside, California** (Traffic Study).

Per CEQA Guidelines Section 15064.3(b)(1), traffic impacts are less than significant if the project is close to transit (i.e., “projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact”). Public Resources Code Section 21155 defines a high-quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Please refer to **Figure 9** indicating that the proposed project is located along a high-quality transit corridor, as there are 11 transit stops with service intervals no longer than 15 minutes within one-half mile of the project site. As a result, transportation impacts are less than significant.

Vehicle miles traveled is the new method for analyzing transportation impacts under CEQA. Many agencies will continue to require Level of Service (LOS) analysis for their purposes and policies, mainly complying with general plan obligations, but it will no longer be used for CEQA purposes. Agencies have until July 1, 2020, to institute their own policies for complying with the new CEQA requirements. It is understood that neither the City of Seaside nor County of Monterey has instituted its own policies for VMT. The Governor’s Office of Planning and Research (OPR) has published its *Technical Advisory on Evaluating Transportation Impacts in CEQA* to provide VMT guidance. OPR recommends that “a proposed project exceeding a level of 15 percent below existing regional VMT per resident may indicate a significant transportation impact.” For purposes of this analysis, project-generated VMT in excess of the 15% reduction would be considered to have a potentially significant impact.

Project VMT is estimated by calculating an average trip length using net project trip generation with distances to trip destinations. This is based on the proximity of the project to trip attractions

such as employment centers, schools and shopping. The destinations are weighted based on population, employment and shopping opportunities. The Traffic Study estimated the total daily trips to estimate the proposed project VMT; please refer to **Appendix A** for more information.

The proposed project regional trip distribution and VMT is tabulated in **Table 1**. Most of the project traffic (74%) is expected to be to and from work, shopping, school and personal trip destinations throughout the greater Monterey Peninsula (Seaside, Monterey, Sand City, Marina, and Carmel). The proposed project is an infill development near major shopping and transit service in the vicinity of the Fremont Street/Broadway Avenue intersection. It is conservatively expected to result in a capture of 4% of additional trips less than 0.75 miles in length that would otherwise use cars if the project was located on the fringe of the developed areas in or near Seaside. This is based on information in “Trip Generation,” Institute of Transportation Engineers, 10th Edition, 2017, included in **Appendix A**.

The proposed project is estimated to generate 3,061 VMT per day. According to the 2010 United States Census, Seaside has an average occupancy rate of about 3.16 persons per apartment. A total of about 332 persons are anticipated to reside at the proposed project. The average VMT per resident is expected to be about 9.2 miles per day with each person. This is about 43% of the existing average regional VMT per resident of 21.66 miles described in “Campus Town Specific Plan Transportation Analysis,” Fehr & Peers, June 2009. As stated above, a project is considered to have a significant impact if it exceeds a level of 15 percent below existing regional VMT, and the proposed project is within the 15% reduction in VMT threshold. As a result, the proposed project does not exceed regional thresholds of significance and, therefore, is not expected to have a significant impact.

Table 1. Projected Vehicle Miles Traveled				
Location	Percent of Net Project Traffic	Daily Project Traffic	Distance from Project (miles)	Vehicle Miles Traveled
Seaside	30%	109	0.75	82
Monterey	20%	73	3.50	256
Carmel	2%	7	6.00	42
Watsonville	2%	8	24.00	192
Sand City	6%	22	1.50	33
Castroville	5%	18	12.00	216
CSUMB	6%	22	4.00	88
Marina	12%	44	7.50	330
Salinas	10%	37	16.00	592
Santa Cruz County	2%	8	35.00	280
Santa Clara County	5%	19	50.00	950
Total:	100%	367		3,061
Project Average Trip Length				8.3

Table 1. Projected Vehicle Miles Traveled				
Location	Percent of Net Project Traffic	Daily Project Traffic	Distance from Project (miles)	Vehicle Miles Traveled
Apartment Occupants per Unit				3.16
Number of Apartments				105
Number of People Living in Apartments				332
Average Residential Vehicle-Miles Traveled (miles/resident):				9.2
Average AMBAG Region VMT per Capita				21.66
Project Percent of Regional VMT per Capita				43%

Notes:

1. Total daily net project residential trips cited from trip generation on **Exhibit 2**.
2. Apartment Occupants per Unit is average household size in Seaside in 2010 US Census, per the 2010 US Census (factfinder.census.gov).
3. "Campus Town Specific Plan Transportation Analysis," Fehr & Peers, June, 2019

Noise

The proposed project is located in an urban/residential setting and is consistent with the land uses surrounding the project site. Commercial and residential uses associated with the project would not expose people to noise in excess of established levels. Further, as stated above, the proposed project is consistent with the current land use designation and zoning of the proposed project site. The primary source of noise associated with the project would be traffic noise generated by an increase in trips associated with the proposed project; however, as stated in **Appendix A**, the increase in VMT would be minimal and, thus, is not expected to generate a significant source of noise. Therefore, long-term operational noise associated with the proposed project would not result in any significant effects.

Construction of the project would result in short-term, temporary noise increases in the project vicinity. Noise impacts from construction activities depend on the type of construction equipment used, the timing and length of activities, the distance between the noise generating construction activities and receptors, and shielding. Construction, including the demolition of the existing buildings, is estimated to take 15 months. Typical construction equipment would include, but would not be limited to, tracked excavator, backhoe, water truck, concrete trucks, dump trucks, flat-bed delivery trucks, vibratory compacters, and asphalt paving equipment.

Typical hourly average construction noise levels could be as loud as 75 - 80 decibels at a distance of ± 100 ft. from the construction area during active construction periods (DOT, 2006). Noise associated with the construction of the project would be temporary and intermittent, and would be limited to weekdays between the hours of 8:00 a.m. and 4:00 p.m. The City of Seaside's noise ordinance does not contain quantitative noise limits, rather it contains a series of specific prohibitions and exemptions. The ordinance 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 (City of Seaside Municipal Code Chapter 9.12). As the proposed project does not include construction outside these

hours, short-term construction noise associated with the proposed project would not result in any significant effects.

Air Quality

The Monterey Bay Air Resources District (MBARD) has developed and implemented several plans to address exceedance of State air quality standards, including the MBARD 2012-2015 Air Quality Management Plan (AQMP). This plan addresses attainment of the State ozone standard and federal air quality standard. The AQMP accommodates growth by projecting growth in emissions based on population forecasts prepared by the Association of Monterey Bay Area Governments (AMBAG) and other indicators. The proposed project would not result in a substantial increase in employment, nor would the proposed project result in increased population growth. The proposed project would be consistent with the MBARD 2012-2015 AQMP. Further, the primary source of air quality emissions would be generated by project-related traffic. However, as stated in **Appendix A**, operational VMT would be minimal and is not anticipated to exceed applicable MBARD thresholds. Therefore, long term operational air quality emission associated with the proposed project would not result in any significant effects.

Grading and filling during construction could result in impacts to air quality. Site disturbance activities could result in short-term, localized decrease in air quality due to the generation of particulate emissions (PM₁₀). According to the MBARD's criteria for determining construction impacts (as updated February 2008), a project would result in a potentially significant impact if it would result in 8.1 acres of minimal earthmoving per day or 2.2 acres per day with major grading and excavation. The project site is approximately 2.85 acres, but earthmoving activities would be limited daily to remain below the threshold. In addition, the proposed project would also implement standard construction Best Management Practices (BMPs) related to dust suppression, which would include the following: 1) watering active construction areas; 2) prohibiting grading activities during periods of high winds (over 15 mph); 3) covering trucks hauling soil; and 4) covering exposed stockpiles. The implementation of BMPs would further ensure that potential construction-related emissions would be minimized. Since the proposed project would fall under the threshold for construction air quality impacts, construction of the proposed project would not result in any significant effects on air quality.

Water Quality

The proposed project site is located in an urban environment and operations would not utilize materials that would significantly harm water quality. Furthermore, the proposed project would comply with applicable regulations and laws to ensure proper discharge into the City's stormwater and sanitary infrastructure as described above (Whitson Engineers, 2019). In addition, there are no creeks, wetlands, and riparian habitats present on the proposed project site or within close proximity of the site.

Construction of the project would require grading activities that could result in a temporary increase in erosion affecting the quality of storm water runoff and water quality. The project would be required to obtain a grading permit through the City of Seaside, as well as comply with the State Water Resources Control Board's (SWRCB's) National Pollution Discharge Elimination System (NPDES) General Construction Activities Permit. As part of the NPDES Permit and Grading Permit, the proposed project would be required to develop, implement, and maintain a Stormwater Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants including sediments associated with construction activities. In addition, construction of the proposed project would be required to incorporate BMPs into the project construction to control the discharge of stormwater pollutants including sediments associated with construction

activities.¹ When construction is complete, a Notice of Termination (NOT) for the General Permit for Construction shall be filed with the SWRCB. The NOT shall document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the site. Therefore, construction of the proposed project would not result in any significant effects on water quality.

- e) The proposed project site can be adequately served by all required utilities and public services (Overmeyer, pers. comm.).

CEQA Guidelines Section 15300.2, Exceptions

A project may be exempt from CEQA pursuant to a categorical exemption if the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2. These exceptions include:

- a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.
- c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified Environmental Impact Report (EIR).
- e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The proposed project does not meet any of the above exceptions identified in CEQA Guidelines Section 15300.2, as outlined below:

- a) The project is a Class 32 exemption, and, therefore, this exception does not apply.

¹ Examples of BMPs include preventing spills and leaks, cleaning up spills immediately after they happen, storing materials under cover, and covering and maintaining dumpsters.

- b) The proposed project would not result in a cumulatively considerable adverse environmental effect. As described above, the proposed project would not result in any significant impacts. The proposed project involves a mix-use development in an urbanized area, and is consistent with the land use and zoning designations for the site. There are no similar projects proposed in the project area that, when combined with the proposed project, would result in cumulatively considerable effects.
- c) Based on the nature and location of the proposed project, and in light of the presence of other residential and commercial uses in the area, there are no unusual circumstances surrounding implementation of the proposed project that would suggest a reasonable possibility of a significant effect.
- d) The proposed project site is not located on or near a scenic highway.
- e) The project site is not listed pursuant to Section 65962.5 of the Government Code.
- f) The proposed project site is located on a primarily vacant lot and the two buildings that would be demolished are not considered historical resources. Therefore, the proposed project would not impact an eligible historic resource.

Determination

In conclusion, as shown herein, the proposed project meets all the criteria under the Class 32, In-Fill Development, Categorical Exemption, and none of the exceptions to the categorical exemptions under CEQA apply. Therefore, the proposed project is categorically exempt from CEQA,

Attachments

Figures 1 – 9

Appendices

Attachment A. Ascent Mixed Use Project Traffic Study, Seaside, California.

References

Ascent Entitlement Package. June 27, 2019.

