FINAL

SEASIDE GENERAL PLAN EIR

CITY OF SEASIDE

JANUARY 2004

Cotton/Bridges/Associates
A Division of P&D Consultants

FINAL

SEASIDE GENERAL PLAN EIR

VOLUME I

CITY OF SEASIDE

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1.0 Introduction

1.0 Introduction

This program environmental impact report (Program EIR) is a "first tier" evaluation of the environmental effects associated with the adoption and implementation of the updated Seaside General Plan by the City of Seaside. The City completed a Draft General Plan in September 2003. The adoption and implementation of a General Plan constitutes a project for the purposes of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Legal Requirements

This Program EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Section 21000 et seq.), and the Guidelines for Implementation of CEQA published by the Resources Agency of the State of California (California Administrative Code Section 15000 et seq.).

The report was prepared by professional environmental consultants under contract to the City of Seaside. The City of Seaside is the lead agency for the preparation of this EIR as defined by CEQA (Public Resources Code Section 21067 as amended), and the content of the document reflects the independent judgment of the City.

Purposes of the Program EIR

This Program EIR is intended to provide information to public agencies, the general public and decision makers regarding potential environmental impacts related to adoption and implementation of the Seaside General Plan. The purpose of an EIR, under the provisions of CEQA, is "to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." (Public Resources Code Section 21002.1(a))

According to CEQA Guidelines (Section 15168), a Program EIR may be prepared on a series of actions that can be characterized as one large project, are related geographically, and as logical parts in the chain of contemplated actions in connection with issuance of rules, regulations or plans. The Program EIR allows for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on separate individual actions, and ensures consideration of cumulative impacts that might be slighted on a case-by-case basis.

This Program EIR provides a first tier analysis of the environmental effects of the Seaside General Plan. Section 15152 of the CEQA Guidelines indicates that tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy or program of lesser scope, or to a site specific EIR or negative declaration. Subsequent activities in accordance with the Seaside General Plan must be examined in light of this Program EIR to determine whether an additional environmental document must be prepared. If a subsequent project or later activity would have effects that were not examined in this Program EIR, or not examined at an appropriate level of detail to be used for the later activity, an initial study would need to be prepared, leading to a negative declaration or an EIR. If the City finds that pursuant to

Section 15152 of the CEQA Guidelines, no new effects could occur or new mitigation measures would be required on a subsequent project, the City can approve the activity as being within the scope of the project covered by this Program EIR, and no new environmental documentation would be required.

This EIR serves as an information document for use by public agencies, the general public and decision makers. This EIR is not a City of Seaside policy document; it does, however, discuss the impacts of development pursuant to the proposed General Plan and related components, and analyzes project alternatives. This Program EIR will be used by the City of Seaside Planning Commission and City Council in assessing impacts of the proposed project prior to adoption of the General Plan.

Background

In order to define the scope of the investigation of the Program EIR, the City of Seaside distributed a Notice of Preparation (NOP) to: city, county and state agencies; other public agencies; and interested private organizations and individuals. The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed project. Comment letters were received from: Monterey County Environmental Resource Policy; Monterey Bay Unified Air Pollution Control District; LAFCO of Monterey County; Caltrans District 5; Transportation Agency for Monterey County; Department of Transportation Division of Aeronautics; AMBAG; and Land Watch Monterey County.

Written comments received during the 30-day public review period for the NOP are included in Appendix A of this EIR. Technical documents prepared for the project are also included in Appendices B through E. These documents were used as reference material in the analysis of environmental impacts.

Availability of Draft EIR

This Program EIR is available for public inspection at the City Clerk's Office at City Hall – 440 Harcourt Avenue and the Seaside Community Library - 3550 Harcourt Avenue. Documents may be reviewed during regular business hours.

Comments Requested

Comments of all agencies and individuals were invited regarding the information contained in the Draft Program EIR. Where possible, those responding were encourages to provide the information they believed was lacking in the Draft Program EIR, or indicate where the information may be found. The City of Seaside requested that all comments on the Draft Program EIR be sent to the following City of Seaside contact:

Mary Orrison, Planning Services Manager
City of Seaside
Community Development Department
440 Harcourt Avenue
Seaside, CA 93955

Following a 45-day period of circulation and review of the Draft Program EIR, all comments received on the Draft Program EIR and the City's responses to the comments have been incorporated into this Final Program EIR prior to certification of the document by the City of Seaside.

Structure of this EIR

This Final EIR (FEIR) is organized into eight sections. Section 1.0 is this Introduction. The Executive Summary, provided in Section 2.0 includes a brief project description and summarizes project impacts and mitigation measures. Section 3.0 provides a detailed description of the proposed General Plan. The general environmental setting is provided in Section 4.0. Section 5.0 analyzes project impacts and identifies mitigation measures designed to reduce significant impacts. Section 6.0 provides an analysis of alternatives to the proposed project. An analysis of cumulative impacts, growth inducing impacts, significant irreversible environmental impacts and areas of no significant impact is provided in Section 7.0. Section 8.0 contains reference information. Section 9.0 provides the written comments received on the Draft Program EIR and responses to those comments.

The Appendices consist of the Notice of Preparation and Responses to the Notice of Preparation and technical documents included as supporting information to the EIR. In compliance with Public Resources Section 21081.6, a mitigation monitoring and reporting program will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final EIR and project approval.

2.0 Executive Summary

2.0 Executive Summary

The Project

The proposed project analyzed in this Program EIR is the adoption and implementation of a comprehensive update of the City of Seaside General Plan. The EIR provides a program-level assessment of the general environmental impacts resulting from the development of land uses and implementation of policies as established by the General Plan.

Project Location

The Seaside planning area is situated on Monterey Bay in western Monterey County in the northern portion of the Monterey Peninsula. The planning area is surrounded by the cities of Monterey and Del Rey Oaks to the south, Sand City to the west, and Marina to the north. A small strip of unincorporated land under the jurisdiction of Monterey County borders the northwestern portion of Seaside, as well as Seaside's eastern boundary. Urban land uses typify the incorporated lands, while uses in the unincorporated lands to the east of the planning area include agricultural production, open space, and very low density rural development.

The City contains approximately 8 square miles of land. The planning area represents the probable long-term physical boundaries and service area of the City. **Figure 3-1** in Section *3.0 Project Description* depicts the planning area.

Environmental Impacts

The City of Seaside determined that a Program EIR is required pursuant to the State CEQA Guidelines. A summary of the environmental impacts and mitigation measures is provided in **Table 2-1**. Based on the data and conclusions of this Program EIR, the City of Seaside finds that the project will result in the following significant impacts that cannot be fully mitigated:

- Air Quality (Project-Level and Cumulative Construction Impacts)
- Public Services and Facilities (Project-Level and Cumulative Water Supply)
- Water Resources (Project-Level and Cumulative Ground Water Resources and Water Supply)
- Transportation (Cumulative Regional Impact)

If the City of Seaside chooses to approve the project, it must adopt a "Statement of Overriding Considerations" pursuant to Sections 15093 and 15126 (b) of the CEQA Guidelines.

Potential Areas of Controversy

The State CEQA Guidelines require that potential areas of controversy be identified in the Executive Summary. Potential areas of controversy include:

- Level of development and densities proposed
- Potential noise and land use compatibility impacts associated with the Monterey Peninsula Airport
- Traffic impacts of proposed land uses and Circulation Plan
- Potential gate openings at General Jim Moore Boulevard
- Aesthetic impacts of development , including blocked views
- Hazards associated with past military uses in North Seaside

Alternatives to the Proposed Project

The alternatives evaluated during the analysis of the proposed project include:

- No Project/Existing General Plan
- Alternative Land Use Plan
- Increased Water Conservation Plan

These alternatives are discussed in Section 6.0 of this document.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
PROJECT LEVEL IMPACTS		
5.1 AESTHETICS		
Scenic Vistas New development allowed by the General Plan has the potential to disrupt public and private vistas.	A1. The City will implement the General Plan Urban Design Element Implementation Plan UD-3.1.1 on an ongoing basis. Implementation Plan UD-3.1.1 requires the City to continue to require all additions that increase building heights and new developments to stake and flag development at least ten days prior consideration by the Board of Architectural Review (BAR) for design approval. When feasible, require project site redesign, modified landscaping, or reduced building heights to avoid obstruction of private views. A2. The City will implement the General Plan Urban Design Element Implementation Plan UD-3.2.1 on an ongoing basis. Implementation Plan UD-3.2.1 requires the City to continue to establish and enforce design guidelines in the Seaside Zoning Ordinance to preserve and protect the public viewsheds. A3. The City will implement the General Plan Urban Design Element Implementation Plan UD-1.2.2 on an ongoing basis. Implementation Plan UD-1.2.2 requires the City to support and encourage private and volunteer activities (e.g., Plant a Tree programs, the Green Team, rehabilitation, façade improvements) that enhance the visual character of the community. A4. The City will implement the General Plan Urban Design Element Implementation Plan UD-2.1.1 on an ongoing basis. Implementation Plan UD-2.1.1 requires the City to adopt design standards in the Seaside Zoning Ordinance to establish the scale of buildings, guidelines for quality design in new construction, building additions, and redevelopment, procedures to protect existing private views and access to sunlight as much as possible while at the same time allowing others the opportunity to enjoy magnificent views from Seaside.	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Visual Character and Quality New development and redevelopment may impact the visual character and quality of areas with scenic natural resources.	A1 through A4 above and: A.5 The City will implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.1.1 on an ongoing basis. Implementation Plan COS-4.1.1 requires the City to use proper land use planning and environmental review to minimize the impact of urban development on sensitive biological resources. Where feasible, require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, require habitat replacement at locations and ratios acceptable to the State and federal agencies with jurisdiction over the project. A6. The City will implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.2.1 on an ongoing basis. Implementation Plan COS-4.2.1 requires the City to continue to work closely with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (FWS), and the California Department of Fish and Game (CDFG) during the discretionary project permitting and CEQA review of any project that may result in the alteration of a stream bed, involve the removal of vegetation in wetland and riparian habitats, or disturb Waters of the United States. A7. The City will implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.3.1 on an ongoing basis. Implementation Plan COS-4.3.1 requires the project developers to retain coast live oak trees within the planning area, including oaks within new development areas. All coast live oak trees should be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed, the construction should be postponed until the end of the fledgling.	Less than significant.
5.2 AIR QUALITY		
Construction Impacts Construction related air quality impacts will occur periodically throughout	AQ1. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-6.1.3, which requires City review of development proposals for potential regional and local air quality impacts per the California Environmental Quality Act (CEQA). If potential impacts are identified,	Significant and unavoidable.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
implementation of the General Plan.	mitigation will be required to reduce the impact to a level less than significant, where technically and economically feasible.	
5.3 BIOLOGICAL RESOURCES		
Sensitive Habitats and Species The proposed General Plan has the potential to result in significant impacts to a variety of biological resources.	B1. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.1.1, which requires the use of proper land use planning and environmental review to minimize the impact of urban development on sensitive ecological and biological resources. Where feasible, require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, require habitat replacement at locations and ratios acceptable to the State and federal agencies with jurisdiction over the project. B2. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.2.1, which requires the City to work closely with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (FWS), and the California Department of Fish and Game (CDFG) during the discretionary project permitting and CEQA review of any project that may result in the alteration of a stream bed, involve the removal of vegetation in wetland and riparian habitats, or disturb Waters of the United States.	Less than significant.
5.4 CULTURAL RESOURCES		
Historic Resources Growth in Seaside in accordance with the General Plan has the potential to impact historic resources either through direct impacts to resources themselves or impacts to their immediate surroundings.	C1. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-5.1.1, which requires the City to continue to assess development proposals and require mitigation for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to the California Environmental Quality Act (CEQA). a) For structures that potentially have historic significance, require that a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modification of the project and/or mitigation measures to	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	avoid any impact to a historic structure, when feasible. b) Assess development proposals for potential impacts to significant *archaeological and* paleontological resources pursuant to of the California Environmental Quality Act Guidelines. If the project involves earthworks, the City may require a study conducted by a professional *archaeologist and/or* paleontologist to determine if *archaeological and/or* paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the archaeological and/or paleontological materials, or require mitigation measures to mitigate the impacts. C2. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-5.1, which requires the City to identify programs and funding to assist private property owners in the preservation of buildings and sites of historic and architectural importance. Advertise these resources through information brochures at the public counter and library, as well as on the City's website.	
Archaeological and Paleontological Resources The development of residential or urban land uses, roads, and infrastructure may impact buried archaeological and paleontological resources.	C1 and C2 above.	Less than significant.
5.5 GEOLOGY/SOILS		
Soils Limitation The proposed General Plan may allow development to occur in areas of potential geologic hazards.	GS1. The City shall implement the General Plan Implementation Plan S-1.1.1, which requires the City to assess development proposals for potential seismic and geologic hazards pursuant to the California Environmental Quality Act. Require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the soil and geologic studies. If substantial geologic, seismic hazards cannot be mitigated, require the development to be	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	relocated or redesigned to avoid the significant hazards. GS2. The City shall implement the General Plan Safety Element Implementation Plan S-1.1.2, which requires the City to, as new versions of building and construction codes are release, adopt and enforce the most recent codes. Specifically, to minimize damage from earthquakes and other geologic activity, implement the most recent State and seismic requirements for structural design of new development and redevelopment.	
Erosion The natural rate of erosion on these soils is accelerated by disturbances in soils, such as road cuts, etc. due to new development.	GS3. The City shall implement the General Plan Conservation/Open Space Element COS-4.2.2, which requires the City to comply with the Seaside's certified Local Coastal Program, which protects natural features within the beachfront areas in the City, including the Laguna Grand/Roberts Lake Areas.	Less than significant.
Seismic Activity The entire development area is at risk for damage caused by groundshaking and seismic activity.	GS1 and GS2 above and: GS4. The City shall implement the General Plan Safety Element Implementation Plan S-4.1.1, which requires the City to use it's regularly updated Emergency Preparedness Plan for disaster planning and guidance in responding to emergencies. The City shall annually review and update the Emergency Preparedness Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Annual practice sessions shall be provided to the City. Additionally, the City shall support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television. GS5. The City shall implement the General Plan Safety Element Implementation Plan S-4.1.2, which requires the City to regulate location of critical facilities to ensure their continued functioning following a disaster.	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Tsunamis and Seiches Much of the City of Seaside lies a sufficient distance inland from the coastline, which should provide sufficient distance and protection from tsunamis. However, seiches could occur in the City.	GS1 and GS4 above.	Less than significant.
5.6 HAZARDS		
Hazardous Materials Generators and Leaking Underground Storage Tanks Implementation of the General Plan will result in new development resulting in more hazardous materials being used and stored, possibly resulting in leakage.	H1. The City shall implement the General Plan Safety Element Implementation Plan S-2.2.1, which requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by: C Cooperating with federal, State, and County agencies to effectively regulate the management of hazardous materials and hazardous waste, especially on the former Fort Ord; C Cooperating with the County of Monterey to reduce the per capita production of household hazardous waste in accordance with the County Hazardous Waste Management Plan; C Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdiction over transportation of freight along railroad right-of-way or state highways); C Implementing a Multihazard Emergency Plan for accidents involving hazardous materials; and C Cooperating with the Certified Unified Program Agency (CUPA) for Seaside (the County of Monterey, Environmental Health Division) and the Seaside Fire Department to administer Risk Management Plans for businesses within the City. H2. The City shall implement the General Plan Safety Element Implementation Plan S-2.2.3, which requires the City to protect the community from hazards related	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES		LEVEL OF SIGNIFICANCE AFTER MITIGATION
		to hazardous materials by requiring feasible mitigation to be incorporated into new discretionary development and redevelopment proposals to address hazardous materials impacts associated with those proposals.	
	H3.	The City shall implement the General Plan Safety Element Implementation Plan S-4.1.1, which requires the City to use a regularly updated Emergency Preparedness Plan for disaster planning and guidance in responding to emergencies. Annually review and update the Emergency Preparedness Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Provide annual practice sessions to the City. Support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television.	
Transportation of Hazardous Materials New development will result in increased hazardous materials transportation through the City's freeway and surface street system.	H4.	The City shall implement the General Plan Safety Element Implementation Plan S-2.3.1, which requires the City to minimize the potential for accidents involving railways, automobiles, pedestrians and cyclists by working closely with the Seaside Fire Department, Police Department, Monterey/Salinas Transit (MST), Union Pacific Railroad, and the California Highway Patrol to identify safety problems and implement corrective measures.	Less than significant.
Flooding As new development occurs, increased runoff will occur causing flooding hazards.	H5.	The City shall implement the General Plan Land Use Element Implementation Plan LU-8.1.1, which requires the City to conduct regular inspections to ensure all publicly maintained flood control facilities are properly maintained.	Less than significant.
	H6.	The City shall implement the General Plan Land Use Element Implementation Plan LU-8.2.1, which requires the City to apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentary ponds with new construction. To ensure the best flood control facilities are provided and maintained, require new development to provide facilities that are visually attractive and ecologically beneficial. Ensure the development funds the on-going	