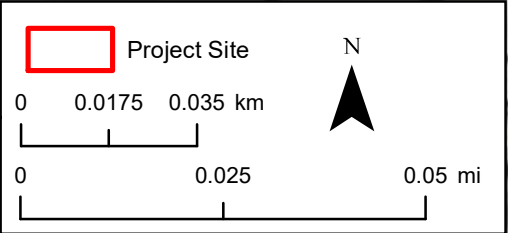
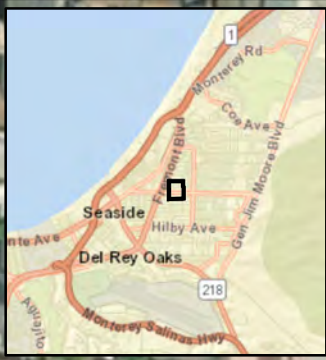
[DOT] U.S. Department of Transportation. August 2006. Federal Highway Administration Highway Construction Noise Handbook.

Overmeyer, Kurt. September 27, 2019. Personal Communication.

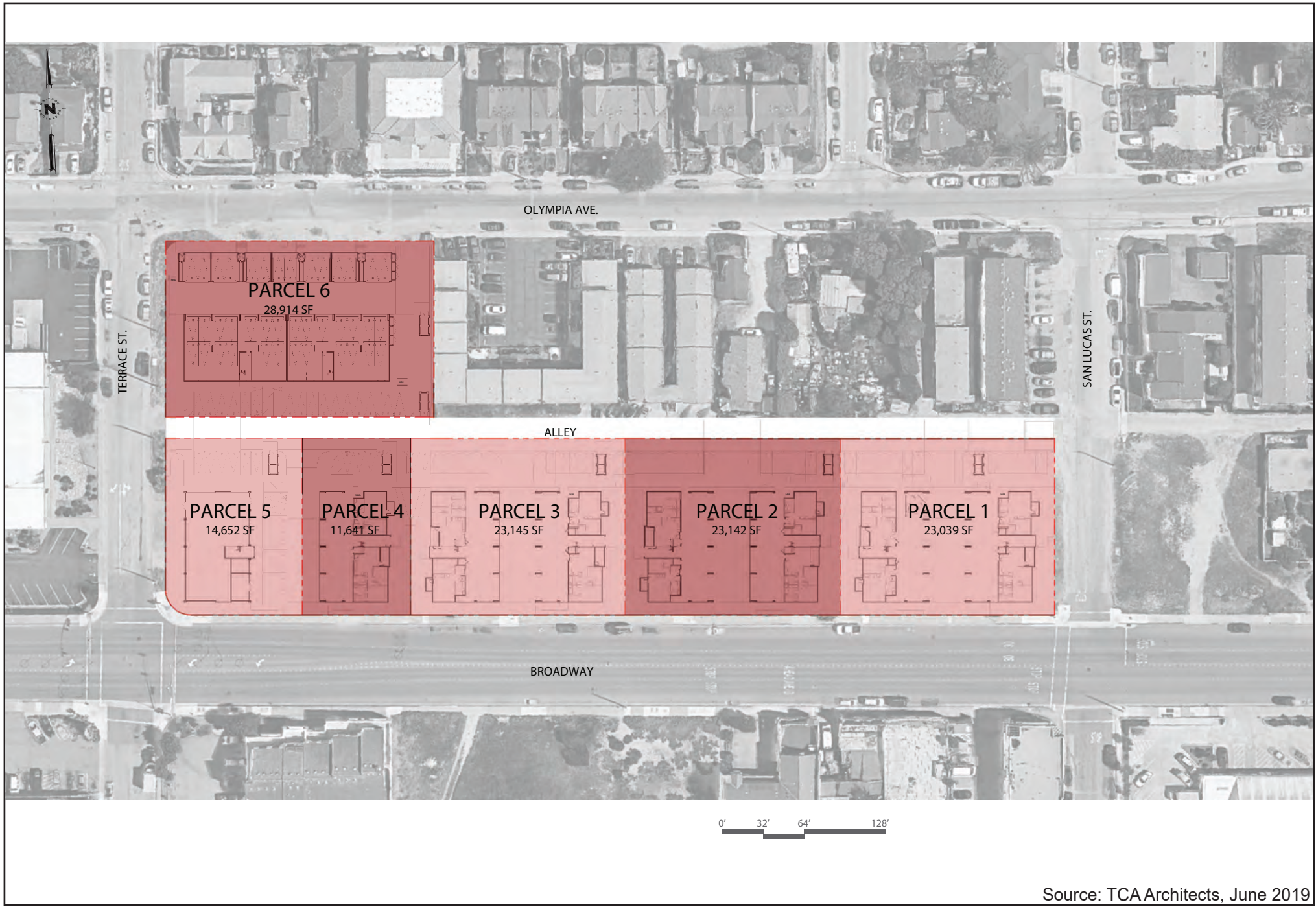
Keith Higgins. October 10, 2019. Ascent Mixed Use Project Traffic Study, Seaside, California

Whitson Engineers. June 27, 2019. Preliminary Storm Water Control Plan for Ascent Seaside.

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Title: Project Location	Date: <u>9/23/2019</u> Scale: <u>1 inch = 0.02 miles</u> Project: <u>2019-44</u>	Monterey San Jose Denise Duffy and Associates, Inc. Environmental Consultants Resource Planners 947 Cass Street, Suite 5 Monterey, CA 93940 (831) 373-4341	Figure 1
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Source: TCA Architects, June 2019

Title:

Site Plan

Date 9/23/19
Scale 1"=32'
Project 2019.44



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Figure
2



VIEW FROM BROADWAY AND TERRACE AVE.



VIEW ALONG BROADWAY



VIEW FROM OLYMPIA AVE AND TERRACE AVE.



VIEW FROM BROADWAY AND SAN LUCAS ST.

Source: TCA Architects, June 2019

Title: **Site Photos**

Date 9/23/19
Scale N/A
Project 2019.44



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Figure
3

Parcel 1

BUILDING 1 - TYPE A				BUILDING 2 - TYPE A			
	SF	Coun	Total SF		SF	Coun	Total SF
One Bedroom				One Bedroom			
A1	860	2	1,720	A1	860	2	1,720
A1.1	822	1	822	A1.1	822	1	822
A2	614	0	0	A2	614	0	0
A3	633	0	0	A3	633	0	0
Two Bedroom				Two Bedroom			
B1	1,059	6	6,354	B1	1,059	6	6,354
B1.1	1,079	1	1,079	B1.1	1,079	1	1,079
Three Bedroom				Three Bedroom			
C1	1,320	0	0	C1	1,320	0	0
C2	1,295	0	0	C2	1,295	0	0
Townhouse				Townhouse			
TH1	1,200	0	0	TH1	1,200	0	0
Total	998	10	9,975	Total	998	10	9,975

Area Summary		Total SF	Area Summary		Total SF
Residentia		9,975	Residentia		9,975
Circulatio		629	Circulatio		629
Service		65	Service		65
Retail		0	Retail		0
Total		10,669	Total		10,669

SUBTOTAL			
	SF	Coun	Total SF
One Bedroom			
A1	860	4	3,440
A1.1	822	2	1,644
A2	614	0	0
A3	633	0	0
Two Bedroom			
B1	1,059	12	12,708
B1.1	1,079	2	2,158
Three Bedroom			
C1	1,320	0	0
C2	1,295	0	0
Townhouse			
TH1	1,200	0	0
Total	998	20	19,950

Area Summary		Total SF
Residentia		19,950
Circulatio		1,258
Service		130
Retail		0
Total		21,338

Site Area	23,039
FAR	0.93

Retail Parking	0
Surface Spaces	0
Surface Spaces (ADA)	0
Residential Parking	25
Cover Space	12
Cover Spaces (ADA)	2
Surface Spaces	10
Surface Spaces (ADA)	1
Garage Space	0

Parcel 2

BUILDING 3 - TYPE A				BUILDING 4 - TYPE A				SUBTOTAL			
	SF	Coun	Total SF		SF	Coun	Total SF		SF	Coun	Total SF
One Bedroom				One Bedroom				One Bedroom			
A1	860	2	1,720	A1	860	2	1,720	A1	860	4	3,440
A1.1	822	1	822	A1.1	822	1	822	A1.1	822	2	1,644
A2	614	0	0	A2	614	0	0	A2	614	0	0
A3	633	0	0	A3	633	0	0	A3	633	0	0
Two Bedroom				Two Bedroom				Two Bedroom			
B1	1,059	6	6,354	B1	1,059	6	6,354	B1	1,059	12	12,708
B1.1	1,079	1	1,079	B1.1	1,079	1	1,079	B1.1	1,079	2	2,158
Three Bedroom				Three Bedroom				Three Bedroom			
C1	1,320	0	0	C1	1,320	0	0	C1	1,320	0	0
C2	1,295	0	0	C2	1,295	0	0	C2	1,295	0	0
Townhouse				Townhouse				Townhouse			
TH1	1,200	0	0	TH1	1,200	0	0	TH1	1,200	0	0
Total	998	10	9,975	Total	998	10	9,975	Total	998	20	19,950

Area Summary		Total SF	Area Summary		Total SF
Residentia		9,975	Residentia		9,975
Circulatio		629	Circulatio		1,258
Service		65	Service		130
Retail		0	Retail		0
Total		10,669	Total		21,338

Site Area	23,142
FAR	0.92

Retail Parking	0
Surface Spaces	0
Surface Spaces (ADA)	0
Residential Parking	24
Cover Spaces	12
Cover Spaces (ADA)	2
Surface Spaces	9
Surface Spaces (ADA)	1
Garage Space	0

Source: TCA Architects, June 2019

Title: **Project Summary**

Date 9/23/19
Scale N/A
Project 2019.44



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Figure
4a

Parcel 3

BUILDING 5 - TYPE A

	SF	Coun	Total SF
One Bedroom			
A1	860	2	1,720
A1.1	822	1	822
A2	614	0	0
A3	633	0	0
Two Bedroom			
B1	1,059	6	6,354
B1.1	1,079	1	1,079
Three Bedroom			
C1	1,320	0	0
C2	1,295	0	0
Townhouse			
TH1	1,200	0	0
Total	998	10	9,975

Area Summary

	Total SF
Residential	9,975
Circulation	629
Service	65
Retail	0
Total	10,669

BUILDING 6 - TYPE A

	SF	Coun	Total SF
One Bedroom			
A1	860	2	1,720
A1.1	822	1	822
A2	614	0	0
A3	633	0	0
Two Bedroom			
B1	1,059	6	6,354
B1.1	1,079	1	1,079
Three Bedroom			
C1	1,320	0	0
C2	1,295	0	0
Townhouse			
TH1	1,200	0	0
Total	998	10	9,975

Area Summary

	Total SF
Residential	9,975
Circulation	629
Service	65
Retail	0
Total	10,669

SUBTOTAL

	SF	Coun	Total SF
One Bedroom			
A1	860	4	3,440
A1.1	822	2	1,644
A2	614	0	0
A3	633	0	0
Two Bedroom			
B1	1,059	12	12,708
B1.1	1,079	2	2,158
Three Bedroom			
C1	1,320	0	0
C2	1,295	0	0
Townhouse			
TH1	1,200	0	0
Total	998	20	19,950

Area Summary

	Total SF
Residential	19,950
Circulation	1,258
Service	130
Retail	0
Total	21,338

Site Area	23,145
FAR	0.92

Retail Parking	0
Surface Spaces	0
Surface Spaces (ADA)	0
Residential Parking	26
Cover Space	12
Cover Spaces (ADA)	2
Surface Spaces	11
Surface Spaces (ADA)	1
Garage Space	0

PARCEL 4

BUILDING 7 - TYPE A

	SF	Coun	Total SF
One Bedroom			
A1	860	2	1,720
A1.1	822	1	822
A2	614	0	0
A3	633	0	0
Two Bedroom			
B1	1,059	6	6,354
B1.1	1,079	1	1,079
Three Bedroom			
C1	1,320	0	0
C2	1,295	0	0
Townhouse			
TH1	1,200	0	0
Total	998	10	9,975

Area Summary

	Total SF
Residential	9,975
Circulation	629
Service	65
Retail	0
Total	10,669

Site Area	11,641
FAR	0.92

Retail Parking	0
Surface Spaces	0
Surface Spaces (ADA)	0
Residential Parking	10
Cover Spaces	6
Cover Spaces (ADA)	1
Surface Space	2
Surface Spaces (ADA)	1
Garage Space	0

Source: TCA Architects, June 2019

Title: Project Summary

Date 9/23/19
Scale N/A
Project 2019.44



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Figure
4b

PARCEL 5

BUILDING 8 - TYPE B			
	SF	Coun	Total SF
One Bedroom			
A1	860	2	1,720
A1.1	822	0	0
A2	614	0	0
A3	633	0	0
Two Bedroom			
B1	1,059	6	6,354
B1.1	1,079	0	0
Three Bedroom			
C1	1,320	0	0
C2	1,295	0	0
Townhouse			
TH1	1,200	0	0
Total	1,009	8	8,074

Area Summary		Total SF
Residential		8,074
Circulation		860
Service		169
Retail		4079
Total		13,182

Site Area	14,652
FAR	0.90

Retail Parking	12
Surface Spaces	11
Surface Spaces (ADA)	1
Residential Parking	3
Cover Spaces	0
Cover Spaces (ADA)	0
Surface Spaces	3
Surface Spaces (ADA)	0
Garage Space	0

Parcel 6

BUILDING 9 - TYPE C			
	SF	Coun	Total SF
One Bedroom			
A1	860	0	0
A1.1	822	0	0
A2	614	2	1,228
A3	633	2	1,266
Two Bedroom			
B1	1,059	6	6,354
B1.1	1,079	0	0
Three Bedroom			
C1	1,320	6	7,920
C2	1,295	4	5,180
Townhouse			
TH1	1,200	0	0
Total	1,097	20	21,948

Area Summary		Total SF
Residential		21,948
Circulation		2,443
Service		76
Retail		0
Total		24,467

BUILDING 10 - TYPE D			
	SF	Coun	Total SF
One Bedroom			
A1	860	0	0
A1.1	822	0	0
A2	614	0	0
A3	633	0	0
Two Bedroom			
B1	1,059	0	0
B1.1	1,079	0	0
Three Bedroom			
C1	1,320	0	0
C2	1,295	0	0
Townhouse			
TH1	1,200	7	8,400
Total	1,200	7	8,400

Area Summary		Total SF
Residential		8,400
Circulation		448
Service		56
Retail		0
Total		8,904

SUB TOTAL			
	SF	Coun	Total SF
One Bedroom			
A1	860	0	0
A1.1	822	0	0
A2	614	2	1,228
A3	633	2	1,266
Two Bedroom			
B1	1,059	6	6,354
B1.1	1,079	0	0
Three Bedroom			
C1	1,320	6	7,920
C2	1,295	4	5,180
Townhouse			
TH1	1,200	7	8,400
Total	1,124	27	30,348

Area Summary		Total SF
Residential		30,348
Circulation		2,891
Service		132
Retail		0
Total		33,371

Site Area	28,914
FAR	1.15

Retail Parking	0
Surface Spaces	0
Surface Spaces (ADA)	0
Residential Parking	56
Cover Spaces	26
Cover Spaces (ADA)	0
Surface Space	15
Surface Spaces (ADA)	1
Garage Space	14

TOTAL

TOTAL			
	SF	Coun	Total SF
One Bedroom			
A1	860	16	13,760
A1.1	822	7	5,754
A2	614	2	1,228
A3	633	2	1,266
Two Bedroom			
B1	1,059	54	57,186
B1.1	1,079	7	7,553
Three Bedroom			
C1	1,320	6	7,920
C2	1,295	4	5,180
Townhouse			
TH1	1,200	7	8,400
Total	1,031	105	108,247

Area Summary		Total SF
Residential		108,247
Circulation		8,154
Service		756
Retail		4079
Total		121,236

Site Area	124,533
FAR	0.97

Retail Parking	12
Surface Space	11
Surface Spaces (ADA)	1
Residential Parking	144
Cover Space	68
Cover Spaces (ADA)	7
Surface Space	50
Surface Spaces (ADA)	5
Garage Space	14

Source: TCA Architects, June 2019

Title: **Project Summary**

Date 9/23/19
Scale N/A
Project 2019.44



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Figure
4c



Source: TCA Architects, June 2019

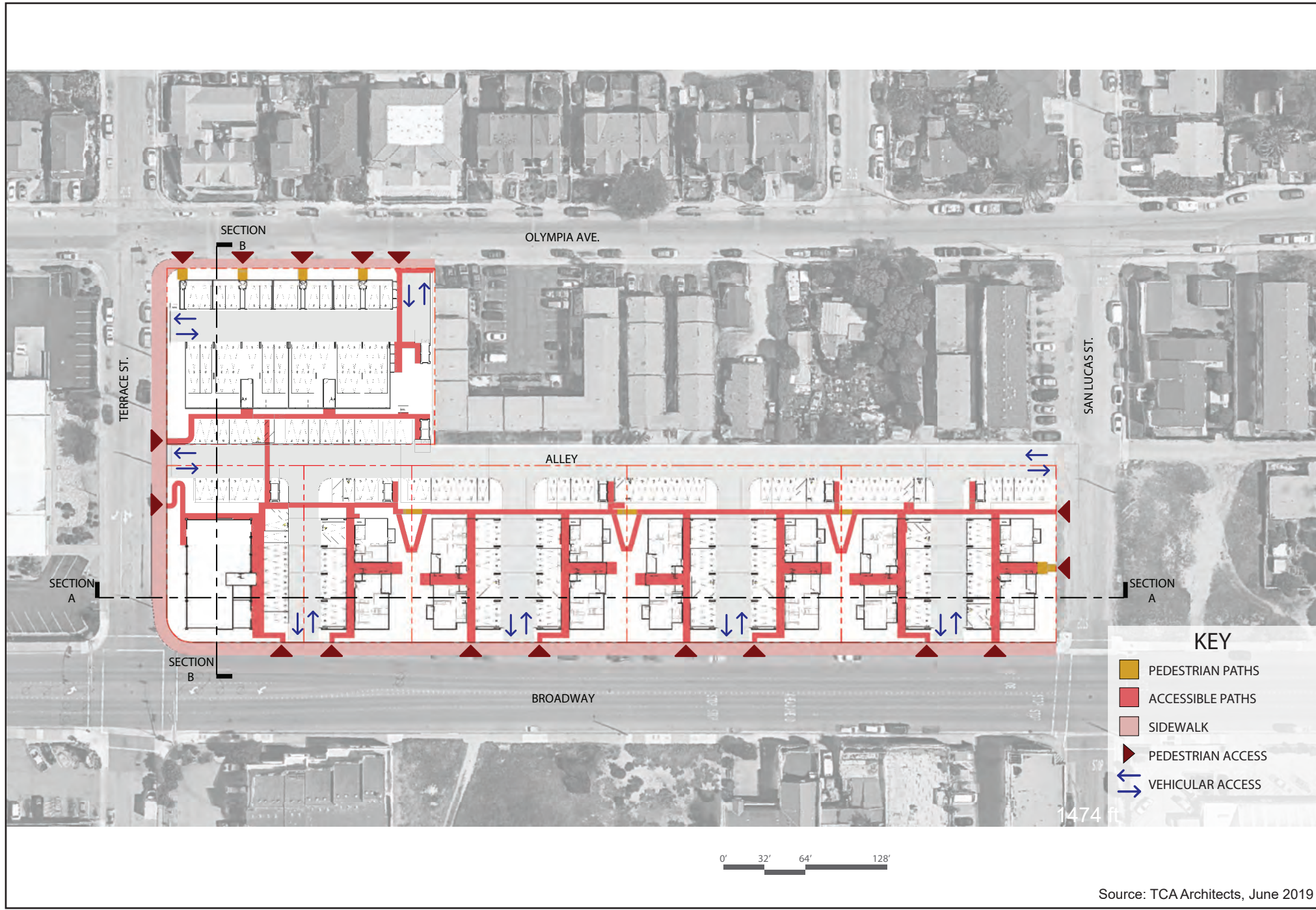
Title: **Site Rendering**

Date 9/23/19
 Scale NTS
 Project 2019.44



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Denise Duffy and Associates, Inc.
 Environmental Consultants Resource Planners
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 Monterey, CA 93940
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Figure
5