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	maintenance of the facilities. H7. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.1, which directs the City to require developers to provide flood control systems in new development areas that mitigate potential on-site flooding hazards and also avoid increasing flood hazards elsewhere. H8. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.2, which requires the City to continue to participate in the National Flood Insurance Program (NFIP). H9. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.3, which requires the City to, in accordance with Section 8589.5 of the California Government Code, maintain emergency procedures for the evacuation and control of population within identified floodplain areas. H10. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.4, which requires the City to continue to update and implement the Storm Drainage Master Plan to ensure adequate flood control is provided in Seaside.	
Fires The interface between the urban areas and natural vegetation will be expanded, resulting in a greater potential for wildland and urban fires.	H11. The City shall implement the General Plan Safety Element Implementation Plan S-1.3.1 on an ongoing basis. Implementation Plan S-1.3.1 requires the City to work with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire retardant landscaping and buffer zones in areas of high wildfire risk. H12. The City shall implement the General Plan Safety Element Implementation Plan S-1.3.2 on an ongoing basis. Implementation Plan S-1.3.2 requires the City to promote fire prevention in Seaside by: C Working closely with the Seaside Fire Department to implement fire hazard education and fire prevention programs; C Coordinating with water districts and the Seaside Fire Department to ensure that water pressure for existing developed areas and sites to be	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	developed is adequate for fire fighting purposes; C Conform to Fire Department requirements for individual projects; C Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and C Continuing to require sprinklers in new buildings.	
5.7 WATER RESOURCES		
Hydrology New development will result in greater areas of impervious surfaces such as streets, roofs, sidewalks, and parking lots.	WR1. The City shall implement the General Plan Land Use Element Implementation Plan LU-6.1.1, which requires the City to, continue to monitor the capacity of the Monterey Regional Water Pollution Control Agency (MRWPCA) treatment plant as new development projects are proposed, and identify required improvements to expand the plant's capacity. WR2. The City shall implement the General Plan Land Use Element Implementation Plan LU-6.2.1, which requires the City to, during the processing of development proposals, have *all sewer collection facilities to receive approval from the Marina Coast Water District* ~~City staff~~ *and* verify that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community. Where determined appropriate, use Redevelopment Agency finds to improve the sewage connection system and/or payment of appropriate sewage hook-up fees by the developer. WR3. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.4, which requires the City to continue to implement and update the *City's* Sewer and Drainage Master Plan as necessary *and provide data to the Marina Coast Water District during development and implementation of the MCWD Wastewater Collection System Master Plan and Sewer Management Plan.*	Less than significant.
Surface Water Resources The quality of surface waters will be affected by the development allowed by the proposed General Plan.	WR1 and WR3 above, and: WR4. The City shall implement the General Plan Land Use Element Implementation Plan LU-5.1.1, which requires the City to create a checklist to use during the development review process that will help staff determine if the following steps have been completed:	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	C Ensure the water districts are consulted regarding the potential impact of the project on water supplies and sewage treatment facilities. C Ensure the project applicant has paid the required water district fees prior to occupancy of any new development. C Require water conservation devices and xeriscape landscaping in new public and private development and redevelopment projects. C Cooperate with the water district to update population projection, water use and sewer generation formulas, needed improvement, and programs within the Water and Sewer Master Plans. C Work with the water district to expedite the improvement and expansion of water sewer facilities, when necessary. WR5. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.2.1, which requires the City to reduce pollutants in urban runoff, require new development projects and substantial rehabilitation projects to incorporate Best Management Practices (BMPs) pursuant to the National Pollutant Discharge Elimination System (NPDES) permit to ensure that the City complies with applicable state and federal regulations. WR6. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.2.2, which requires the City to apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentation ponds with new construction. WR7. The City to implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.3.1, which requires the City to coordinate with other jurisdictions and agencies within the County to develop and implement an education program to inform the public of the harm to the ocean and marine environment cause by pollutants and litter deposited on the surface of the land that can be carried in drainage systems, creeks, rivers, and ultimately the ocean.	

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Groundwater Resources Increases in impervious surfaces will result in a reduction in the amount of water that will infiltrate the soil to the groundwater table.	WR8. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-2.3.2, which requires the City to cooperate with regional water suppliers, local water districts, and school district to educate the public about water conservation techniques. Provide informational brochures at the public counter and the library, as well as information on the City's website. WR9. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.1.1, which requires the City to cooperate with the Monterey County Water Resources Agency (MCWRA), the Army Corps of Engineers (ACOE), State Water Resources Control Board (SWRCB), ~~and~~ the Regional Water Quality Control Board (RWQCB)*, and the Monterey Peninsula Water Management District* to find a solution to halt seawater intrusion toward Seaside. WR10. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.1.2, which requires the City to cooperate with Monterey County, the Regional Water Quality Control Board Central Coast (Region 3), ~~and~~ the Monterey County Water Resources Agency (MCWRA), *and the Monterey Peninsula Water Management District* providing technical assistance when necessary to help identify, protect, and preserve critical aquifer recharge areas so that their function is maintained and ground water quality is not further degraded. WR11. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.1.3, which requires the City to cooperate with the Monterey County Water Resources Agency (MCWRA)*, Monterey Peninsula Water Management District,* and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the ground water.	Significant and unavoidable.
Water Supply Development according to the proposed General Plan will require water resources that exceed the	WR1 through WR11 above and: WR12. The City shall implement the General Plan Land Use Element Implementation Plan LU-5.3.1, which requires the City to continue to require new public and private development and redevelopment projects	Significant and unavoidable.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
capacity of the existing water supply.	to install and utilize water conservation measures per Section 13.18.010 of the Seaside Municipal Code. Section 13.18.010 requires: C The installation of low water-use plumbing fixtures, and low water-use landscape materials in new construction; C The installation of low water-use plumbing fixtures in existing hotels and motels; ~~and~~ C The retrofitting of plumbing fixtures in all existing residential buildings at the tie of change of ownership or physical expansion, or in the cases of commercial property, at the time of change of ownership, or change or expansion of use*; and* C *Support the implementation of Marina Coast Water District's Water Conservation Program.* WR13. The City shall implement Implementation Plan LU-5.4.1, which requires the City to coordinate with the MPWMD and the MCWD to extend recycled water infrastructure and determine user and connection fees.	
5.8 LAND USE		
Seaside Zoning Code The proposed project will change existing General Plan land use designations for certain parcels within the planning area.	LU1. The City shall implement the General Plan Land Use Element Implementation Plan LU-4.2, which requires the City to review and update the Zoning and Subdivision Ordinances to ensure consistency with the General Plan and to help implement the General Plan policies.	Less than significant.
5.9 NOISE		
Construction Activity Implementation of the Seaside General Plan would result in additional development within the Planning Area, which would generate noise during construction activity.	N1. The City shall implement the General Plan Noise Element Implementation Plan N-3.1.1, which requires the City to enforce the noise limits and construction and operation regulations contained in this Noise Element and in the City's Municipal Code. N2. The City shall implement the General Plan Noise Element Implementation Plan N-3.1.3, which requires the City to require all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity)	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	established in the City noise regulations (Title 24 California Code of Regulations, Zoning Ordinance and Chapter 21A of the Municipal Code). N3. The City shall implement the General Plan Noise Element Implementation Plan N-1.1.1, which requires the City to review discretionary development proposals for potential on- and off-site stationary and vehicular noise impacts per the California Environmental Quality Act (CEQA). Any proposed development located within a 60 dB or higher noise contour (as shown in Figure 5.9-1) shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Ordinance, Noise Ordinance, the Noise Contours Map (Figure N-1), and Tables N-1 and N-2 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise reduction designs/structures will be required to reduce the impact to a level less than significant. If the impact cannot be reduced to a level less than significant or avoided with accepted noise reduction methods, the proposed project will be determined "Clearly Unacceptable" and will not be approved.	
Vehicular Traffic New development will generate additional traffic that will increase noise levels along the roadways.	N4. The City shall implement the General Plan Noise Element Implementation Plan N-2.1.1, which requires the City to reduce noise impacts from transportation activity to enhance the quality of the community. Incorporate noise control measure, such as sound walls and berms, into roadway improvement projects to mitigate impacts to adjacent development. Request Cal-trans and the Monterey County Transportation Agencies to provide noise control for roadway projects within the community. Particularly advocate reducing noise impacts from the ~~list~~ *City's* major noise sources*, as defined in the table of City's Future Noise Contours.*". N5. The City shall implement General Plan Noise Element Implementation Plan N-2.1.2, which requires the City to coordinate with the Police Department, Monterey County Sheriffs Department and the California Vehicle Code pertaining to noise standards for cards, trucks and motorcycles. Periodically review truck and bus routes in the community for noise impacts to residential and other sensitive land uses. Where noise impacts are identified form truck traffic, modify the designated truck routes to avoid impacts. Where impacts are	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	identified from bus traffic, recommend alternative routes to the Salinas Transit Board.	
Stationary Noise Implementation of the General Plan may result in excessive noise generated by non-residential projects such as industrial and commercial centers, restaurants and bars, religious institutions, and civic centers.	N6. The City shall implement the General Plan Noise Element Implementation Plan N-3.1.2, which requires the City to limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on drive-ways next to residential and other noise sensitive areas. Promptly investigate noise complaints and abate any noise impacts associated with commercial activities. Only approve exceptions to noise limits if full compliance with the nighttime limits of the noise regulations is achieved.	Less than significant.
5.11 PUBLIC SERVICES AND UTILITIES		
Police Protection The increase in population and new development will require additional police services, and new or expanded facilities will be required to provide acceptable service levels. New development will be required to help provide police facilities necessary to provide an adequate level of service, as determined by the City Department.	Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.	Remaining environmental impacts associated with the construction and operation of new development, including public facilities are addressed in the various sections of this EIR.
Fire Protection and Emergency Services Increase in development and population generated by the proposed land uses will require additional fire stations, personnel, and equipment over time to ensure adequate fire and emergency service capabilities.	Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.	Remaining environmental impacts associated with the construction and operation of new development, including public facilities are addressed in the various sections of this EIR.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
School Construction With the increase in population and new development will require new or expanded education facilities will be required to achieve the City's acceptable education levels.	Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of public facilities.	Remaining environmental impacts associated with the construction and operation of public facilities are addressed in the various sections of this EIR.
Libraries The increase in population and new development will require additional library services, and potentially new or expanded facilities will be required to maintain the City's acceptable service ratios.	Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.	Remaining environmental impacts associated with the construction and operation of new development, including public facilities are addressed in the various sections of this EIR.
Parks and Recreation Seaside owns and/or maintains 27 park and recreation areas totaling 378.98 acres.	Mitigation Measure identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.	Environmental impacts associated with the construction and operation of new development, including public facilities are addressed in the various sections of this EIR.
Water Infrastructure Impact Implementation of the General Plan will result in an increase in population and new development, resulting in higher demand and use for water infrastructure.	Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.	Environmental impacts associated with the construction and operation of public facilities are addressed in the various sections of this EIR**.**
Water Supply Impact Development according to the proposed General Plan will require water resources that exceed the capacity of the existing fresh water	PSU-1. The City shall implement General Plan Land Use Element Implementation Plan LU-5.2.1, which requires the City to support the Monterey Peninsula Water Management District (MPWMD) in its programs and projects that address the current water supply shortfall that has been determined by the California Water Resources Control Board Order 95-10.	Significant and unavoidable.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
supply.	PSU-2. The City shall implement General Plan Land Use Element Implementation Plan LU-5.4.1, which requires the City to coordinate with the other agencies, local jurisdictions, and the MCWD to extend recycled water infrastructure and determine user and connection fees. PSU-3. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.1.1, which requires the City to during the development review process, consult with local and regional water agencies to assess whether the water demand associated with the project is included in the agency's most recent Urban Water Management Plan and whether existing supplies can meet the project's demand for water. PSU-4. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.1.2, which requires the City to condition approval of all development plans on verification of an assured long-term water supply. PSU-5. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.1.3, which requires the City to continue to support efforts by Monterey Peninsula Water Management District (MPWMD) and Monterey County Water Resources Agency (MCWRA) to expand water supply through the development of new water sources, including new wells, desalination, importation of water, and water impoundment sites. PSU-6. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.2.1, which requires the City to, in cooperation with the State, regional, and local water agencies and suppliers, participate in programs that seek to increase potable water supply and to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, support the expansion of the use of recycled water for urban irrigation. Additionally, the City shall cooperate with these agencies to establish standards, fees, infrastructure provision requirements, and regulations for the use of recycled water in new development and redevelopment projects.	