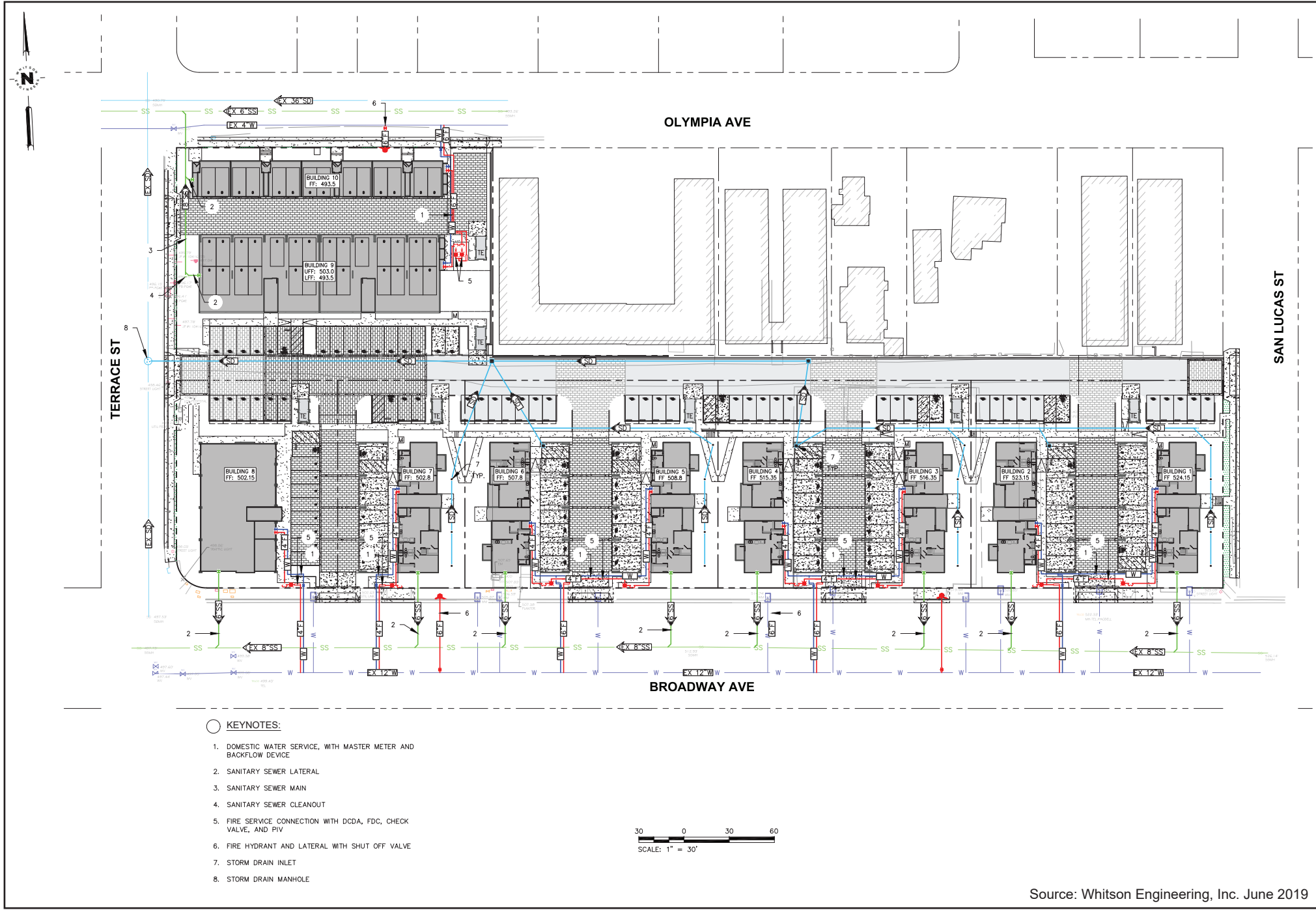
Title: **Circulation Plan**

Date 9/23/19
 Scale 1"=32'
 Project 2019.44



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Figure
6



Title: **Utility Plan**

Date 9/23/19
 Scale 1"=30'
 Project 2019.44



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Figure
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California Water Efficient Landscape Worksheet							
Reference Evapotranspiration (ET _a)	30	Project Type		Residential	0		
Hydrozone # / Planting Description	Plant Factor (PF)	Irrigation Method	Efficiency (IE)	ET _a (PF/IE)	Landscape Area (Sq. Ft.)	Estimated Total Water Use (ETWU)	
Regular Landscape Areas							
Low-Shrubs	0.3	Drip	0.81	0.37	18886	6921	154471
Mod-Shrubs	0.5	Drip	0.81	0.62	4650	2870	64067
Low-Trees	0.3	Drip	0.81	0.37	2536	944	21080
Mod-Trees	0.5	Drip	0.81	0.62	3550	957	21356
			0.75	0.00		0	0
			0.75	0.00		0	0
Totals					27436	11692	260973
Special Landscape Areas							
			1			0	0
			1			0	0
			1			0	0
Totals					0	0	0
						ETWU Total	260973
						Maximum Allowed Water Allowance (MAWA)	336804

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	11692
Total Area	27436
Average ETAF	0.43

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

All Landscape Areas

Regular Landscape Areas	
Total ETAF x Area	11692
Total Area	27436
Average ETAF	0.43

PLANTING LEGEND

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
TREES					
	ACA BAI	Acacia baileyana	BAILEY ACACIA	24" BOX	LOW
	ARB MAR	Arbutus menziesii - Multi Trunk	MARINA STRAWBERRY TREE	36" BOX	LOW
	CER CAN	Cercis canadensis- Low Branching	EASTERN REDBUD	36" BOX	MOD
	DRA DRA	Dracaena draca	DRAGON TREE	24" BOX	LOW
	OLE EUR	Olea europaea "Swan Hill"	FRUITLESS OLIVE	36" BOX	LOW
	GIN GOL	Ginkgo biloba "Goldspire"	GOLDSPIRE GINKGO	24" BOX	MOD
	PLA ACE	Platanus x acerifolia "Columbia"	LONDON PLANE TREE	24" BOX	MOD
NOTE: ALL TREES WITH TRUNKS LOCATED WITHIN THE TRAFFIC SAFETY VISIBILITY AREA SHALL HAVE THE BOTTOM OF THE CANOPY TRIMMED UP TO PROVIDE 6' OF CLEARANCE FROM FINISH GRADE.					
SHRUBS					
	AEO PUR	Aeonium "Sunburst"	SUNBURST AEONIUM	15 GAL	LOW
	AGA ATT	Agave attenuata "Nava"	FOXTAIL AGAVE	15 GAL	LOW
	AGA VIL	Agave viviparansia "Stained Glass"	VAREGATED OCTOPUS AGAVE	15 GAL	VL
	ALO FER	Aloe ferox	BITTER ALOE	15 GAL	LOW
	ASP DEN	Asparagus densiflorus "Myers"	FOXTAIL FERN	5 GAL	MOD
	CIS SAL	Cistus salvifolius	SAGE-LEAF ROCKROSE	5 GAL	LOW
	ECH BLA	Echeveria "Black Prince"	BLACK PRINCE ECHEVERIA	6" POT	LOW
	ECH SEN	Echeveria subrigida	NCN	6" POT	LOW
	ECH CAN	Echinocandicans	PRIDE OF MADIERA	5 GAL	LOW
	FES CAL	Festuca californica	CALIFORNIA FESCUE	1 GAL	LOW
	HEL SEM	Helictotrichon sempervirens	BLUE OAT GRASS	1 GAL	LOW
	LAV STO	Lavandula stoechas	SPANISH LAVENDER	5 GAL	LOW
	LIG JAP	Ligustrum japonicum "Texanum"	TEXANUM WAXED LEAF PRIVET	1 GAL	MOD
	LIM PER	Limonium perzeli	SEA LAVENDER	5 GAL	LOW
	LON LON	Lomandra longifolia "Breeze"	DWARF MAT RUSH	1 GAL	LOW
	MUL CAP	Muhlenbergia capillaris	PINK MUHLY GRASS	1 GAL	LOW
	MUL RIG	Muhlenbergia rigens	DEER GRASS	5 GAL	LOW
	NAS TEN	Nassella tenuissima	MEXICAN FEATHER GRASS	1 GAL	LOW
	OLE LIT	Olea s. "Little Olia"	LITTLE OLLIE SHRUB OLIVE	15 GAL	LOW
	POD GRA	Podocarpus gracilior (column)	AFRICAN FERN PINE	15 GAL	MOD
	RDS OFF	Rosemarinus officinalis	ROSEMARY	5 GAL	LOW
	SEN MAN	Senecio mandraliscae	KLEINIA	1 GAL	LOW
VINES					
	DIS BUC	Dioscorea buccinatoria	BLOOD RED TRUMPET VINE	5 GAL	LOW
	FIC PUM	Ficus pumila	CREEPING FIG	5 GAL	MOD



Source: TCA Architects, June 2019

Title: **Landscape Plan**

Date 9/23/19
 Scale 1"=30'
 Project 2019.44



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Figure
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Appendix A
Ascent Mixed Use VMT Study

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Keith Higgins

Traffic Engineer

October 10, 2019

Erin Harwayne
Denise Duffy & Associates, Inc.
947 Cass St. Suite 5
Monterey, CA. 93940

Re: Ascent Mixed Use Project Traffic Study, Seaside, California

Dear Erin,

Per your request, this is an estimate of vehicle miles traveled (VMT) for the Ascent Mixed Use Project in Seaside, California. The project is located at 1200 Broadway and extends along the north side of Broadway between Terrace and San Lucas Streets. The proposed project will include 105 multi-family dwelling units (7 townhomes and 98 apartments) plus 4,079 gross square feet of retail floor area. The project site is currently vacant. A project location map is included as **Exhibit 1**. The proposed project site plan is included as **Exhibit 2**.

This study focuses on VMT in accordance with the latest California Environmental Quality Act (CEQA). In order to determine project VMT, project trip generation is estimated using rates included in the Trip Generation Manual, Institute of Transportation Engineers (ITE), 10th Edition, 2017.

Project VMT is estimated by calculating an average trip length using net project trip generation with distances to trip destinations. This is based on the proximity of the project to trip attractions such as employment centers, schools and shopping. The destinations are weighted based on population, employment and shopping opportunities.

Project trip generation is tabulated on **Exhibit 3**. Using standard ITE rates, it is estimated to total about 922 gross daily trips with 52 in the AM peak hour and 75 in the PM peak hour. Project net driveway trips are expected to total about 874 daily trips with 49 in the AM peak hour and 71 in the PM peak hour. This assumes about 5% of project traffic is between the project's complementary retail and residential uses.

About 15% of the gross retail trips are expected to be pass-by, which are vehicles passing in the immediate project vicinity that stop at the site while en route to a primary destination. This results in an estimated increase in traffic on the street system from the project of about 853 daily trips, 49 AM peak hour trips and 69 PM peak hour trips.

Erin Harwayne
October 10, 2019

Project regional trip distribution is tabulated on **Exhibit 4**. Most of the project traffic (74%) is expected to be to and from work, shopping, school and personal trip destinations throughout the greater Monterey Peninsula (Seaside, Monterey, Sand City, Marina and Carmel). The project is an infill development near major shopping and employment as well as major transit corridors and bike facilities in the vicinity of the Fremont Street / Broadway Avenue intersection. It is expected that only 41% of project trips will be made by cars. This is based on information in "Trip Generation," Institute of Transportation Engineers, 10 Edition, 2017, included in **Appendix A**. This is further refined in **Appendix B** by compiling the mode splits for individual infill projects that are located on transit corridors near substantial retail and other services and employment, which are similar to the Ascent Mixed Use project.

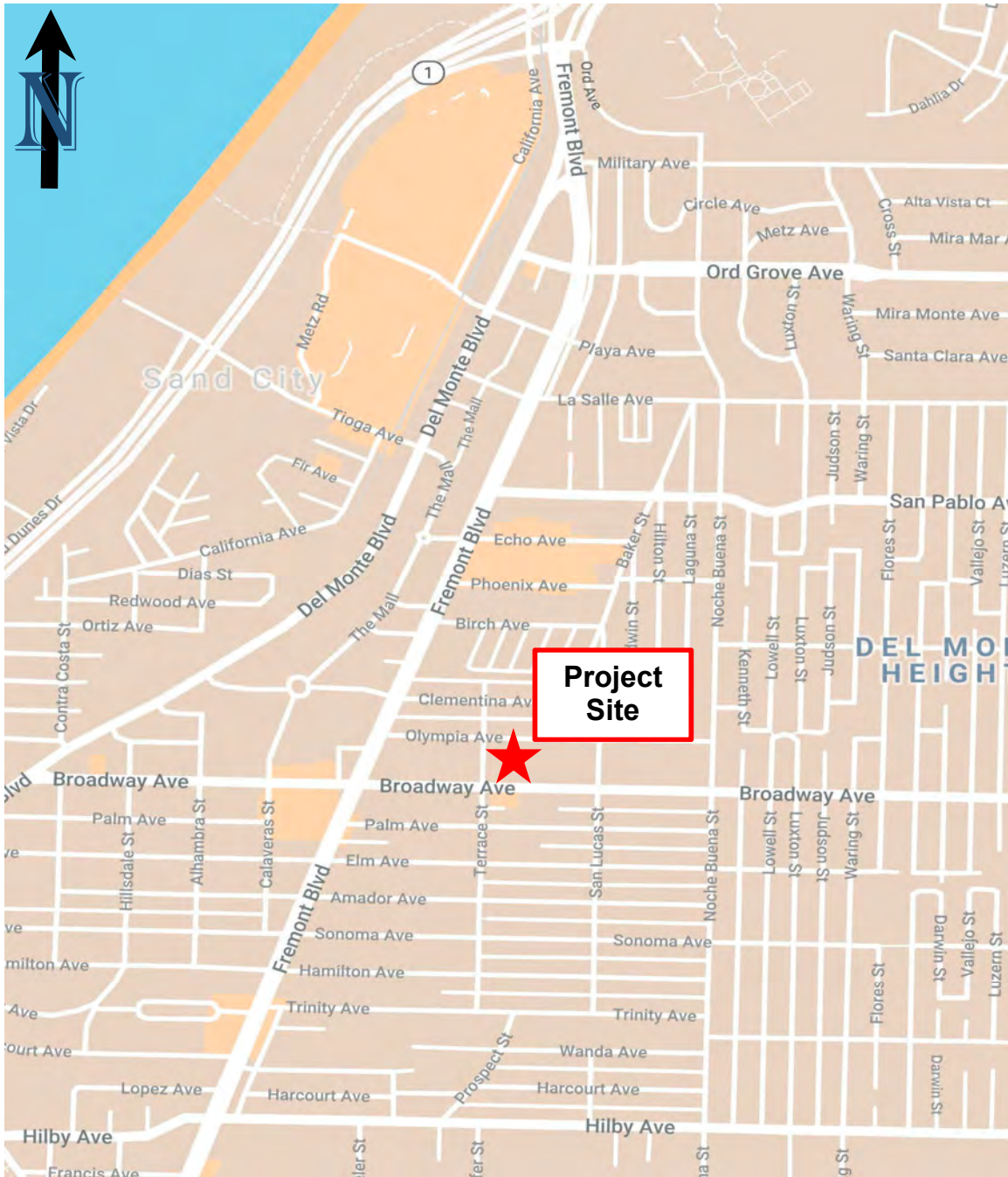
The resulting project VMT is tabulated on **Exhibit 4**. The Ascent Mixed Use project is estimated to generate about 3,061 VMT per day. According to the 2010 United States Census, Seaside has an average occupancy rate for of about 3.16 persons per apartment. A total of about 332 persons are anticipated to reside at the project. The average VMT per resident is expected to be about 9.2 miles per day with each person. This is about 43% of the existing average regional VMT per resident of 21.66 miles described in "Campus Town Specific Plan Transportation Analysis," Fehr & Peers, June 2019. The anticipated VMT per resident is 57% below the regional average, which is a greater decrease than the 15% significance threshold. The project, therefore, will not have a significant traffic impact.

If you have any questions regarding the contents of this analysis, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE
Attachments



Basemap Source: Google Maps, 2019.



Source: TCA Architects, June 27, 2019

Keith Higgins
Traffic Engineer

Exhibit 2
Project Site Plan

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Multifamily Housing (Low-Rise) (per unit)	220	7.32	0.46	6%	23%	77%	0.56	8%	63%	37%
Shopping Center (per 1,000 sq. ft.)	820	37.75	0.94	2%	62%	38%	3.81	10%	48%	52%
PROPOSED USE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Townhomes	7 units	51	3	6%	1	2	4	8%	3	1
Apartments	98 units	717	45	6%	11	34	55	8%	35	20
Retail	4,079 sq. ft.	154	4	3%	2	2	16	10%	8	8
Subtotal:		922	52		14	38	75		46	29
Internal Reduction (5%):		-46	-3		-1	-2	-4		-2	-1
Total Gross Project Trips		876	49		13	36	71		44	28
Retail Passby Trips (Assumed to be 15% of Retail Total)		-23	-1		-1	0	-2		-1	-1
Total Net Project Trips		853	49		12	36	69		43	27

MODE SPLIT ADJUSTMENTS		
	<u>Base³</u>	<u>Anticipated⁴</u>
Vehicle Trip Percentage:	96%	41%
Pedestrian Trip Percentage:	2%	40%
Bicycle Trip Percentage:	1%	4%
Transit Trip Percentage:	<u>1%</u>	<u>15%</u>
	100%	100%

PROPOSED USE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
		PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Adjusted Vehicle Trips:	364	21		5	16	29		18	11

Notes:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.
2. sq. ft. = square feet
3. Base mode splits based upon data in source cited in Note 1.
4. Anticipated mode splits are anticipated pedestrian, bicycle and transit trips for project, based on frequency of transit operations in area and proximity of project site to commercial uses.

Keith Higgins
Traffic Engineer

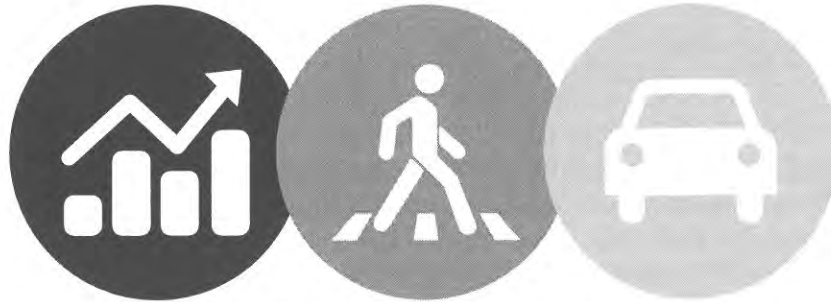
Exhibit 3
Project Trip Generation
Packet Page 40

Location	Percent of Net Project Traffic	Daily Project Traffic	Distance from Project (miles)	Vehicle Miles Traveled
Seaside	30%	109	0.75	82
Monterey	20%	73	3.50	256
Carmel	2%	7	6.00	42
Watsonville	2%	8	24.00	192
Sand City	6%	22	1.50	33
Castroville	5%	18	12.00	216
CSUMB	6%	22	4.00	88
Marina	12%	44	7.50	330
Salinas	10%	37	16.00	592
Santa Cruz County	2%	8	35.00	280
Santa Clara County	5%	19	50.00	950
Total:	100%	367		3,061
Project Average Trip Length				8.3
Apartment Occupants per Unit				3.16
Number of Apartments				105
Number of People Living in Apartments				332
Average Residential Vehicle-Miles Traveled (miles/resident):				9.2
Average AMBAG Region VMT per Capita				21.66
Project Percent of Regional VMT per Capita				43%

Notes:

1. Total daily net project residential trips cited from trip generation on **Exhibit 2**.
2. Apartment Occupants per Unit is average household size in Seaside in 2010 US Census, per the 2010 US Census (factfinder.census.gov).

APPENDIX A
INSTITUTE OF TRANSPORTATION ENGINEERS
MODAL SPLIT DATA



Trip Generation Handbook 3rd Edition

SEPTEMBER 2017
INSTITUTE OF TRANSPORTATION ENGINEERS

Appendix B. Person Trip Data For Baseline Sites

Baseline Mode Shares

Trip Generation Manual contains no data on mode shares for baseline site trip generation. For this *Handbook*, a limited amount of weekday peak period (7:00–9:00 a.m., 4:00–6:00 p.m.) site trip generation mode share data were collected for baseline sites to provide a general starting point for baseline mode shares for the most common land use types. Baseline data were collected at apartments, motels, offices, shopping centers, restaurants, a bank, and a bowling alley. The land use types were selected so the data would be transferrable to similar land uses (for example, residential apartment mode shares should be applicable to all suburban baseline apartment classifications). Tables B.1 and B.2 show the available weekday AM and PM peak period average mode shares and ranges for the baseline sites at which data were collected.

There are not enough samples to derive precise percentages by mode for the land use codes for which data were collected. However, for all but one direction during one peak period for one land use category,³ the motor vehicle percentage (personal passenger vehicle plus truck) of total person trips is at least 96 percent. Nearly half of the land use category averages in the tables are 100 percent motor vehicle. Based on the limited data shown, the following conclusions appear reasonable:

- The percentage mode share of person trips made by motor vehicle for baseline sites appears to be 96 percent or more. Where sample sizes exceed 100 observations, almost all the individual sites have motor vehicle shares of 96 percent or more.
- Almost all non-vehicle trips are by walking (rather than transit or bicycle).
- From the limited number of samples with more than 100 observations, it appears that there may be only very small **directional** differences in motor vehicle share percentages for some land uses. Smaller samples contain larger variations that could be the result of data noise from the smaller samples. More data are needed to fully understand the directional differences.
- Motor vehicle percentages are only available in this data set for a few land uses. The findings may or may not be transferrable to other land uses based on limited alternative opportunities. However, it may be reasonable to assume similar results for land uses within the same land use *category* (such as residential, lodging, or general retail).
- If the analyst assumes a baseline mode share of 96 percent motor vehicles, it means the ITE vehicle trip generation rates/equations represent 96 percent of the total **person** trips. The other 4 percent would be walk, bicycle, or transit trips.

Baseline Vehicle Occupancy

Trip Generation Manual contains limited vehicle occupancy data for some land use classifications. Table B.3 summarizes the vehicle occupancy data. All data are for baseline sites. Many of the most commonly analyzed land use codes are not included in this table.

³ Inbound trips during the AM peak period at three motels were an average 94 percent motor vehicle.

The limited baseline site weekday peak period (7:00–9:00 a.m., 4:00–6:00 p.m.) data collection conducted for this *Handbook* also includes vehicle occupancy. These data were collected to provide a general starting point for baseline vehicle occupancy for the most common land use types. Tables B.1 and B.2 show the available average vehicle occupancy values for the counted baseline sites.

For land uses for which there are sample sizes of more than 100 observations, vehicle occupancy is fairly consistent for a given land use. For those few land uses, inbound and outbound vehicle occupancy is similar. However, there are differences in vehicle occupancy by land use. Likewise, there could be some land uses for which directional peak period vehicle occupancy might logically differ, such as office. That remains to be determined through more data collection.

Vehicle occupancy values shown in Tables B.1 through B.3 for similar land uses appear to be similar, considering the effect of limited samples sizes and number of sites. This *Handbook* recommends that additional data be collected—especially for the land uses most frequently analyzed in infill areas where the differences between baseline and infill trip generation rates may differ significantly.