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	PSU-7. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.3.1, which requires the City to encourage water conservation throughout Seaside through the City's municipal code, which requires new public and private development, and redevelopment projects to install and utilize water conservation measures. These measures include: • The installation of low water-use plumbing fixtures, and low water-use landscape materials in new construction; • The installation of low water-use plumbing fixtures in existing hotels and motels; and • The retrofitting of plumbing fixtures in all existing residential buildings at the time of change of ownership or physical expansion, or in the cases of commercial property, at the time of change of ownership, or change or expansion of use. PSU-8. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.3.2, which requires the City to cooperate with regional water suppliers, local water districts, and school districts to educate the public about water conservation techniques. Provide informational brochures at the public counter and the library, as well as information on the City's website.	
Sewer Although the existing treatment plant has ample unused treatment capacity, future development will generate the need for additional sewer infrastructure and improvements to the collection system.	Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.	Environmental impacts associated with the construction and operation of new development, including public facilities are addressed in other sections of this EIR.
Energy The State of California has been experiencing energy shortages during the last year. During a power shortage,	Mitigation measures identified in the other sections of this EIR address the impacts associated with the construction and operation of new development, including utilities.	Environmental impacts associated with the construction and operation of new development, including utilities are addressed in the

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
rolling, or rotating blackouts may be ordered that affect entire grids.		other sections of this EIR.
5.12 TRANSPORTATION		
Local Circulation System Buildout of the General Plan may result in significant impacts to roadway segments in the planning area.	T1. The City shall implement Circulation Element Implementation Plan C-1.1.1, which requires the City to continue to update on an annual basis the Capital Improvement Plan to plan for and fund future improvements to the circulation system, as well as other public facilities, including improvements to the existing pedestrian and bicycle system, within the community. Consider the improvements identified in The City of Seaside General Plan Traffic Study and Traffic Analysis Report (Higgins Associates 2003) when developing the CIP. T2. The City shall implement Circulation Element Implementation Plan C-1.2.1, which requires the City to review development proposals for potential impacts to the transportation system and require a traffic study for projects that generate 100 or more peak hour trips or that have the potential to impact adjacent roadway segments and intersections. The Level of Service standards established in the Circulation Element will be used to determine the significance of impacts. Intersection level of service will be determined by the vehicle delay and the Highway Capacity Manual calculations. Mitigation in the form of physical improvements and/or impact fees is required for significant impacts. Adequate right-of-way along new roadways is required to permit pedestrian and bicycle facilities. Proper roadway drainage must be provided to ensure a safe system. *The Seaside Public Works Director, upon consultation with the California Department of Transportation, may require a traffic study for a project that generates additional trips on the State highway or CMP system.* T3. The City shall implement Circulation Element Implementation Plan C-1.2.2, which requires the City to identify available funding sources and establish a financing plan to guide construction and funding of transportation system improvements. The Plan also requires new development projects to construct and/or fund in whole or in part necessary traffic improvements associated with the proposed project. Transportation improvements include both automotive, as well as alternative means of transportation.	Less than significant.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	Consider adopting a Traffic Fee Ordinance to reflect projected circulation needs and apply the ordinance to applicable developments. Consider including alternative modes of transportation (bicycle and pedestrian) and public parking as projects eligible for use of Traffic Impact Fees. Consider the improvements identified in The City of Seaside General Plan Traffic Study and Traffic Analysis Report (Higgins Associates 2003) when developing the Traffic Fee Ordinance. T4. The City shall implement Circulation Element Implementation Plan C-1.4.1, which requires the City to require public and private development projects to install or pay their fair share of the improvements in North Seaside identified on Figure C-4 and Table C-1 of the General Plan (See also Appendix C of this EIR). Major improvements (per Figure C-4 and Table C-1) that will improve access in North Seaside include: • A-7: Highway 1/Fremont Boulevard Interchange • A-8: Fremont Boulevard/Del Monte Boulevard/Military Avenue • A-9: General Jim Moore Boule-vard/Coe Avenue-Eucalyptus Road • A-13: 1st Avenue/Lightfighter Drive • A-14: 2nd Avenue/Lightfighter Drive • A-15: 2nd Avenue/Campus Soccer Field Driveway • A-16: 2nd Avenue/1st Street • B-4: Lightfighter Drive • B-5: Second Avenue north of Light-fighter Drive • B-6: Gigling Road • B-7: Eucalyptus Road • D-1: *Route 1 from Route 218 to Fremont Boulevard* ~~Highway 1 between State Route 218 and North Gateway~~ • D-2: 8th Street T5. The City shall implement Circulation Element Implementation Plan C-1.4.2, which requires the City to monitor accident history and congestion at the Fremont/Del Monte/Military Avenue intersection for possible signalization.	

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	T6. The City shall implement Circulation Element Implementation Plan C-1.4.3, which requires the City to ensure major east-west corridors such as La Salle, Broadway, Hilby, and Military operate acceptably and connect to General Jim Moore. T7. The City shall implement Circulation Element Implementation Plan C-2.1.2, which requires the City to coordinate with Caltrans, the Transportation Agency for Monterey County, and adjacent jurisdictions to support the continued improvement of Highway 1. T8. The City shall implement Circulation Element Implementation Plan C-2.1.3, which requires the City to continue to monitor proposed roadway modifications outside the City and revise the General Plan circulation system, if necessary, to reflect changes in these modifications. In addition, the impacts of discretionary development projects and major transportation projects outside the jurisdiction of the City will be monitored and mitigation may be requested. T9. The City shall implement Circulation Element Implementation Plan C-2.1.6, which requires the City to continue to work with the U.S. Army and FORA to design and construct the Highway 1 intersection between Lightfighter and Fremont Boulevard.	
CUMULATIVE IMPACTS		
Air Quality Construction emissions may contribute to a cumulatively significant impact.	Implementation of project-level mitigation identified above and cooperation with the regional APCD will reduce construction impacts to the extent feasible.	Significant and unavoidable construction impacts.
Water Resources As development proceeds in the Central Area Watershed Management Area, the amount of pollutants in runoff will increase, also impacting surface and groundwater quality. Additionally, sustaining a reliable supply of water to	Cumulative impacts to water resources will be reduced by implementing Best Management Practices in accordance with the National Pollutant Discharge Elimination Stormwater Permit, as well as implementation of the other mitigation measures contained in this EIR regarding water conservation.	Significant and unavoidable water quality and water supply impact.

Table 2-1
Environmental Impacts and Mitigation Measures

POTENTIAL IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
the County in the long run may be very difficult.		
Noise Existing development may continue to be impacted by the cumulative vehicular traffic along the region's roadways	Implementing local noise ordinances, constructing buildings according to state acoustical standards, and proper land use planning will reduce cumulative impacts to new noise sensitive land uses to a less than significant level. However existing development may continue to be significantly impacted.	Significant and unavoidable.
Public Services and Utilities Future regional growth will result in increased demand for schools, water service, sewer service, gas and electrical services, solid waste services, police protection, fire protection and emergency services, parks and recreation, and libraries.	The ability of local service providers to provide specific levels of services varies throughout the region, sound local planning to accommodate future growth, along with implementation of the mitigation measures proposed in this EIR, will reduce most of the potential cumulative impacts associated with the provision of services and utilities to a less than significant level. Additionally, mitigation measures contained throughout the EIR will reduce construction impacts to a level less than significant.	Significant and unavoidable water supply impact. See other environmental sections for remaining impact determination.
Transportation The project will contribute to significant cumulative impacts to the regional circulation system.	Implementation of project-level mitigation measures identified in *Section 5.12 Transportation* and participating in a regional traffic fee program will help reduce these impacts; however, because funding and some of the required improvements are out of the control of the City of Seaside, these impacts may remain significant and unavoidable.	Significant and unavoidable.

3.0 Project Description

3.0 Project Description

The Project

California state law requires each City to adopt a comprehensive, long-range general plan to guide the physical development of the incorporated city and any land outside of the City boundaries that bears a relationship to its planning activities. The proposed project analyzed in the Program EIR consists of a comprehensive update of the City of Seaside General Plan. The proposed City of Seaside General Plan is divided into eight elements that together meet the requirements for the seven mandatory elements under state law plus optional urban design and economic development elements. The elements that meet the requirements for the seven mandatory elements are: 1) land use; 2) housing; 3) conservation/open space (meets State requirements for open space and conservation elements); 4) circulation; 5) safety; and 6) noise.

The Seaside General Plan serves as a policy guide for determining the appropriate physical development and character of the City. The General Plan establishes overall development capacity for the City. The Program EIR analyzes the environmental effects of the expected development in accordance with the General Plan over the next two decades. The expected development scenario also identifies the projected population that will inhabit the City at buildout.

The impact assessment in the Program EIR assumes a buildout level of development associated with the proposed land use plan. This expected development includes development of identified land in the General Plan urban services area, as well as redevelopment of existing urban uses within the City to match General Plan land use designations. The environmental impact analysis in this document is based on the change between development conditions existing in 2002 and those projected for the expected development scenario at buildout.

Regional Setting

Figure 3-1 depicts the regional and local vicinity of the project area, as well as the project's boundaries. Seaside is situated on Monterey Bay in the northern portion of the Monterey peninsula. The City is surrounded by the cities of Monterey and Del Rey Oaks to the south, Sand City to the west, and Marina to the north. A small strip of unincorporated land under the jurisdiction of Monterey County borders the northwestern portion of Seaside, and a large amount of County land under the control of the Bureau of Land Management is situated along the City's eastern boundary.

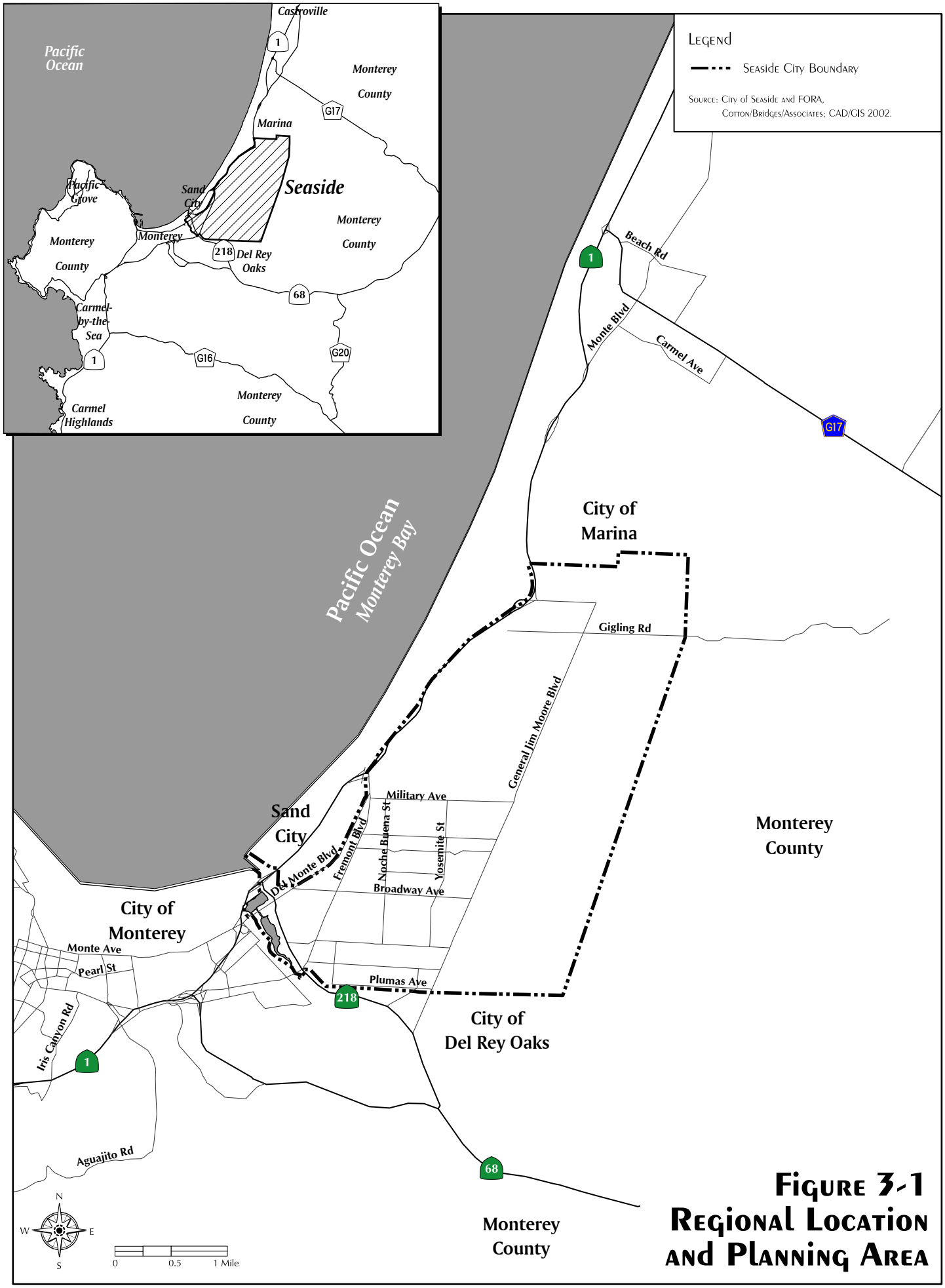


Figure 3-1
Regional Location and Planning Area

Planning Area

The City contains approximately 7.94 square miles of land (5,079 gross acres). The Planning Area consists of land within the incorporated City and does not include any unincorporated land. The Planning Area represents the probable long-term physical boundaries of the City. **Figure 3-1** depicts the Planning Area.

Purpose and Objectives of the General Plan

A General Plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision-makers with a solid basis for decisions related to land use and development. The General Plan is founded upon the community's vision for Seaside and expresses the community's long-term goals. Building on the unique history of Seaside, the Vision for the Future provides the foundation of the General Plan and an expression of what the community wants to maintain or become:

> *Seaside is a community in which people can live, work, shop, and play in a beautiful setting. Residents, businesses, and visitors are attracted to the City's abundant natural resources and quality of life. Thoughtful, planned growth and well-designed development respect and complement the natural environment. A variety of housing, recreational, and economic development opportunities are available that clearly identify Seaside as the "Gateway to the Monterey Peninsula".*

Project Characteristics

Plan Elements

The updated Seaside General Plan consists of elements that fulfill the state law requirements for seven subjects related to physical growth and development and optional Urban Design and Economic Development elements. Each element identifies individual goals and related policies and plans. In addition, the policies and plans of each element correspond to individual implementation programs located in the General Plan Implementation Program.

In terms of guiding the physical development of the City, the General Plan elements of most importance are the Land Use, Urban Design, Economic Development and Circulation Elements. The other elements or sections of the General Plan address: housing; conservation/open space; safety; and noise. The issues addressed in each subject area often overlap. A general description of each subject area and element is provided below.

Land Use Element

The Land Use Element establishes the general permitted uses of both public and private land within the community, providing a guide for both development of the City and enhancement of community identity and open space. The proposed General Plan has 15 land use designations. These land use designations serve to provide a rational and ordered

approach to land use development and maintenance of public uses and open space by identifying the types and nature of development allowed in particular locations throughout the Planning Area. The General Plan land use designations are grouped according to the following uses: Open Space; Residential; Commercial; Public/Institutional and Special. The Residential categories include four designations that allow for a range of housing types and densities. The commercial categories include provision for community commercial, regional commercial, and heavy commercial uses to promote a range of revenue- and employment-generating businesses. Other non-residential designations include Parks and Open Space, Habitat Management, and Recreational Commercial. The Public/Institutional designations allow for the provision of important public facilities.

Table 3-1 provides a comparison of existing land uses and the planned land use conditions. As depicted in **Table 3-1**, development of land uses under the proposed General Plan would result in an increase of approximately 1,550 dwelling units and 7.5 million square feet of non-residential building floor area over existing conditions. A net population increase of approximately 8,900 persons is also anticipated at buildout according to the proposed General Plan.

Urban Design Element

The optional Urban Design Element addresses the enhancement of the visual quality of Seaside's environment. This Element helps to protect and enhance the identity of the community by establishing goals, policies, and plans to address: 1) creating and maintaining a positive identity for the community; 2) preserving and rejuvenating distinct neighborhoods and business districts; 3) protecting and improving viewsheds; and 4) providing meaningful civic art.

Economic Development Element

The Economic Development Element is an optional element under California law. This Element focuses on promoting a healthy and fiscally balanced local economy. The purpose of the Element is to plan, promote, and increase economic development and employment opportunities in Seaside.

Circulation Element

The Circulation Element guides the continued development of the circulation system to support planned growth. The anticipated development identified in the Land Use Element will increase the demand for local and regional roadways and other forms of transportation. The Circulation Element addresses the existing transportation needs of the community and identifies transportation facilities required to accommodate the planned development allowed by the Land Use Element. Level of service and phasing are integral components of the Element. Both local and regional transportation facilities located within the Planning Area are discussed. Public transportation facilities and routes as well as pedestrian and bicycle access is also addressed in this Element.

Table 3-1
Comparison of Existing Land Uses and General Plan Land Uses at Buildout

Land Use Designation	Acreage			Dwelling Units			FAR (1000s square feet)			Population		
	Existing	GP Buildout	Change	Existing	GP Buildout	Change	Existing	GP Buildout	Change	Existing	GP Buildout	Change
Open Space Designations												
Parks and Open Space	88	254	166	0	0	0	19	55	36	0	0	0
Habitat Management	0	801	801	0	0	0	0	35	35	0	0	0
Recreational Commercial	333	478	145	0	0	0	1,450	2,083	633	0	0	0
Residential Designations												
Low Density Single-Family	1,033	877	(156)	5,992	5,089	(903)	0	0	0	17,521	16,748	(773)
Medium Density Single-Family	128	320	192	1,023	2,562	1,539	0	0	0	2,992	8,433	5,441
Medium Density	16	49	33	187	592	405	0	0	0	547	1,947	1,400
High Density	178	166	(12)	3,120	2,910	(210)	0	0	0	9,124	9,578	454
Commercial Designations												
Community Commercial	128	59	(69)	0	0	0	1,951	892	(1,059)	0	0	0
Regional Commercial	71	188	117	0	0	0	3,107	8,181	5,074	0	0	0
Heavy Commercial	21	1	(20)	0	0	0	313	21	(208)	0	0	0
Public/Institutional Designations												
Public Institutional	567	543	(24)	0	0	0	6,178	5,918	(292)	0	0	0
Military	431	647	216	0	0	0	0	0	0	0	0	0
Special Designations												
Mixed Use	1	119	118	3	726	723	16	3,358	2,525	8	2,391	2,383
Planned Development	0	0	0	0	0	0	0	0	0	0	0	0
Vacant	1,509	0	(1,509)	0	0	0	0	0	0	0	0	0
TOTAL ESTIMATED	**4,504**	**4,504**	**0**	**10,325**	**11,880**	**1,555**	**13,034**	**20,543**	**7,509**	**30,192**	**39,096**	**8,904**

Notes: GP = Proposed General Plan; FAR = Floor Area Ratio; Population based on 3.29 persons per dwelling unit per DOF 2002; Housing vacancy rate of 11.15% applied per DOF 2002; Net Acres measured within Seaside Proper; Net Acres = Gross Acres * 0.85 outside Seaside Proper; Mixed Use is defined as 65% Commercial, 35% Residential.

Conservation/Open Space Element

The Conservation/Open Space Element focuses on the protection and enhancement of open space and natural resources, including ground and surface water resources, cultural resources, biological resources, and air quality/energy conservation. It contains goals and policies to protect environmental resources while providing opportunities for economic growth. This element also addresses the provision and maintenance of parks and recreational facilities.

Safety Element

The purpose of the Safety Element is to identify and address those features existing in or near the Planning Area that represent a potential danger to the residents, structures, public facilities, and infrastructure located in the community. The Safety Element establishes goals, policies, and plans to minimize dangers to residents, workers, and visitors associated with: community conflicts and crime; human activity hazards such as air pollution, hazardous materials, and ground and air transportation; and natural hazards associated with geologic conditions, seismicity, flooding, and fires. Emergency preparedness planning, such as identifying actions needed to manage crisis situations, is also addressed.

Noise Element

The Noise Element addresses noise sources in the community and identifies ways to reduce the impact of these noise sources on the community. This Element identifies noise standards and land use compatibility guidelines to protect noise sensitive land uses from excessive noise. The Element specifically identifies interior and exterior noise standards as well as construction standards. Goals, policies, and plans to address and control transportation-related noise and non-transportation related noise are also identified.

Housing Element

This Element identifies current and future housing needs and sets forth an integrated set of goals, policies, and programs to assist in the preservation, improvement, and development of a variety of housing to meet the needs of the community.

Implementation Plans

Each Element includes Implementation Plans that ensure the overall direction provided in the element is translated from general terms to specific actions. The Implementation Plans provide strategies to implement the adopted goals and policies. The various Implementation Plans serve as a basis for making future programming decisions related to the assignment of staff and the expenditure of City funds. The Implementation Plans specifically identify individual program responsibility, funding sources, and time-frame for completion. Many of these plans form the basis of the mitigation measures proposed in this EIR.

Intended Uses of the Program EIR

The Program EIR provides the necessary environmental review and impact mitigation for adoption and implementation of the City of Seaside General Plan. The City will review subsequent implementation projects for consistency with the Program EIR and prepare appropriate environmental documentation pursuant to CEQA provisions for Program EIRs and subsequent projects. Subsequent projects under the Program EIR may include, but are not limited to, the following implementation activities:

- Rezoning of properties;
- Approval of Specific Plans;
- Approval of development plans, including tentative maps, variances, conditional use permits, and other land use permits;
- Approval of development agreements;
- Approval of facility and service master plans and financing plans;
- Approval and funding of public improvements projects;
- Approval of resource management plans;
- Issuance of municipal bonds;
- Issuance of permits and other approvals necessary for implementation of the General Plan;
- Acquisition of property by purchase or eminent domain; and
- Issuance of permits and other approvals necessary for public and private development projects.

The following lead, responsible, and trustee agencies may utilize this Program EIR in the adoption of the General Plan and approval of subsequent implementation activities. These agencies may include, but are not limited to, the following:

- City of Seaside
- U.S. Fish and Wildlife Service
- United States Army Corps of Engineers
- California Department of Fish and Game
- California Department of Conservation
- California Department of Housing and Community Development
- California Department of Transportation (Caltrans)
- State Lands Commission
- California Water Resources Control Board
- Association of Monterey Bay Area Governments
- North Central Coast Air District
- County of Monterey
- Marina Coast Water District
- California-American Water Company
- Monterey County Water Resources Agency
- Fort Ord Reuse Authority

Alternatives

Several alternatives to the proposed General Plan are evaluated in the EIR. The impacts of the alternatives are compared to the impacts of the proposed General Plan to determine whether any of the alternatives are environmentally superior to the proposed Plan. Alternatives that are evaluated in the EIR include:

- No Project/Existing General Plan
- Alternative Land Use Plan
- Increased Water Conservation Plan

4.0 Environmental Setting

4.0 Environmental Setting

The Seaside planning area is situated on Monterey Bay in the northern portion of the Monterey Peninsula. The planning area is surrounded by the cities of Monterey and Del Rey Oaks to the south, Sand City to the west, and Marina to the north. A small strip of unincorporated land under the jurisdiction of Monterey County borders the northwestern portion of Seaside, as well as provides Seaside's eastern boundary. Urban land uses typify the incorporated lands, while uses in the unincorporated lands to the east of the planning area include agricultural production, open space, and very low density rural development.

The main existing noise sources within the planning area include vehicular noise from Highway 1, and airport noise generated by aircraft using the Monterey Peninsula Airport, which is located one mile south of the Planning Area. If the Union Pacific railroad re-establishes operations through Seaside sometime in the future, it would also represent a significant source of noise within the planning area. Additionally, construction activities and stationary noise sources, such as commercial and recreational uses, are additional sources of noise within the community.

Due to the relatively flat topography and geologic setting, there are few geologic hazards in the City other than those related to seismic activity. However, areas in the southeastern portion of the City have slopes in excess of 30 percent, and certain areas have slopes approaching vertical. Development is limited in these areas because of the severe erosion and landslide hazard that exists. In addition, severe coastal erosion is a natural process that has been occurring for several thousand years at Monterey Bay. Wind and water erosion also affect soils present in the planning area.