Table B.1 Baseline Weekday AM Peak Period Mode Share and Vehicle Occupancy Examples

Land Use	Location	Area Type ¹	Development Unit ²	ITE LUC	Inbound						Outbound						Source		
					Mode Shares						Mode Shares								
					Personal Passenger Vehicle	Truck	Walk	Transit	Bike	Vehicle Occ.	Sample Size	Personal Passenger Vehicle	Truck	Walk	Transit	Bike		Vehicle Occ.	Sample Size
Apartments	Falmouth, ME	5	173 DU	220	82	18	0	0	0	1.22	23	98	2	0	0	0	1.10	128	Kevin Hooper Assoc.
Apartments	Mt. Pleasant, SC	6	240 DU	220	92	0	8	0	0	1.02	49	96	0	4	0	0	1.06	126	Itens, Inc.
Apartments	Oklahoma City, OK	6	360 DU	220	88	12	0	0	0	1.05	39	99	1	0	0	0	1.07	145	Traffco Engr. Consultants
Apartments	Tampa, FL	6	278 DU	220	93	6	0	0	1	1.14	46	95	2	1	0	2	1.14	153	Parsons Brinckerhoff
Apartments	Tampa, FL	6	317 DU	220	90	2	6	2	0	1.23	40	97	1	1	0	1	1.09	158	Parsons Brinckerhoff
Apartments	Tampa, FL	6	689 DU	220	90	4	6	0	0	1.12	73	96	0	3	0	1	1.08	314	Parsons Brinckerhoff
Simple average					89.2	7.0	3.3	0.3	0.2	1.13		96.8	1.0	1.5	0.0	0.7	1.09		
Motel	College Station, TX	5	133 rooms	320	91	3	3	3	0	1.29	33	96	1	2	1	0	1.32	116	Texas A&M University
Motel	College Station, TX	5	68 rooms	320	90	0	10	0	0	1.21	19	95	5	0	0	0	1.25	77	Texas A&M University
Motel	College Station, TX	5	79 rooms	320	96	0	4	0	0	1.29	23	99	1	0	0	0	1.20	66	Texas A&M University
Simple average					92.3	1.0	5.7	1.0	0.0	1.26		96.7	2.3	0.7	0.3	0.0	1.26		
Bowling alley	College Station, TX	5	73,000	437	94.0	3	3	0	0	1.13	71	100	0	0	0	0	1.00	8	TX A&M Transp. Inst.
Simple average					94.0	3.0	3.0	0.0	0.0	1.13		100.0	0.0	0.0	0.0	0.0	1.00		
Office	Falmouth, ME	6	178,000	710	97	2	0	1	0	1.06	438	90	10	0	0	0	1.06	39	Kevin Hooper Assoc.
Simple average					97.0	2.0	0.0	1.0	0.0	1.06		90.0	10.0	0.0	0.0	0.0	1.06		
Shopping center ³	Bryan, TX	5	110,000	820	100	0	0	0	0	1.19	179	100	0	0	0	0	1.19	130	TX A&M Transp. Inst.
Shopping center ³	College Station, TX	5	116,000	820	100	0	0	0	0	1.14	233	100	0	0	0	0	1.13	210	TX A&M Transp. Inst.
Simple average					100.0	0.0	0.0	0.0	0.0	1.17		100.0	0.0	0.0	0.0	0.0	1.16		

¹Area types: (0a) regional CBD, (0b) outlying CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural, (C) adjacent to university campus, (M) within larger mixed-use development, (Ta) rail transit station within 1/4 mile, (To) rail station immediately adjacent or connected-TOD

²Development units in gross square feet of floor area unless otherwise indicated. Italics denote *occupied* development units.

¹ Area types: (0a) regional CBD, (0b) outlying CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural, (C) adjacent to university campus, (M) within larger mixed-use development, (Ta) rail transit station within 1/4 mile, (To) rail station immediately adjacent or connected-TOD

² Development units in gross square feet of floor area unless otherwise indicated. Italics denote *occupied* development units.

³ Anchored by large grocery store.

Table B.2 Baseline Weekday PM Peak Period Mode Share and Vehicle Occupancy Examples

Land Use	Area Type ¹	Location	Develop-ment Units ²	ITE LUC	Inbound						Outbound						Sample Size	Vehicle Occ.	Source
					Mode Shares						Mode Shares								
					Personal Passenger Vehicle	Truck	Walk	Transit	Bike	Vehicle Occ.	Sample Size	Personal Passenger Vehicle	Truck	Walk	Transit	Bike			
Apartments	5	Falmouth, ME	173 DU	220	96	3	1	0	0	1.15	126	96	4	0	0	0	1.14	189	Kevin Hooper Assoc
Apartments	6	Mt. Pleasant, SC	240 DU	220	93	1	4	1	1	1.15	124	87	1	12	0	0	1.08	68	Items, Inc.
Apartments	6	Oklahoma City, OK	360 DU	220	100	0	0	0	0	1.10	186	99	1	0	0	0	1.24	78	Traffic Engr. Consultants
Apartments	6	Tampa, FL	278 DU	220	97	1	1	0	1	1.20	138	97	2	1	0	0	1.30	58	Parsons Brinkerhoff
Apartments	6	Tampa, FL	317 DU	220	98	0	1	0	1	1.14	614	96	0	3	0	1	1.26	96	Parsons Brinkerhoff
Apartments	6	Tampa, FL	689 DU	220	94	1	4	0	1	1.14	317	93	1	5	0	1	1.22	190	Parsons Brinkerhoff
Simple average					96.3	1.0	1.8	0.2	0.7	1.15		94.7	1.5	3.5	0.0	0.3	1.21		
Motel	5	College Station, TX	133 rooms	320	94	2	4	0	0	1.33	67	98	2	0	0	0	1.55	51	Texas A&M University
Motel	5	College Station, TX	68 rooms	320	93	7	0	0	0	1.12	28	87	7	7	0	0	1.08	15	Texas A&M University
Motel	5	College Station, TX	79 rooms	320	100	0	0	0	0	1.47	44	100	0	0	0	0	1.26	29	Texas A&M University
Simple average					95.7	3.0	1.3	0.0	0.0	1.31		95.0	3.0	2.3	0.0	0.0	1.30		
Bowling alley	5	College Station, TX	73,000	437	100	0	0	0	0	1.27	75	100	0	0	0	0	1.33	27	TX A&M Transp. Inst.
Simple average					100	0	0	0	0	1.27		100	0	0	0	0	1.33		
Office	6	Falmouth, ME	178,000	710	96	4	0	0	0	1.11	47	98	1	1	0	0	1.07	452	Kevin Hooper Assoc
Simple average					96	4	0	0	0	1.11		98	1	1	0	0	1.07		
Shopping center ³	5	Bryan, TX	153,000	820	100	0	0	0	0	1.19	198	100	0	0	0	0	1.19	259	TX A&M Transp. Inst.
Shopping center ⁴	5	Bryan, TX	110,000	820	100	0	0	0	0	1.22	666	100	0	0	0	0	1.20	498	TX A&M Transp. Inst.
Shopping center ⁴	5	College Station, TX	116,000	820	100	0	0	0	0	1.21	362	100	0	0	0	0	1.23	274	TX A&M Transp. Inst.
Shopping center	5	Mt. Pleasant, SC	68,000	820	100	0	0	0	0	1.27	286	100	0	0	0	0	1.16	258	Items, Inc.
Shopping center ⁵	6	Falmouth, ME	48,800	820	100	0	0	0	0	1.16	665	99	1	0	0	0	1.14	663	Kevin Hooper Assoc.
Simple average					100	0	0	0	0	1.21		99.8	0.2	0	0	0	1.18		
Bank	5	Prospect, KY	2,500	912	100	0	0	0	0	1.11	19	100	0	0	0	0	1.16	21	Jacobs Engr. Group
Simple average					100	0	0	0	0	1.11		100	0	0	0	0	1.16		
Quality restaurant	6	Oklahoma City, OK	5,000	931	100	0	0	0	0	1.62	105	100	0	0	0	0	1.52	54	Traffic Engr. Consultants
High turn restaurant	6	Mt. Pleasant, SC	8,150	932	100	0	0	0	0	1.33	151	97	3	0	0	0	1.34	39	Items, Inc.
Drive-thru restaurant	5	Prospect, KY	2,800	934	96	0	4	0	0	1.27	135	96	0	4	0	0	1.30	139	Jacobs Engr. Group
Simple average					98.7	0.0	1.3	0.0	0.0	1.41		97.7	1.0	1.3	0.0	0.0	1.39		
Area types: (0a) regional CBD, (0b) outlying CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural, (C) adjacent to university campus, (M) within larger mixed-use development, (Ta) rail transit station within 1/4 mile, (To) rail station immediately adjacent or connected-TOD																			
Development units in gross square feet of floor area unless otherwise indicated. Italics denote occupied development units.																			
Anchored by discount store.																			
Anchored by grocery store comprising major portion of total floor area.																			

¹ Area types: (0a) regional CBD, (0b) outlying CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural, (C) adjacent to university campus, (M) within larger mixed use development, (Ta) rail transit station within 1/4 mile, (To) rail station immediately adjacent or connected-TOD

² Development units in gross square feet of floor area unless otherwise indicated. Italics denote occupied development units.

³ Anchored by discount store.

⁴ Anchored by grocery store comprising major portion of total floor area.

Appendix C. Person Trip Data for Infill Sites

This appendix contains a compilation of infill site modal person trip data originating in part from the sources described in Appendix G and in part from data collected at additional sites specifically for development of this *Handbook*. These limited data represent a start on an infill trip generation database. More data are needed for additional land uses and sites to confirm the conclusions described in Chapter 7 and to develop comprehensive mode share and vehicle occupancy for infill development across all major land use classifications and context types.

Tables C.1 through C.8 contain AM and PM peak period mode share information for residential (Tables C.1 and C.2), office (C.3 and C.4), general retail (C.5), convenience store (C.6), and restaurant (C.7 and C.8) in infill settings. Site context is represented by area type categories described in Chapter 3 of this *Handbook*. Many of the sites are non-isolated and required a combination of interview and count data to determine mode shares. Data were collected during one or more weekday peak periods. All data were collected directionally but were combined to report as non-directional. Vehicle occupancy was not reported for most sites.

Tables C.9 and C.10 present directional (inbound and outbound) mode share and vehicle occupancy during AM and PM peak periods, respectively, for a subset of the sites presented in Tables C.1 through C.8.

Data collected at infill sites, though limited, provides some significant findings and conclusions.

- One of the most important findings is confirmation that the motor vehicle mode share at infill development is consistently and significantly less than 100 percent. This finding is true for all of the land uses for which data are reported.
- The variance in the percentage of trips made by motor vehicle appears to depend on the site context (the more-urban settings have lower motor vehicle mode shares) and the proximity of rail transit.
- The proximity of an infill site to a university campus appears to result in a significant reduction in the motor vehicle mode share.⁴
- Walking is the predominant mode of the non-motor vehicle trips at infill sites. Even at sites close to rail stations, walk trips tend to substantially outnumber transit trips.
- Bicycle trips, where counted separately, make up a small percentage of the person trips at infill sites.

Although data presented in the Tables demonstrates that infill development generates fewer person trips by motor vehicle, more data are needed to determine to what extent the motor vehicle mode share changes with changes in site context.