The City of Seaside receives its water supply from the Salinas Valley Groundwater Basin, from the Seaside Basin, and from the Carmel River. Historical use of the area's groundwater resources has exceeded safe yield and resulted in lowering of water levels and saltwater intrusion. The Monterey Peninsula Water Management District (MPWMD) restricts the amount of water credits within Seaside's central core and the opportunity for new development within this portion of the Planning Area is minimal. In addition, while the existing supply of water in northern Seaside is 748 acre-feet of water annually, much of this allocation is accounted for by current or planned development. The limited supply of water is perhaps the single greatest constraint on new development within the Planning Area.

A variety of biological resources are known to exist in the undeveloped portions of the Planning Area. However, the extent of sensitive wildlife and natural vegetation is limited to northern and eastern Seaside due to extensive urbanization of the central portion of the City. Habitat types on the undeveloped parcels within the Planning Area include chaparral, coastal sage scrub, grassland, coastal live oak woodland, and savanna. The Roberts Lake and Laguna Grande provide important habitat wetlands areas for birds, fish, and mammals.

Seaside is in the North Central Coast Air Basin which is comprised of Monterey, San Benito, and Santa Cruz counties. Seaside's climate is moderated by the marine influence. Marine breezes cause winds from the northwest and west, which are strongest and most persistent in the spring and summer months. Due to this marine influence, air quality in Seaside is generally very good.

5.0 Environmental Impact Analysis

5.0 Environmental Impact Analysis

This section of the EIR discusses each of the potentially significant effects of implementing the Seaside Draft General Plan, and identifies mitigation measures to reduce impacts found to be potentially significant in the EIR analysis. This EIR analyzes those environmental issue areas identified in the environmental issue areas identified in the Initial Study (EIR Appendix A) where significant impacts have the potential to occur. All answers are discussed in the Initial Study in accordance with the CEQA Guidelines, Section 15063(c); no further analysis is required for those effects which are not considered potentially significant.

The environmental issues analyzed in this EIR include:

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Cultural Resources
5. Geology/Soils
6. Hazards
7. Water Resources
8. Land Use
9. Noise
10. Population and Housing
11. Public Services and Utilities
12. Transportation

Each environmental issue for which the Initial Study (Volume II Appendix A) identified a potentially significant impact, is analyzed in the following manner:

Environmental Setting describes the existing conditions in the environment in the vicinity of the project before the commencement of the project to provide a baseline for comparing "before the project" and "after the project" environmental conditions.

Threshold for Determining Significance defines and lists specific criteria used to determine whether an impact is or is not considered to be potentially significant. . Major sources used in crafting criteria appropriate to the specifics of the project include: the CEQA Guidelines; local, state, federal or other standards applicable to an impact category; and officially established thresholds of significance. "...An ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting." (CEQA Guidelines, Section 15064 [b]). Principally, "... a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (CEQA Guidelines, Section 15382).

Environmental Impact presents evidence, based to the extent possible on scientific and factual data, for the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant, all of the potential effects, including direct effects, reasonably foreseeable indirect effects, and considerable contributions to cumulative effects, are considered.

Mitigation Measures identify the means by which potentially significant impacts could be reduced or avoided in cases where the EIR analysis determines such impacts to be potentially significant. Standard existing regulations, requirements, programs, and procedures that are applied to all similar projects are taken into account in identifying additional project specific mitigation that may be needed to reduce significant impacts. Mitigation, in addition to measures that the lead agency will implement, can also include measures that are within the responsibility and jurisdiction of another public agency (CEQA Guidelines, Section 15091 [a] [2]).

Level of Significance After Mitigation identifies the impacts that will remain after application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts." In order to approve a project with significant unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency finds that it has reviewed the EIR, has balanced the benefits of the project that outweigh the unavoidable adverse environmental effects. Thus, the adverse environmental effects may be considered "acceptable" (CEQA Guidelines Section 15093 [a]).

5.1 Aesthetics

Environmental Setting

The City of Seaside is situated adjacent to the Pacific Ocean on the Monterey Peninsula. Seaside's location and natural setting provide opportunities for spectacular views of the Pacific Ocean, Monterey Bay, Roberts Lake, and the rolling hills of northern and eastern Seaside. The coastal dunes also provide a unique identity and visual amenity to the City. Seaside's certified Local Coastal Program protects the natural features located within the beachfront areas of the City, including Laguna Grande, Roberts Lake, and the coastal dunes.

People traveling on regional roadways such as Highway 1 and Canyon Del Rey also have direct views into the City. Views of the central core of the community as well as the undeveloped portions of northern and eastern Seaside are visible from the State Highway. Although no rock outcroppings, historic buildings, and few significant trees are visible from the highway, scenic resources such as rolling hills and the Laguna Grande/Roberts Lake area are visible. Views of the coastal dunes within Seaside, Monterey Bay, and the Pacific Ocean are also visible from Highway 1. With the designation of Highway 1 as a State Scenic Highway, the maintenance and improvement of views from this facility are of utmost importance. The City's Zoning Ordinance includes a Highway Special Overlay Design District, which includes enhanced design standards and development limitations to protect this viewshed.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the area and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Environmental Impact

Scenic Vistas

New residential and non-residential development will be allowed by the General Plan that has the potential to disrupt public and private scenic vistas of resources such as Monterey Bay, Roberts Lake, the Pacific Ocean, and other important resources. This is considered a potentially significant impact. Implementation of Mitigation Measures A1 and A4 will reduce this potential impact to a level less than significant.

Mitigation Measure A1 calls for implementation of General Plan Urban Design Element Implementation Plan UD-3.1.1, which requires the City to continue to require all additions that increase building heights and new developments to stake and flag development at least ten days prior consideration by the Board of Architectural Review (BAR) for design approval. When feasible, the City will require project site redesign, modified landscaping, or reduced building heights to avoid obstruction of private views. Mitigation Measure A2 calls for implementation of General Plan Urban Design Element Implementation Plan UD-3.2.1, which requires the City to continue to establish and enforce design guidelines in the Seaside Zoning Ordinance to preserve and protect the public viewsheds. Mitigation Measure A3 requires the City to implement the General Plan Urban Design Element Implementation Plan UD-1.2.2, which requires the City to support and encourage private and volunteer activities (e.g., Plant a Tree programs, the Green Team, rehabilitation, façade improvements) that enhance the visual character of the community. Mitigation Measure A4 requires the City to implement the General Plan Urban Design Element Implementation Plan UD-2.1.1which requires the City to adopt design standards in the Seaside Zoning Ordinance to establish the scale of buildings, guidelines for quality design in new construction, building additions, and redevelopment, procedures to protect existing private views and access to sunlight as much as possible while at the same time allowing others the opportunity to enjoy magnificent views from Seaside.

Scenic Resources Within a State Scenic Highway

New residential and non-residential development allowed by the General Plan, particularly at the North and South Gateways of Seaside, and redevelopment activities within the central core of the City have the potential to obstruct views of scenic resources visible from Highway 1. This is considered a significant impact. Implementation of Mitigation Measures A1 through A4 will reduce this impact to a level less than significant.

Because the coastal dunes within Seaside are proposed as open space, no development will occur on or adjacent to the dunes as a result of implementation of the General Plan. Therefore, no views from Highway 1 of the coastal dunes or Monterey Bay will be disrupted by implementation of the General Plan.

Visual Character and Quality

Due to rapid development of residential neighborhoods and commercial uses between the 1950s and 1970s, a majority of the developed portions of Seaside requires enhancement to improve the visual character and quality of the community. Many goals, policies and implementation plans within the General Plan Land Use, Urban Design, Conservation/Open Space, and Housing Elements address the desire to improve the overall visual quality of the City's neighborhoods and business areas. The enhanced design, landscaping and development standards proposed by the General Plan will improve the visual quality and character of the developed portions of the community. No significant impact associated with this issue will occur.

The Plan will also allow development and redevelopment to occur in areas of the community that were previously used as part of the former Fort Ord. Most of the development will occur in areas that were previously developed with other uses; however, some new development may occur in areas containing resources such as rolling hills, trees, and other natural vegetation. This could result in a potentially significant impact to the visual quality of these areas. Implementation of Mitigation Measures A1 through A7 will reduce this impact to a level less than significant.

Mitigation Measure A5 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-4.1.1, which requires the City to use proper land use planning and environmental review to minimize the impact of urban development on sensitive biological resources. Where feasible, the City will require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, the City will require habitat replacement at locations and ratios acceptable to the State and federal agencies with jurisdiction over the project. Mitigation Measure A6 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-4.2.1, which requires the City to continue to work closely with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (FWS), and the California Department of Fish and Game (CDFG) during the discretionary project permitting and CEQA review of any project that may result in the alteration of a stream bed, involve the removal of vegetation in wetland and riparian habitats, or disturb Waters of the United States. Mitigation Measure A7 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-4.3.1, which requires the project developers to retain coast live oak trees within the planning area, including oaks within new development areas. All coast live oak trees will be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed, the construction should be postponed until the end of the fledgling.

Light and Glare

Additionally, new development in the planning area according to the General Plan may increase the amount of light and glare in the community, particularly in areas planned for non-residential development, such as regional commercial and community commercial. All new development projects will be required to meet the standards contained in the City's Lighting Regulations that are contained within the Zoning Ordinance, and no impact associated with light and glare will occur.

Mitigation Measures

A1. The City will implement the General Plan Urban Design Element Implementation Plan UD-3.1.1 on an ongoing basis. Implementation Plan UD-3.1.1 requires the City to continue to require all additions that increase building heights and new developments to stake and flag development at least ten days prior consideration by the Board of Architectural Review (BAR) for design approval. When feasible, require project site redesign, modified landscaping, or reduced building heights to avoid obstruction of private views.

A2. The City will implement the General Plan Urban Design Element Implementation Plan UD-3.2.1 on an ongoing basis. Implementation Plan UD-3.2.1 requires the City to continue to establish and enforce design guidelines in the Seaside Zoning Ordinance to preserve and protect the public viewsheds.

A3. The City will implement the General Plan Urban Design Element Implementation Plan UD-1.2.2 on an ongoing basis. Implementation Plan UD-1.2.2 requires the City to support and encourage private and volunteer activities (e.g., Plant a Tree programs, the Green Team, rehabilitation, façade improvements) that enhance the visual character of the community.

A4. The City will implement the General Plan Urban Design Element Implementation Plan UD-2.1.1 on an ongoing basis. Implementation Plan UD-2.1.1 requires the City to adopt design standards in the Seaside Zoning Ordinance to establish the scale of buildings, guidelines for quality design in new construction, building additions, and redevelopment, procedures to protect existing private views and access to sunlight as much as possible while at the same time allowing others the opportunity to enjoy magnificent views from Seaside.

A5. The City will implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.1.1 on an ongoing basis. Implementation Plan COS-4.1.1 requires the City to use proper land use planning and environmental review to minimize the impact of urban development on sensitive biological resources. Where feasible, require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, require habitat replacement at locations and ratios acceptable to the State and federal agencies with jurisdiction over the project.

A6. The City will implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.2.1 on an ongoing basis. Implementation Plan COS-4.2.1 requires the City to continue to work closely with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (FWS), and the California Department of Fish and Game (CDFG) during the discretionary project permitting and CEQA review of any project that may result in the alteration of a stream bed, involve the removal of vegetation in wetland and riparian habitats, or disturb Waters of the United States.

A7. The City will implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.3.1 on an ongoing basis. Implementation Plan COS-4.3.1 requires the project developers to retain coast live oak trees within the planning area, including oaks within new development areas. All coast live oak trees should be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed, the construction should be postponed until the end of the fledgling.

Level of Significance After Mitigation

Scenic Vistas

Less than significant.

Scenic Resources Within a State Scenic Highway

Less than significant.

Visual Character and Quality

Less than significant.

Light and Glare

Not applicable.

5.2 Air Quality

Environmental Setting

The City of Seaside is located within the North Central Coast Air Basin (**Figure 5.2-1**), which is comprised of more than 5,100 square miles, and includes Monterey, Santa Cruz, and San Benito Counties. Although air quality in Seaside is generally very good, the North Central Coast Air Basin is considered a non-attainment area due to exceedances of the California Ambient Air Quality Standards (CAAQS) for ozone and inhalable particulate matter (PM10). Exceedances of State ozone standards are largely the result of transport of these pollutants from the Bay Area due to meteorologic conditions.