⁴ This finding was also observed in the *California Urban Infill Trip Generation Study*. Data collected at multiple mixed-use sites near the University of California at Berkeley campus showed significantly lower vehicle trips than similar mixed-use sites elsewhere. Further investigation found that nearly 50 percent of the persons surveyed were associated with the campus either as a student, faculty, or staff. Source: Kimley-Horn and Associates, Inc. Economic & Planning Systems, and Gene Bregman & Associates. *Trip-Generation Rates for Urban Infill Land Uses in California Phase 2: Data Collection Final Report*. California Department of Transportation (Caltrans) Headquarters Divisions of Transportation Planning and Research & Innovation, Sacramento, CA, 2009.

Table C.1 Infill Weekday AM and PM Non-Directional Peak Period Mode Share and Vehicle Occupancy Examples—Multi-Family Residential

Land Use	Location	Area Type ¹	Occupied Dwelling Units	ITE LUC	AM					Vehicle Occupancy	Sample Size ³	Source
					Mode Shares							
					Motor Vehicle ²	Transit	Walk	Bike				
Apartment	Pasadena, CA	3	355 DU	220	82	4	13		1.19	177-198	Caltrans/UC Davis; TTI	
Apartment	Los Angeles, CA	3	73 DU	220	69	31	0		1.12	83	Gibson Transp. Consult.	
Apartment	Los Angeles, CA	3	72 DU	220	59	41	0		1.18	29	Gibson Transp. Consult.	
Apartment	Brentwood, CA	6	178 DU	220	100	0	0		1.22	156	Fehr & Peers	
High-Rise Apartment	Sacramento, CA	1Ta	192 DU	222	68	7	20	4	1.17	103	Caltrans/TTI	
High-Rise Apartment	N. Hollywood, CA	4Ta	173 DU	222	72	4	20	4	1.15	11-110	Caltrans/TTI	
High-Rise Apartment	San Francisco, CA	0a	178 DU	222	38	19	44		na	49	Caltrans/UC Davis	
High-Rise Apartment	Los Angeles, CA	0a	308 DU	222	31	3	65		na	54	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Sacramento, CA	3Ta	256 DU	223	77	4	12	7	1.08	95-171	Caltrans/TTI	
Mid-Rise Apartment	Walnut Creek, CA	2Ta	370 DU	223	63	23	15	0	1.20	64-262	Caltrans/TTI	
Mid-Rise Apartment	Walnut Creek, CA	2Ta	490 DU	223	50	36	13	1	1.28	271-260	Caltrans/TTI	
Mid-Rise Apartment	Walnut Creek, CA	2Ta	856 DU	223	61	28	11	0	1.21	237-448	Caltrans/TTI	
Mid-Rise Apartment	San Jose, CA	1Ta	190 DU	223	50	25	23	3	1.13	73-109	Caltrans/TTI	
Mid-Rise Apartment	San Jose, CA	3	187 DU	223	63	16	15	6	1.19	106-128	Caltrans/TTI	
Mid-Rise Apartment	Los Angeles, CA	4Ta	154 DU	223	68	4	29	0	1.19	20-168	Caltrans/TTI	
Mid-Rise Apartment	Los Angeles, CA	4To	431 DU	223	42	33	24	1	1.08	98-159	Caltrans/TTI	
Mid-Rise Apartment	Pasadena, CA	3	136 DU	223	78	5	15	2	1.06	36-106	Caltrans/TTI	
Mid-Rise Apartment	Pasadena, CA	4Ta	128 DU	223	73	12	15	0	1.20	24-72	Caltrans/TTI	
Mid-Rise Apartment	Pasadena, CA	4Ta	180 DU	223	87	5	7	1	1.17	23-152	Caltrans/TTI	
Mid-Rise Apartment	N. Hollywood, CA	3Ta	420 DU	223	78	12	10	0	1.20	45-292	Caltrans/TTI	
Mid-Rise Apartment	Woodland Hills, CA	6	491 DU	223	94	2	4	0	1.18	35-444	Caltrans/TTI	
Mid-Rise Apartment	La Mesa, CA	3To	286 DU	223	63	23	13	0	1.14	60-157	Caltrans/TTI	
Mid-Rise Apartment	La Mesa, CA	3To	226 DU	223	64	25	10	1	1.21	38-126	Caltrans/TTI	
Mid-Rise Apartment	Los Angeles, CA	3	113 DU	223	66	0	34		1.14	48-115	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Los Angeles, CA	3	221 DU	223	80	2	18		1.12	143-148	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Culver City, CA	3	110 DU	223	84	0	15		1.17	93-128	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Berkeley, CA	3C	44 DU	223	0	11	89		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Berkeley, CA	3C	98 DU	223	20	7	73		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Berkeley, CA	3CTa	34 DU	223	25	50	25		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Berkeley, CA	3CTa	56 DU	223	21	17	62		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Berkeley, CA	1TaC	100 DU	223	44	22	34		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Oakland, CA	3	107 DU	223	41	22	29		na	79	Caltrans/UC Davis	
Mid-Rise Apartment	Oakland, CA	3	220 DU	223	61	22	17		na	111	Caltrans/UC Davis	
Mid-Rise Apartment	Emeryville, CA	4M	101 DU	223	70	9	21		na	48	Caltrans/UC Davis	
Mid-Rise Apartment	Sacramento, CA	3Ta	66 DU	223	62	4	34		na	40	Caltrans/UC Davis	
Mid-Rise Apartment	Berkeley, CA	3	71 DU	223	57	29	14		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Pasadena, CA	4To	221 DU	223	68	15	17		1.11	142-205	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Pasadena, CA	4M	259 DU	223	79	2	19		na	121	Caltrans/UC Davis; TTI	
Resid Condo/TH	San Diego, CA	0a	149 DU	230	85	2	13		na	na	Caltrans/Kimley-Horn	
Hi-Rise Condo/TH	San Diego, CA	1Ta	211 DU	232	77	3	20		na	na	Caltrans/Kimley-Horn	
Simple average - all Area Type 0-4 (inclu. Ta/To) for LUC 220-232					60	15	25		1.16			
Simple average - all Area Type 0a for LUC 220-232					51	8	41		na			
Simple average - all Area Type 1/1Ta for LUC 220-232					60	14	26		na			
Simple average - all Area Type 2/2Ta for LUC 220-232					58	29	13		1.23			
Simple average - all Area Type 3/3Ta/3To for LUC 220-232					58	16	26		1.15			
Simple average - all Area Type 4/4Ta/4To for LUC 220-232					70	11	20		1.15			

Notes: Simple averages are shown only where at least three sites are available for similar combinations of area type, context, and rail transit availability. Sums of average mode shares may not add to 100% due to rounding. "na" designates not available or insufficient sample size.

¹ Area types: (0a) regional CBD, (0b) outlying CBD, (1) urban core, (2) activity center, (3) general urban, (4) suburban business district, (5) suburban strip commercial, (6) general suburban, (7) special district, (8) rural town business district, (9) rural. Special context conditions noted are (C) adjacent to university campus, (M) within larger mixed-use development. Rail transit availability is (Ta) rail transit station within 1/4 mile or (To) rail station immediately adjacent or connected-TOD.

² Motor vehicle trips is the sum of person trips in personal passenger vehicles and trucks.

³ Number of person trips covered by usable interviews; if two values are listed, the number of vehicles counted for vehicle occupancy is shown after the dash.

Table C.2 Infill Weekday AM and PM Non-Directional Peak Period Mode Share and Vehicle Occupancy Examples

*Multi-Family
Residential
Office
Apartments*

Land Use	Location	Area Type ¹	Occupied Dwelling Units	ITE LUC	PM					Vehicle Occupancy	Sample Size ³	Source
					Mode Shares							
					Motor Vehicle ²	Transit	Walk	Bike				
Apartment	Pasadena, CA	3	355 DU	220	68	1	32		1.21	111-215	Caltrans/UC Davis; TTI	
Apartment	Los Angeles, CA	3	73 DU	220	60	40	0		1.14	76	Gibson Transp. Consult.	
Apartment	Los Angeles, CA	3	72 DU	220	46	54	0		1.18	27	Gibson Transp. Consult.	
Apartment	Brentwood, CA	6	178 DU	220	92	3	5		1.47	313	Fehr & Peers	
High-Rise Apartment	Sacramento, CA	1Ta	192 DU	222	74	8	15	3	1.17	127	Caltrans/TTI	
High-Rise Apartment	N. Hollywood, CA	4Ta	173 DU	222	77	5	15	3	1.28	23-270	Caltrans/TTI	
High-Rise Apartment	San Francisco, CA	0a	178 DU	222	27	23		50	na	64	Caltrans/UC Davis	
High-Rise Apartment	Los Angeles, CA	0a	308 DU	222	39	0		61	na	24	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Sacramento, CA	3Ta	256 DU	223	70	4	21	5	1.12	128-169	Caltrans/TTI	
Mid-Rise Apartment	Walnut Creek, CA	2Ta	370 DU	223	61	20	18	0	1.26	145-275	Caltrans/TTI	
Mid-Rise Apartment	Walnut Creek, CA	2Ta	490 DU	223	58	27	15	1	1.28	263-328	Caltrans/TTI	
Mid-Rise Apartment	Walnut Creek, CA	2Ta	856 DU	223	64	17	17	1	1.25	270-623	Caltrans/TTI	
Mid-Rise Apartment	San Jose, CA	1Ta	190 DU	223	44	26	28	2	1.12	137-104	Caltrans/TTI	
Mid-Rise Apartment	San Jose, CA	3	187 DU	223	52	25	18	5	1.22	116-125	Caltrans/TTI	
Mid-Rise Apartment	Los Angeles, CA	4Ta	154 DU	223	72	6	21	0	1.24	38-385	Caltrans/TTI	
Mid-Rise Apartment	Los Angeles, CA	4To	431 DU	223	44	22	33	0	1.13	138-184	Caltrans/TTI	
Mid-Rise Apartment	Pasadena, CA	3	136 DU	223	67	4	26	2	1.19	65-122	Caltrans/TTI	
Mid-Rise Apartment	Pasadena, CA	4Ta	128 DU	223	76	4	17	2	1.24	23-83	Caltrans/TTI	
Mid-Rise Apartment	Pasadena, CA	4Ta	180 DU	223	89	2	9	0	1.29	33-200	Caltrans/TTI	
Mid-Rise Apartment	N. Hollywood, CA	3Ta	420 DU	223	75	11	14	0	1.32	79-386	Caltrans/TTI	
Mid-Rise Apartment	Woodland Hills, CA	6	491 DU	223	91	4	5	0	1.24	48-436	Caltrans/TTI	
Mid-Rise Apartment	La Mesa, CA	3To	286 DU	223	55	18	26	1	1.37	140-183	Caltrans/TTI	
Mid-Rise Apartment	La Mesa, CA	3To	226 DU	223	67	17	15	0	1.30	70-149	Caltrans/TTI	
Mid-Rise Apartment	Los Angeles, CA	3	113 DU	223	78	1	20		1.20	33-84	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Los Angeles, CA	3	221 DU	223	44	0	6		1.17	61-123	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Culver City, CA	3	110 DU	223	78	17	5		1.26	48-131	Caltrans/UC Davis; TTI	
Apartment	Berkeley, CA	3C	44 DU	223	7	27	66		na	na	Caltrans/Kimley-Horn	
Apartment	Berkeley, CA	3C	98 DU	223	24	5	71		na	na	Caltrans/Kimley-Horn	
Apartment	Berkeley, CA	3CTa	34 DU	223	15	9	76		na	na	Caltrans/Kimley-Horn	
Apartment	Berkeley, CA	3CTa	56 DU	223	20	7	73		na	na	Caltrans/Kimley-Horn	
Apartment	Berkeley, CA	1TaC	100 DU	223	24	14	62		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Oakland, CA	3	107 DU	223	40	19	40		na	65	Caltrans/UC Davis	
Apartment	Oakland, CA	3	220 DU	223	54	19	26		na	137	Caltrans/UC Davis	
Mid-Rise Apartment	Emeryville, CA	4M	101 DU	223	71	2	27		na	105	Caltrans/UC Davis	
Mid-Rise Apartment	Sacramento, CA	3Ta	66 DU	223	67	3	30		na	37	Caltrans/UC Davis	
Apartment	Berkeley, CA	3	71 DU	223	35	30	35		na	na	Caltrans/Kimley-Horn	
Mid-Rise Apartment	Pasadena, CA	4To	221 DU	223	59	8	33		1.12	70-209	Caltrans/UC Davis; TTI	
Mid-Rise Apartment	Pasadena, CA	4M	259 DU	223	55	1	44		na	73	Caltrans/UC Davis; TTI	
Resid Condo/TH	San Diego, CA	0a	149 DU	230	69	0	31		na	na	Caltrans/Kimley-Horn	
Hi-Rise Condo/TH	San Diego, CA	1Ta	211 DU	232	73	7	20		na	na	Caltrans/Kimley-Horn	
Simple average - all Area Type 0 - 4 (including Ta/To) for LUC 220-232					55	13	32		1.22			
Simple average - all Area Type 0a for LUC 220-232					45	8	47		na			
Simple average - all Area Type 1/1Ta for LUC 220-232					54	14	33		na			
Simple average - all Area Type 2/2Ta for LUC 220-232					61	21	18		1.26			
Simple average - all Area Type 3/3Ta/3To for LUC 220-232					51	16	33		1.22			
Simple average - all Area Type 4/4Ta/4To for LUC 220-232					68	6	26		1.22			