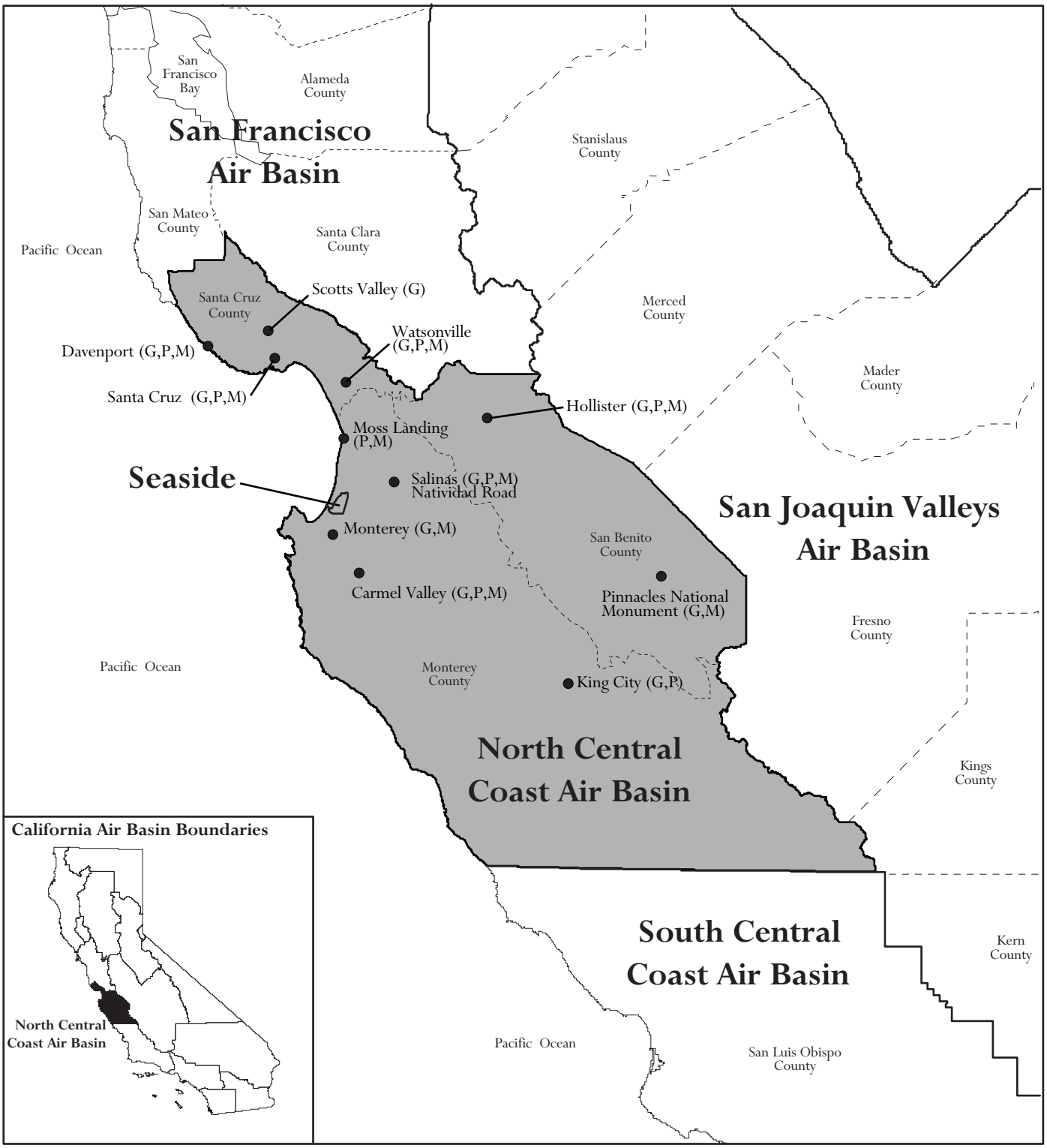
Because the basin has not violated the State ozone standard more than three times at any monitoring location within the district during calendar year 2000, the district is designated "nonattainment-transitional" for ozone. *However, according to the Monterey Bay Air Pollution Control District (MBUAPCD), the District will be redesigned from a "non-attainment transitional" area to a "nonattainment" area in November 2003 due to the number of exceedances of the ozone standard in 2002.* ~~The State Air Resources Board does not recognize the "nonattainment transitional" designation until it has validated the data. There has been a downward trend in the number of ozone exceedances within the last 13 years. However, the nonattainment transitional designation is based on one year of ambient pollutant data and does not reflect the variability of meteorological conditions. Because meteorological conditions can lead to variability in air pollutant formation, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) can remain on the borderline of attainment and non-attainment for several years until there is a sufficient reduction in the generation of ozone precursors to overcome the variability caused by meteorological conditions.~~

Climate and Meteorological Conditions

Seaside enjoys the sunniest of the moderate year-round Peninsula coastal climates. Summer highs seldom exceed 80° F and winter temperatures rarely drop below 40° F. Annual rainfall averages 18.7 inches with over 95% occurring during the fall and winter months. The average relative humidity in Seaside is 74% in summer and 66% in winter. Fog and low stratus clouds moving inland from the ocean are fairly frequent, especially on summer mornings. These summer fogs and stratus clouds generally dissipate before noon.

Air Quality Standards

The State of California and the federal government have established air quality standards and emergency episode criteria for various pollutants. These standards are used to determine attainment of State and federal air quality goals and plans. Generally, State regulations have stricter standards than those at the federal level. Air quality standards are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. Episode criteria define air pollution concentrations at the level where short-term exposures may begin to affect the health of a portion of the population particularly susceptible to air pollutants. The health effects are progressively more severe and



SOURCE: CALIFORNIA AIR RESOURCES BOARD, STATE AND LOCAL AIR MONITORING NETWORK PLAN; 2000

LEGEND

- NORTH CENTRAL COAST AIR BASIN BOUNDARY
- AIR BASIN BOUNDARY
- COUNTY BOUNDARIES

Monitoring Types

- (G) GASEOUS
- (P) PARTICULATE
- (T) TOXICS
- (M) METEOROLOGICAL
- ● AIR MONITORING STATION

N W E S

0 20 40 Miles

FIGURE 5.2-1
NORTH CENTRAL COAST AIR BASIN

widespread as pollutant concentrations increase. The health effects and the current State and federal standards for those pollutants which have designated Ambient Air Quality Standards are presented in **Table 5.2-1**.

Table 5.2-1
Applicable Federal and State Ambient Air Quality Standards*

AIR POLLUTANT	STATE STANDARD CONCENTRATION/ AVERAGING TIME	FEDERAL PRIMARY STANDARD CONCENTRATION/ AVERAGING TIME	MOST RELEVANT EFFECTS
Ozone	0.09 ppm, 1-hr. avg.>	0.12 ppm, 1-hr. avg.> 0.08 ppm, 8-hr. avg.>	(a) Short-term exposures: (1) Pulmonary function decrements and localized lung edema in humans and animals. (2) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (b) Long-term exposures: Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (c) Vegetation damage; (d) Property damage
Carbon Monoxide	9.0 ppm, 8-hr. avg.> 20 ppm, 1-hr. avg.>	9 ppm, 8-hr. avg.> 35 ppm, 1-hr. avg.>	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.>	0.053 ppm, ann. avg.>	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration
Sulfur Dioxide	0.04 ppm, 24-hr. avg.> 0.25 ppm, 1-hr. avg.>	0.03 ppm, ann. avg.> 0.14 ppm, 24-hr. avg.>	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma
Suspended Particulate Matter (PM_{10})**	30 µg/m^3, ann. geometric mean> 50 µg/m^3, 24-hr. average >	50 µg/m^3, ann. arithmetic mean > 150 µg/m^3, 24-hr. avg. >	(a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; (b) Excess seasonal declines in pulmonary function, especially in children; (c) Increased risk of premature death from heart or lung diseases in elderly
Suspended Particulate Matter ($PM_{2.5}$)**		15 µg/m^3, ann. arithmetic mean > 65 µg/m^3, 24-hr avg.>	
Sulfates	25 µg/m^3, 24-hr avg.≥		(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage
Lead	1.5 µg/m^3, 30-day avg.≥	1.5 µg/m^3, calendar quarter>	(a) Increased body burden; (b) Impairment of blood formation and nerve conduction
Visibility-Reducing Particles	In sufficient amount such that the extinction coefficient is greater than 0.23 inverse kilometers (to reduce the visual range to less than 10 miles) at relative humidity less than 70 percent, 8-hour average (10am-6pm)		Visibility impairment on days when relative humidity is less than 70 percent

Source: Source: *AQMP 2003. Available at http://www.aqmd.gov/aqmp/AQMD03AQMP.htm*

* For readers' convenience in picking out standards quickly, concentration appears first; e.g. "0.12 ppm, 1-hr. avg.>" means 1-hr. avg.> 0.12 ppm.

** New and stricter state standards for PM are proposed and adopted by ARB. They include: PM10 annual average of 20 µg/m^3 and new PM2.5 annual average of 12 µg/m^3.

Monitored Air Quality

The Monterey Bay Unified Air Pollution Control District, which implements the Clean Air Act for the North Central Coast Air Basin (NCCAB), operates ten monitoring stations in the basin. The closest air monitoring station is the Monterey-Silver Cloud Court in the City of Monterey. This station monitors ozone levels in the area. The station is identified in **Figure 5.2-2**.

Table 5.2-2 summarizes the number of days the State and federal standards were exceeded for O_3 for Monterey-Silver Cloud Court Station. As noted previously, transport of pollutants from the San Francisco Bay Area also influences the attainment status of the Monterey Bay region. The transport analysis in the AQMP indicates that 50 percent of the exceedances (in the NCCAB) are the result of overwhelming transport from the Bay Area meaning that the exceedance would have occurred even with no emission contribution from the NCCAB. *Since O_3 is a regional pollutant, Table 5.2-2a has been prepared to depict the number of days the State and federal standards were exceeded for O_3 in NCCAB.*

As shown in **Table 5.2-3**, the State standard for maximum hourly ozone was exceeded only once between 1998 and 2001. In June 14, the monitoring station recorded a high of 0.095 ppm, exceeding the State standards of 0.090 ppm by 0.005 ppm. The federal maximum one hour ozone standard was not exceeded at all between 1998 and 2001.

Air Quality Management Plan

In accordance with federal Clean Air Act requirements, the State of California must submit State Implementation Plans (SIPs) that demonstrate how non-attainment areas will meet a number of federal health based standards by specific deadlines. The California Clean Air Act of 1988 requires the preparation of an Air Quality Management Plan. This plan, which is required to be updated every 3 years, shows how the State plans to meet the state ozone standard. The MBUAPCD ~~in cooperation with the Association of Monterey Bay Area Governments (AMBAG)~~ prepares air quality plans that address attainment of the State ozone ambient air quality standards (AAQS*). The federal plans are a cooperative effort between AMBAG and the MBUAPCD.* ~~and maintenance of federal AAQS.~~ The *2000 Air Quality Management Plan (AQMP) for the Monterey Bay Region* (MBUAPCD 2001) mandates a variety of measures to reduce traffic congestion and improve air quality. These measures include the requirement that each jurisdiction develop an air quality component within its General Plan.

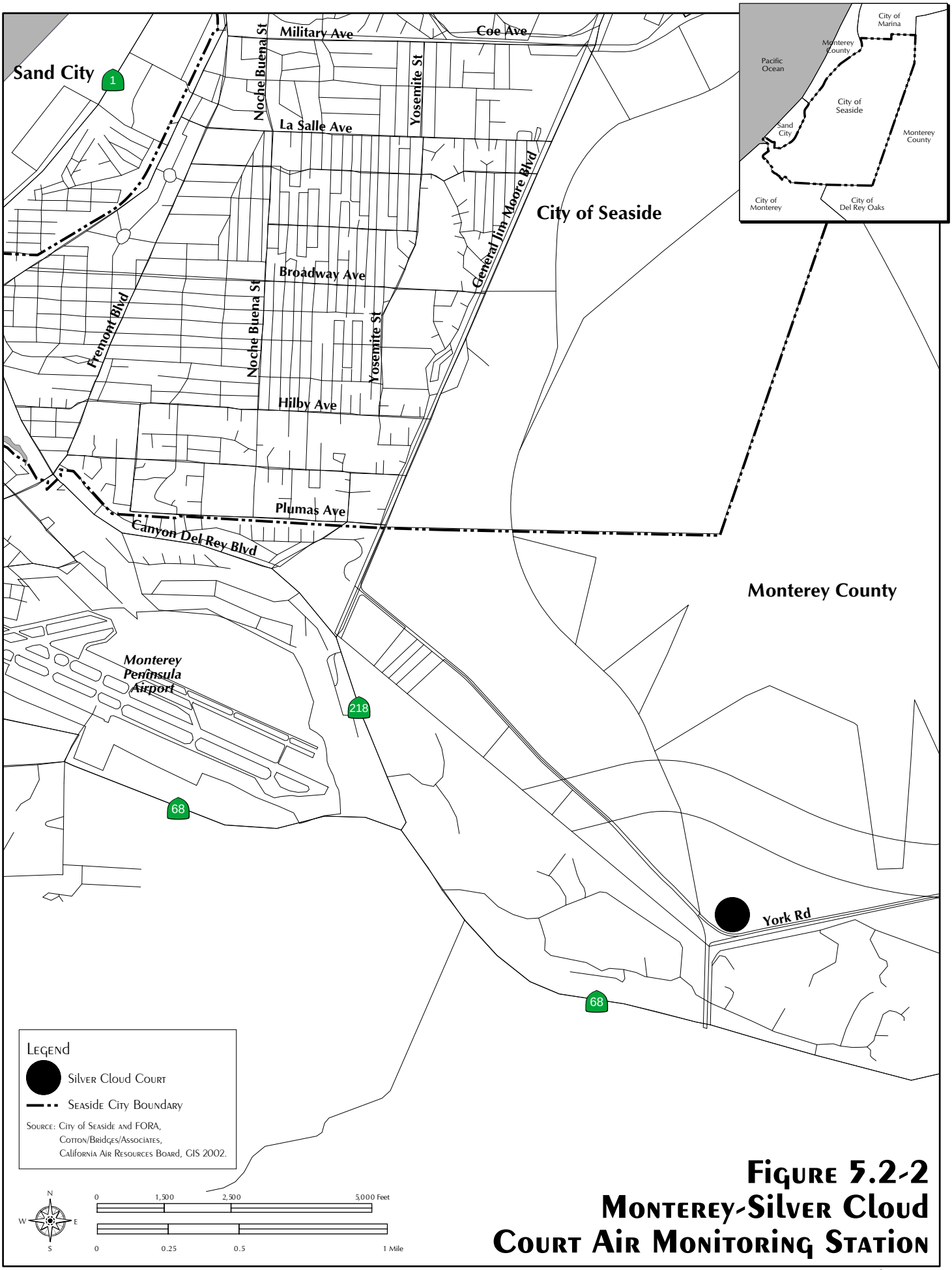


Figure 5.2-2
Monterey-Silver Cloud Court Air Monitoring Station

Table 5.2-2
Highest 4 Daily Maximum Hourly Ozone Measurements and Number of Days Above the Hourly Standards at Monterey-Silver Cloud Court (1998-2001)
(parts per million)

Year	1998	1999	2000	2001
High	Apr 22 - 0.069	Oct 10 - 0.075	Jun 14 - 0.095	May 30 - 0.084
2nd High	Oct 19 - 0.068	Apr 16 - 0.069	Sep 19 - 0.084	May 31 - 0.072
3rd High	Oct 06 - 0.063	Apr 15 - 0.066	May 21 - 0.075	Oct 14 - 0.068
4th High	Oct 20 - 0.062	Sept 29 - 0.066	Sept 18 - 0.070	May 07 - 0.066
*Days over State Standard	0	0	1	0
*Days over National Standard	0	0	0	0
**Year Coverage	98	97	96	100

Source: California Air Resources Board, 2003.

* The number of days at least one measurement was greater than the level of the state hourly standard (0.09 parts per million) of the national hourly standard (0.12 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

** Year Coverage indicates how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutants concentrations are expected. For the current year, Year Coverage will be 0 at the beginning year and will increase as the data for the year become available. Year Coverage is blank when the data history at the site is insufficient to determine when high concentrations are expected.

Table 5.2-2a
Highest 4 Daily Maximum Hourly Ozone Measurements and Number of Days Above the Hourly Standards in the North Central Coast Air Basin (1998-2001)
(parts per million)

Year	*1998*	*1999*	*2000*	*2001*
High	*Jul 18 – 0.124*	*Aug 25 - 0.107*	*May 20 – 0.098*	*May 30 - 0.108*
2nd High	*Jul 15 - 0.113*	*Aug 28 – 0.105*	*Jun 14 - 0.096*	*Jul 02 - 0.100*
3rd High	*Aug 03 - 0.110*	*Oct 21 - 0.097*	*Jul 31 - 0.096*	*May 08 - 0.095*
4th High	*Aug 28 - 0.109*	*Sept 05 - 0.094*	*Jun 13 – 0.094*	*Aug 16 - 0.092*
**Days over State Standard*	*10*	*3*	*3*	*3*
**Days over National Standard*	*0*	*0*	*0*	*0*
***Year Coverage*	*100*	*99*	*100*	*100*

Source: California Air Resources Board, 2003.

** The number of days at least one measurement was greater than the level of the state hourly standard (0.09 parts per million) of the national hourly standard (0.12 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.*

*** Year Coverage indicates how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutants concentrations are expected. For the current year, Year Coverage will be 0 at the beginning year and will increase as the data for the year become available. Year Coverage is blank when the data history at the site is insufficient to determine when high concentrations are expected.*

Sensitive Receptors

High concentrations of air pollutants pose health problems for the general population, particularly young children playing outdoors, the elderly, and the ill. Locations where these people congregate are considered sensitive receptors. Examples of sensitive receptors include schools, community/civic centers, parks, hospitals, and nursing homes. As identified

in **Table 5.2-3**, typical health problems associated with major pollutants and smog include respiratory ailments, eye and throat irritations, headaches, coughing, and chest discomfort.

Table 5.2-3
Air Pollution Sources and Effects

Air Pollutant	Primary Effects
Ozone	Aggravation of respiratory and cardiovascular diseases, irritation of eyes, impairment of cardiopulmonary function.
Carbon Monoxide	Reduced tolerance for exercise, impairment of mental function, impairment of fetal development, death at high levels of exposure, aggravation of some heart diseases (angina).
PM_{10}	Reduced lung function, aggravation of the effects of gaseous pollutants, aggravation of respiratory and cardio-respiratory diseases, increased coughing and chest discomfort, soiling, reduced visibility
Nitrogen Dioxide	Aggravation of respiratory illness, reduced visibility, formation of acid rain

Source: Cotton/Bridges/Associates derived from South Coast Air Quality Management District CEQA Air Quality Handbook, 1993.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan would:

- Violate any federal, State, or local ambient air quality standard;
- Exceed the MBUAPCD significance thresholds as identified below;
- Conflict with the MBUAPCD Air Quality Management Plan;
- Create objectionable odors; or
- Expose sensitive receptors to substantial pollutant concentrations.
- Degrade Level of Service (LOS) on roadway segments from D or better to E or F;

The MBUAPCD has developed guidelines by which air pollutant emissions from individual projects would be quantified, evaluated and mitigated. The MBUAPCD evaluates project related air pollutant emissions for purposes of significance determinations under CEQA based on the criteria shown in **Table 5.2-4.**

Table 5.2-4
Thresholds of Significance for Criteria Pollutants of Concern
Operational Impacts[1, 2, 3]

Pollutant	Thresholds of Significance
VOC	137 lb/day (direct + indirect)
NOx, as NO_2	137 lb/day (direct + indirect)
PM_{10}	82 lb/day (on-site)
	AAQS exceeded along unpaved roads (offsite)
CO	LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
SOx, as SO_2	150 lb/day (direct)

[1] Projects that emit other criteria pollutant emissions would have a significant impact if emissions would cause or substantially contribute to the violation of State or national AAQS. Criteria pollutant emissions could also have a significant impact if they would alter air movement, moisture, temperature, climate, or create objectionable odors in substantial concentrations. When estimating project emissions, local or project-specific conditions should be considered.
[2] District-approved dispersion modeling can be used to refute (or validate) a determination of significance if modeling shows that emissions would not cause or substantially contribute to an exceedance of State and national AAQS.
[3] Modeling should be undertaken to determine if the project would cause or substantially contribute (550 lb/day) to exceedance of CO AAQS. If not, the project would not have a significant impact.
Source: *CEQA Air Quality Guidelines, 2000.* Monterey Bay Unified Air Pollution Control District.

The MBUAPCD emission thresholds for construction and operational phase emissions were developed for individual development projects to determine if that particular project would result in significant levels of air pollution. Because this is a General Plan update for the City of Seaside, the MBUAPCD has indicated that an emissions inventory should not be prepared and that air quality emissions attributable to the project should be evaluated based on whether the population forecasts described in the General Plan are consistent with the population forecasts used in the AQMP.

Environmental Impact

Air quality impacts from future development allowed by the General Plan can be divided into two types, short-term impacts and long-term impacts. Short-term impacts are associated with construction activities and long-term impacts are associated with the continued operation of developed land uses and the associated increase in vehicular trips.

Short-Term Impacts

Construction Impacts

Construction related air quality impacts will occur periodically throughout implementation of the General Plan. Future development in the City will generate construction impacts associated with the following construction activities: 1) construction equipment exhaust emissions; 2) emissions from worker vehicles traveling to and from construction sites; 3) dust from grading and earth-moving operations; and 4) Reactive Organic Gases (ROG) emissions from the application of architectural coatings and solvent usage.

Because the General Plan identifies future land uses and does not contain specific development proposals, construction related emissions are speculative and cannot be accurately determined at this stage of the planning process. However, construction emissions can be estimated for a project that would be representative of the type of development that would be allowed under the proposed General Plan. For example, a development project of 180 dwelling units on 20 acres of land would potentially involve earthmoving activities over 2.2 acres per day. Earthmoving activities occurring over 2.2 acres has been identified by the MBUAPCD as potentially exceeding the PM_{10} threshold. The MBUAPCD have established a threshold of 8.1 acres for projects which have minimal earthmoving activities. It is probable that individual or multiple projects, occurring simultaneously, allowed for in the General Plan would involve earthmoving activities which exceed these PM_{10} thresholds.

The emission of ozone precursors such as NOx and Volatile Organic Compounds (VOCs) are included in the emission inventories for construction activities in the AQMP and would not have a significant impact on the attainment and maintenance of ozone AAQS. However, emissions from equipment not usually used at construction sites such as grinders and portable equipment should be quantified because they may not have been included in the equipment list used in the preparation of the SIP. Emissions of CO and Sulfur Oxides (SOx) would have the potential to exceed MBUAPCD emission thresholds if a relatively large number of these pieces of equipment were used simultaneously.

Dust control programs, which may include such activities as watering, street sweeping, and chemical soil binders would reduce the emissions of PM_{10} from construction activities, but PM_{10} from the construction of large scale or multiple projects could still exceed the PM_{10} threshold. Currently, exhaust control devices and alternative fuels are not commercially widespread and would not provide a sufficient level of emission control such that emissions of CO and SOx would be below emission thresholds.

Construction related emissions would have to be evaluated on a project specific basis. Construction of larger scale projects is likely to involve substantial CO emissions. *However, according to MBUAPCD, CO is not considered to be construction emission of concern. Rather, the impact of CO emissions on air quality should be evaluated when specific projects are proposed.* As such, the potential short-term air quality impacts from construction of allowed General Plan land uses are considered significant for ~~CO,~~ SOx and PM_{10}. Implementation of Mitigation Measure AQ1 will reduce the impact to the extent feasible; however, this impact will remain significant and unavoidable. Mitigation Measure AQ1 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-6.1.3, which requires the City to review development proposals for potential regional and local air quality impacts per the California Environmental Quality Act (CEQA). If potential impacts are identified, mitigation will be required to reduce the impact to a level less than significant, where technically and economically feasible. Implementation of Mitigation Measure AQ1 will help to reduce the impacts to air quality, but as the Planning Area is located within a non-attainment air basin, there will continue to be a significant and unavoidable short-term air quality impact due to construction emissions that will occur from future development pursuant to buildout of the General Plan.

Objectionable Odors

Construction activities and certain types of land uses, such as heavy commercial, restaurants, and military land uses may create objectionable odors in the planning area. Monterey Bay Unified Air Pollution Control District Rule 402 prohibits any mobile or stationary source generating an objectionable odor, with the exception of odors emanating from agricultural operations necessary for the growing of crops or raising of fowl or animals. Currently, the District receives approximately 400 air pollution complaints every year from members of the public. Once reported, an inspector is dispatched to investigate the emission and make a determination whether the source is in violation of a district rule or "permit to operate" condition. If the source is found in violation, enforcement action will proceed. The nature of the enforcement action depends on the severity of the violation.

On occasion, the District receives multiple complaints alleging the same impact or nuisance. This may result in a determination that a business, government agency operation (local, State, or federal), or person(s) is creating a public nuisance. The California Health and Safety Code sec. 41700 and District Rule 402 prohibit emissions of air contaminants from any source that cause nuisance or annoyance to a considerable number of people or that presents a threat to public health or causes property damage. As such, compliance with the aforementioned rules would preclude land uses proposed under the Plan from emitting objectionable odors and would, therefore, not result in significant air quality impacts from objectionable odors.

Long-Term Impacts

New development that may occur pursuant to the proposed General Plan will produce emissions on both a local and regional scale. Regional emissions are those that are assessed in terms of the amount of air pollutants that would be added to the emissions inventory for the region. Local scale concentrations are generally assessed to determine whether concentrations on a local scale would expose sensitive receptors to excessive concentrations of air pollution. In terms of regional emissions, the major sources of new air pollution will result from: 1) on-site emissions from use of natural gas for heating, cooking, and water heating; 2) emissions from vehicles traveling to and from the planning area; 3) emissions from the combustions of fossil fuels at power plants to produce electricity used within the planning area; and 4) stationary source emissions from industrial and commercial uses. Local scale concentrations are generally evaluated based on project contributions to congested traffic conditions or during the permitting process for stationary source emissions.

Regional Emissions

Typically, individual development projects subject to the provisions of CEQA would have emissions attributable to the project evaluated against operational phase emission thresholds. These thresholds were previously identified in **Table 5.2-4**. However, General Plans establish development for cities over extended time periods and are used directly in the development of the AMBAG regional population forecasts, which are used to develop the AQMP. The AQMP provides a framework for which this region would meet the state ambient air quality standard for ozone. As recommended by the MBUAPCD, the evaluation of whether the General Plan would lead to significant air quality emissions should be based on whether the population forecasts described in the General Plan are consistent with the

population forecasts used in the AQMP. The emission inventory forecasts developed for the AQMP are based on emissions from the following sources:

- Motor vehicle exhaust;
- Stationary sources such as industrial processes and stationary fuel combustion; and
- Area wide sources such as solvent evaporation from architectural coatings, consumer products and prescribed burns.

The AQMP forecasted emissions inventory assumed a population size based on the AMBAG population projections. The population projected from AMBAG assumed a mix of emission generation activities. Emissions sources related to population size include those from motor vehicle usage, energy consumption, consumer products, as well as industrial and commercial activities which support the population. The number and magnitude of these emission generating activities are based, in part, on population size. The AQMP addresses attainment of State ozone standards, while the State Implementation Plan (SIP) addresses attainment/maintenance of federal ozone standards. The SIP for the North Central Coast Air Basin is the federal Maintenance Plan adopted in 1994. The extent of emission control measures are based on the emissions inventory.

As recommended by the MBUAPCD, the evaluation of whether the General Plan would lead to significant air quality emissions should be based on whether the population forecasts described in the General Plan update are consistent with the population forecasts used in the AQMP. The emissions inventory for the City of Seaside is based in part on forecasted population estimates. Population has been chosen as a gauge for plan consistency because emissions can be correlated based on population size for urban and suburban areas. If the population forecasts described in the General Plan are below the population forecasts in the AQMP, then the General Plan can be considered to be consistent with the AQMP. If the population forecast is higher in the General Plan than in the AQMP, then the General Plan is not considered to be consistent with the AQMP and would result in significant cumulative air pollutant emissions.