Notes: Simple averages are shown only where at least three sites are available for similar combinations of area type, context, and rail transit availability. Sums of average mode shares may not add to 100% due to rounding. "na" designates not available or insufficient sample size.

¹ Area types: (0a) regional CBD; (0b) outlying CBD; (1) urban core; (2) activity center; (3) general urban; (4) suburban business district; (5) suburban strip commercial; (6) general suburban; (7) special district; (8) rural town business district; (9) rural. Special context conditions noted are (C) adjacent to university campus, (M) within larger mixed-use development. Rail transit availability is (Ta) rail transit station within 1/4 mile or (To) rail station immediately adjacent or connected-TOD.

² Motor vehicle trips is the sum of person trips in personal passenger vehicles and trucks.

³ Number of person trips covered by usable interviews; if two values are listed, the number of vehicles counted for vehicle occupancy is shown.

APPENDIX B
ITE MODAL SPLIT DATA
FOR
PROJECTS COMPARABLE TO
ASCENT MIXED USE PROJECT

Location	Car	Transit	Walk/Bike	Total Trips	Units
Berkeley	0	11	89	100	44
Berkeley	20	7	73	100	98
Berkeley	25	50	25	100	34
Berkeley	21	7	62	90	56
Berkeley	44	22	17	83	100
San Diego	85	2	13	100	149
San Diego	77	3	20	100	211
	272	102	299	673	692

Average	38.86	14.57	42.71	96.14	98.86
	40%	15%	44%		

Average Trips/Unit	1.03
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NOTE - Locations are comparable to the Ascent Mixed Use project are referenced from Appendix B. Person Trip Data for Baeline Sites, Tables B.1 and B.2, Institute of Transportation Engineers (ITE), *Trip Generation Manual, 10th Edition, 2017*. These are used to estimate comparable project modal split rates for trip generation and VMT.



AMENDED MINUTES

CITY OF SEASIDE

REGULAR MEETING

BOARD OF
ARCHITECTURAL
REVIEW

COUNCIL CHAMBER
Wednesday, October 16, 2019
5:30 PM

1. **CALL TO ORDER**

Chari Ventimiglia called the meeting to order at 5:43 PM.

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

PRESENT: Sawhney, Khalsa, Ventimiglia, Mitchell (arrived at 5:34 PM)

BOARD OF ARCHITECTURAL REVIEW

3. **REVIEW OF AGENDA**

There were no changes to the agenda.

4. **PUBLIC COMMENT**

There were no requests to speak.

5. **APPROVAL OF MINUTES**

On motion by Vice Chair Bani Khalsa and seconded by Board Member LisAnne Sawhney and passed by the following vote the Board of Architectural Review approved all minutes as presented.

RESULT:

Approved

AYES:

Kathleen Ventimiglia, Bani Khalsa, LisAnne Sawhney

NOES:

None

A. APPROVAL OF MINUTES FOR JUNE 19, 2019 REGULAR MEETING, JULY 10, 2019 SPECIAL MEETING, JULY 17, 2019, AUGUST 7, 2019 AND AUGUST 21, 2019 REGULAR MEETINGS.

Action: Approved

6. **BUSINESS ITEMS**

Chair Ventimiglia request that item 6A be moved to the end of the agenda.

A. BOARD OF ARCHITECTURAL REVIEW APPLICATION No. BAR-19-17: WEST END PARTNERS, LLC, APPLICANT, AND THE CITY OF SEASIDE SUCCESSOR AGENCY, PROPERTY OWNER, ARE REQUESTING CONCEPTUAL DESIGN REVIEW FOR A 10 BUILDING 108,247 SQUARE-

FOOT MIXED USE PROJECT GENERALLY LOCATED AT 1131 BROADWAY AVENUE BETWEEN TERRACE STREET AND SAN LUCAS STREET. THE PROJECT IS CATEGORICALLY EXEMPT CLASS 32, SECTION 15332 FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

Item was presented by Beth Rocha, Associate Planner; she went over the presentation for the project. Mr. Patrick Orosco was asked to come before the Board. He spoke in detail about the project. Matt Knohr, project architect also spoke on the project. There were questions from the Board that were answered by the applicants. The Board stated they would like some adjustments made on the access points and lighting for the residential units. The Board made a concern on entries (safety aspect), signage, and lighting in specific areas. Chair Ventimiglia opened public comment, seeing none, public comment was closed. The Board had the following concerns:

- Open space is insufficient
- Data on the number of driveways per block for Ascent compared with the number of driveways on adjacent blocks, separate out data for those specific to residential and commercial uses
- Rooftop deck access
- Lighting to increase safety
- Sign details

B. THE CITY OF SEASIDE, APPLICANT, AND PROPERTY OWNER, REQUESTING DESIGN APPROVAL FOR THE PROPOSED IMPROVEMENTS TO MANZANITA STUART PARK LOCATED IN THE OPEN SPACE RECREATION (OSR) ZONING DISTRICT. THIS PROJECT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT PURSUANT TO SECTION 15301(d) EXISTING FACILITIES.

On motion by Board Member LisAnne Sawhney and seconded by Board member Keith Mitchell and passed by the following vote the Board of Architectural Review Approved design for the proposed improvements to Manzanita Stuart Park located in the Open Space Recreation (OSR) zoning district.

RESULT:

Approved

AYES:

Kathleen Ventimiglia, Bani Khalsa, Keith Mitchell, LisAnne Sawhney

NOES:

None

C. BOARD OF ARCHITECTURAL REVIEW: BAR-19-15 THE CITY OF SEASIDE, APPLICANT AND PROPERTY OWNER, IS SEEKING ARCHITECTURAL REVIEW APPROVAL AS REQUIRED OF SMC 17.62.030.B.3 FOR THE CREATION OF POLLINATOR HABITATS (LANDSCAPING) IN CITY PARKS, EXCEPT PACCHETTI DOG PARK, AND RIGHTS-OF-WAYS AND AS RELATED TO THE REQUIREMENTS OF THE SEASIDE'S BEE CITY USA DESIGNATION.

On motion by Board Member Keith Mitchell and seconded by Vice Chair Bani Khalsa and passed by the following vote the Board of Architectural Review Approved the creation of pollinator habitats (Landscaping) in City parks, except Pacchetti Dog Park, and right-of-ways and as related to Bee City USA designation.

RESULT: *Approved*
AYES: *Kathleen Ventimiglia, Bani Khalsa, Keith Mitchell, LisAnne Sawhney*
NOES: *None*

D. BOARD OF ARCHITECTURAL OF APPLICATION No. BAR-19-13: MIACHAEL KOBRINSKY, PROPERTY OWNER, AND JON RASMUSSEN, APPLICANT, ARE REQUESTING DESIGN REVIEW APPROVAL FOR A FACADE RENOVATION TO ACCOMMODATE A FITNESS TRAINING CENTER AT 1564 DEL MONTE BOULEVARD IN THE MIXED USE (MX) ZONING DISTRICT IN THE WEST BROADWAY URBAN VILLAGE SPECIFIC PLAN (APN# 011-302-008). THE PROJECT IS CATEGORICALLY EXEMPT CLASS 1, SECTION 15301(E), PER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES.

On motion by Keith Mitchell and seconded by Board Member Bani Khalsa and passed by the following vote the Board of Architectural Review Approved for a Façade Renovation to accommodate a fitness training center at 1564 Del Monte Boulevard in the Mixed Use (MX) Zoning District in the West Broadway Urban Village Specific Plan.

RESULT: *Approved*
AYES: *Kathleen Ventimiglia, Bani Khalsa, Keith Mitchell, LisAnne Sawhney*
NOES: *None*

7. REPORTS FROM BOARD MEMBERS

None.

8. REPORTS FROM STAFF

None.

9. ADJOURNMENT

On motion, the meeting was adjourned at 8:04 PM.

Respectfully submitted,

Rosa Salcedo, Board Clerk

Kathleen Ventimiglia, Chair

Seaside Police Department

- Motion sensors on lights, as appropriate
- Ensure there is sufficient lighting by all outdoor entrances
- Ensure there is sufficient lighting in areas with significant grade changes, and to be aware of possible shadows created by retaining walls and/or fences
- Ensure visibility in walking / pass through areas, especially to the seating nooks; use small convex mirrors at corners to provide visibility [and reduce hiding areas]
- Ensure that horizontal slats on Broadway side of Building Type A have sufficient spacing to provide some visibility
- Areas with low wood slat decorative screening will be sufficiently spaced to provide visibility
- Ensure that landscape areas are well-maintained to minimize hiding places, especially in the range of 3' – 6' above ground
- Ensure that dumpster enclosures have lighting and small convex mirrors to reduce hiding areas
- There are safety concerns about driveways directly on Broadway. It is preferable that alley driveways be used instead.

Judy Veloz

Deputy Chief

Seaside Police Department

(831)-899-6863

jveloz@ci.seaside.ca.us