This consistency analysis is performed by AMBAG which develops population forecasts (the most recent forecasts are the *1997 Regional Population and Employment Forecast)* that are used in the AQMP. The General Plan capacity is 39,179 while the AMBAG population forecast in 2020 is 45,791. Therefore, the population projections contained in the 1997 Regional Population and Employment Forecast by AMBAG for years 2000 through 2020 for Seaside are higher than will actually occur. Thus, implementation of the General Plan is anticipated to result in less population growth and less emissions than are currently accounted for in the AQMP. Therefore, as per Appendix G of the CEQA Guidelines, the General Plan would not conflict with the applicable air quality plan. The General Plan would not result in a significant impact associated with the adopted AQMP.

Sensitive Receptors

Identifying local scale air quality impacts involves assessing pollutant concentrations in close proximity to projects where sensitive receptors would be located. As per MBUAPCD CEQA Air Quality Guidelines, potential local scale impacts can be determined by either computer modeling of pollutant sources or by identifying those intersections or roadway segments

that experience a deterioration of LOS. Those roadway segments that experience deterioration in the LOS below a level of service C would experience a lower travel speed and higher idling times. A lower travel speed generally results in a higher rate of emissions and increased idling times would also result in increased amounts of emissions associated with idling vehicles.

Based on the traffic analysis presented in *Section 5.12 Transportation*, no roadway segment within the planning area will experience a Level of Service D or worse after the proposed roadway improvements are implemented. The proposed project will not subject sensitive receptors to pollutant concentrations associated with traffic congestion.

Mitigation Measures

AQ1. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-6.1.3, which requires City review of development proposals for potential regional and local air quality impacts per the California Environmental Quality Act (CEQA). If potential impacts are identified, mitigation will be required to reduce the impact to a level less than significant, where technically and economically feasible.

Impact After Mitigation

Short-Term Impacts

Significant and unavoidable.

Long-Term Impacts

Not applicable.

5.3 Biological Resources

Environmental Setting

Vegetation and Wildlife

The City of Seaside is situated adjacent to the Pacific Ocean on the Monterey Peninsula. The surrounding hillsides provide a backdrop for the City and offer scenic views of Monterey Bay and the peninsula. The coastal dunes provide a unique identity to the City. The Laguna Grande/Roberts Lake environment provides sensitive habitat consisting of riparian woodlands and marshland vegetation. Land east of General Jim Moore Boulevard is largely comprised of chaparral and coastal scrub, most of which is protected habitat under the control of the Bureau of Land Management. The undeveloped portions of land north of Military Avenue contain patches of grassland, and areas of northeast Seaside contain coastal live oak woodland and savanna resources.

There are roughly six areas of native vegetation and wildlife within Seaside. These include: 1) Laguna Grande/Roberts Lake area; 2) beachfront along Monterey Bay; 3) vacant lands between the Union Pacific railroad and Del Monte Boulevard, extending from Canyon Del Rey to Fremont Boulevard; 4) chaparral and coastal sage scrub to the east of General Jim Moore Boulevard and south of Eucalyptus Road; 5) grasslands in the undeveloped portions of lands located north of Military Avenue; and 6) coastal live oak woodland and savanna located primarily north of Eucalyptus Avenue and east of General Jim Moore Boulevard (**Figure 5.3-1**).

The Laguna Grande/Roberts Lake environment consists of a hierarchy of creeks, intermittent streams and other drainage ways. Streams and drainage way areas are important because of their ability to provide habitat corridors for fish and wildlife, preserve riparian vegetation such as woodlands and marshland vegetation, and carry storm water runoff. The coastal dune lands consist of the tidal zone and an upland area that averages about 1,500 feet in depth. It contains numerous high dunes covered with a variety of beach grass, low shrubs, and other vegetation. The auto center expansion maintains a ruderal plant community. This area contains a variety of special interest and candidate species of plants and wildlife.

The southwestern portion of Seaside is the area comprising the City's jurisdictional boundary prior to the closure of the Fort Ord military base. Mostly urbanized, this area contains limited, but highly sensitive biological resources. With the closure of the base and annexation of portions of the former Fort Ord, Seaside's land area increased from roughly three square miles to nearly nine square miles. Much of the recently acquired land is undeveloped and provides opportunities for the conservation of biological resource communities.

The City's goal is to preserve and protect the sensitive habitats and species within the community. In order to do that, the Habitat Management Plan (HMP) identifies the Laguna Grande, Roberts Lake, beachfront, and the west Del Monte Boulevard frontage, from Canyon Del Rey to Fremont, as critical native vegetation and habitat areas. Additionally, the Plan provides for the protection of endangered plant communities in these areas through

the use of dedicated conservation easements, and prohibits use of non-native and non-native compatible plant species in proposed landscapes. **Figure 5.3-2** depicts the Habitat Management Plan.

The region provides habitat for certain endangered/threatened species of wildlife. **Table 5.3-1** lists the federal and state special status plants and animals that are either threatened, endangered, or species of concern in Monterey County. There are no natural vegetation communities that are listed as threatened, endangered or species of concern in the County.

Table 5.3-1
Special Status Plants and Animals of Monterey County

Scientific Name	Common Name	Status[1]	
		Federal	California
Vascular Plants			
Allium Hickmanii	Hickman's Onion	Species of Concern	None
Arctostaphylos Cruzensis	Arroyo De La Cruz Manzanita	Species of Concern	None
Arctostaphylos Edmundsii	Little Sur Manzanita	Species of Concern	None
Arctostaphylos Montereyensis	Monterey Manzanita	Species of Concern	None
Arctostaphylos Pajaroensis	Pajaro Manzanita	Species of Concern	None
Arctostaphylos Pumila	Sandmat Manzanita	Species of Concern	None
Astragalus Tener Var Titi	Coastal Dunes Milk-Vetch	Endangered	Endangered
Calochortus Weedii Var Vestus	Late-Flowered Mariposa Lily	Species of Concern	None
Camissonia Hardhamiae	Hardham's Evening-Prinmrose	Species of Concern	None
Chlorogalum Purpureum Var Purpureum	Purple Amole	Proposed Threatened	None
Chorizanthe Biloba Var Immemora	San Benito Spineflower	Species of Concern	None
Chorizanthe Pungens Var Pungens	Monterey Spineflower	Threatened	None
Chorizanthe Rectispina	Straight-Awned Spineflower	Species of Concern	None
Chorizanthe Robusta Var Robusta	Robust Spineflower	Endangered	None
Ciirsium Loncholepis	La Graciosa Thistle	Proposed Endangered	Threatened
Ciirsium Occidentale Var Compactum	Compact Cobwebby Thistle	Species of Concern	None
Cordylanthus Rigidus Ssp Littoralis	Seaside Bird's-Beak	Species of Concern	Endangered
Cupressus Goveniana Spp Goveniana	Gowen Cypress	Threatened	None
Cupressus Macrocarpa	Monterey Cypress	Species of Concern	None
Delphinium Hutchinsoniae	Huthinson's Larkspur	Species of Concern	None
Delphinium Recurvatum	Recurved Larkspur	Species of Concern	None
Ericameria Fasciculate	Eastwood's Goldenbush	Species of Concern	None
Eriogonum Butterworthianum	Butterworth's Buckwheat	Species of Concern	Rare
Erysimum Ammophilum	Coast Wallflower	Species of Concern	None
Erysimum Menziesii Ssp Menziesii	Menzies's Wallflower	Endangered	Endangered
Erysimum Menziesii Ssp Yadonii	Yadon's Wassflower	Endangered	Endangered
Fremontodendron Mexicanum	Mexican Flannelbush	Endangered	Rare
Fritillaria Falcate	Talus Fritillary	Species of Concern	None
Fritillaria Liliacea	Fragrant Fritillary	Species of Concern	None
Fritillaria Viridea	San Benito Fritillary	Species of Concern	None
Galium Californicum Ssp Luciense	Cone Peak Bedstraw	Species of Concern	None
Gilia Tenuiflora Ssp Arenaria	Sand Gilia	Endangered	Threatened

Table 5.3-1
Special Status Plants and Animals of Monterey County

Scientific Name	Common Name	Status[1]	
		Federal	California
Hemizonia Parryi Ssp Congdonii	Congdon's Tarplant	Species of Concern	None
Halocarpha Macradenia	Santa Cruz Tarplant	Proposed Threatened	Endangered
Horkelia Cuneata Ssp Sericea	Kellogg's Horkelia	Species of Concern	None
Layia Carnixa	Beach Layia	Endangered	Endangered
Layia Heterotricha	Pale-Yellow Layia	Species of Concern	None
Layia Jonesii	Jones's Layia	Species of Concern	None
Lupinus Tidestromii	Tidestrom's Lupine	Endangered	Endangered
Malacothamnus Abbottii	Abbott's Bush Mallow	Species of Concern	None
Malacothamnus Davidsonii	Davidson's Bush Mallow	Species of Concern	None
Malacothamnus Palmeri Var Involucratus	Carmel Valley Bush Mallow	Species of Concern	None
Malacothamnus Palmeri Var Lucianus	Arroyo Seco Bush Mallow	Species of Concern	None
Malacotrix Saxatilis Var Arachnoidea	Carmel Valley Malacothrix	Species of Concern	None
Pedicularis Dudleyi	Dudley's Lousewort	Species of Concern	Rare
Pantachaeta Exilis Ssp Aeolica	Slender Pentachaeta	Species of Concern	None
Pinus Radiate	Monterey Pine	Species of Concern	None
Piperia Yadonii	Yadon's Rein Orchid	Endangered	None
Plagiobothrys Uncinatyus	Hooked Popcorn-Flower	Species of Concern	None
Pogogyne Clareana	Santa Lucia Mint	Species of Concern	Endangered
Potentilla Hickmanii	Hickman's Cinquefoil	Endangered	Endangered
Sanicula Maritime	Adobe Sanicle	Species of Concern	Rare
Stebbinsoseris Decipiens	Santa Cruz Microseris	Species of Concern	None
Stylocline Masonii	Mason's Neststraw	Species of Concern	None
Trifolium Polyodon	Pacific Grove Clover	Species of Concern	Rare
Trifolium Trichocalyx	Monterey Clover	Endangered	Endangered
Tropidocarpum Capparideum	Caper-Fruited Tropidocarpum	Species of Concern	None
Snails And Slugs			
Helminthoglypta Sequoicola Consors	Redwood Shoulderband (Snail)	Species of Concern	None
Tryonia Imitator	Mimic Tryonia (California Brackishwater Snail)	Species of Concern	None
Spiders And Relatives			
Meta Dolloff	Dolloff Cave Spider	Species of Concern	None
Crustaceans			
Branchinecta Lynchi	Vernal Pool Fairy Shrimp	Threatened	None
Beetles			
Pseudocotalpa Andrewsi	Andrew's Dune Scarab Beetle	Species of Concern	None
Butterflies And Moths			
Euphilotes Enoptes Smithi	Smith's Blue Butterfly	Endangered	None
Fish			
Eucyclogobius Newberryi	Tidewater Goby	Endangered	None
Oncorhynchus Mykiss Irideus	Southern Steelhead	Endangered	None
Amphibians			
Ambystoma Californiense	California Tiger Salamander	Candidate	None

Table 5.3-1
Special Status Plants and Animals of Monterey County

Scientific Name	Common Name	Status[1]	
		Federal	California
Ambystoma Macrodactyulm Croceum	Santa Cruz Long-Toed Salamander	Endangered	Endangered
Bufo Microscaphus Californicus	Arroyo Toad	Endangered	None
Rana Aurora Draytonii	California Red-Legged Frog	Threatened	None
Scaphiopus Hammondii	Western Spadefoot	Species of Concern	None
Taricha Torosa Torosa	Coast Range Newt	None	None
Reptiles			
Anniella Pulchra Nigra	Black Legless Lizard	Proposed Endangered	None
Clemmys Marmorata	Western Pond Turtle	Species of Concern	None
Clemmys Marmorata Pollida	Southwestern Pond Turtle	Species of Concern	None
Phynosoma Coronatum Frontale	California Horned Lizard	Species of Concern	None
Birds			
Agelaius Tridolor (Nesting Colony)	Tricolored Blackbird	Species of Concern	None
Athene Cunicularia (Burrow Sites)	Burrowing Owl	Species of Concern	None
Charadrius Alexandrinus Nivosus (Nesting)	Western Snowy Plover	Threatened	None
Haliaeetus Leucocephalus (Nesting & Wintering)	Bald Eagle	Threatened	Endangered
Pelecanus Occidentalis Californicus (Nesting Colony)	California Brown Pelican	Endangered	Endangered
Rallus Longirostris Obsoletus	California Clapper Rail	Endangered	Endangered
Riparia Riparia	Bank Swallow	None	Threatened
Vireo Bellii Pusillus (Nesting)	Least Bell's Vireo	Endangered	Endangered
Mammals			
Dipodomys Elephantinus	Big-Eared Kangaroo Rat	None	None
Perognathus Inornatus Inornatus	San Joaquin Pocket Mouse	Species of Concern	None
Reithrodontomys Megalotis Distichlis	Salinas Harvest Mouse	None	None
Vulpes Macrotis Mutica	San Joaquin Kit Fox	Endangered	Threatened

Source: California Department of Fish and Game Natural Diversity Database, 2001.
Note: The table does not include California Species of Special Concern or California Native Plant Society Rare Plants.

Figure 5.3-1
Native Vegetation and Wildlife Areas

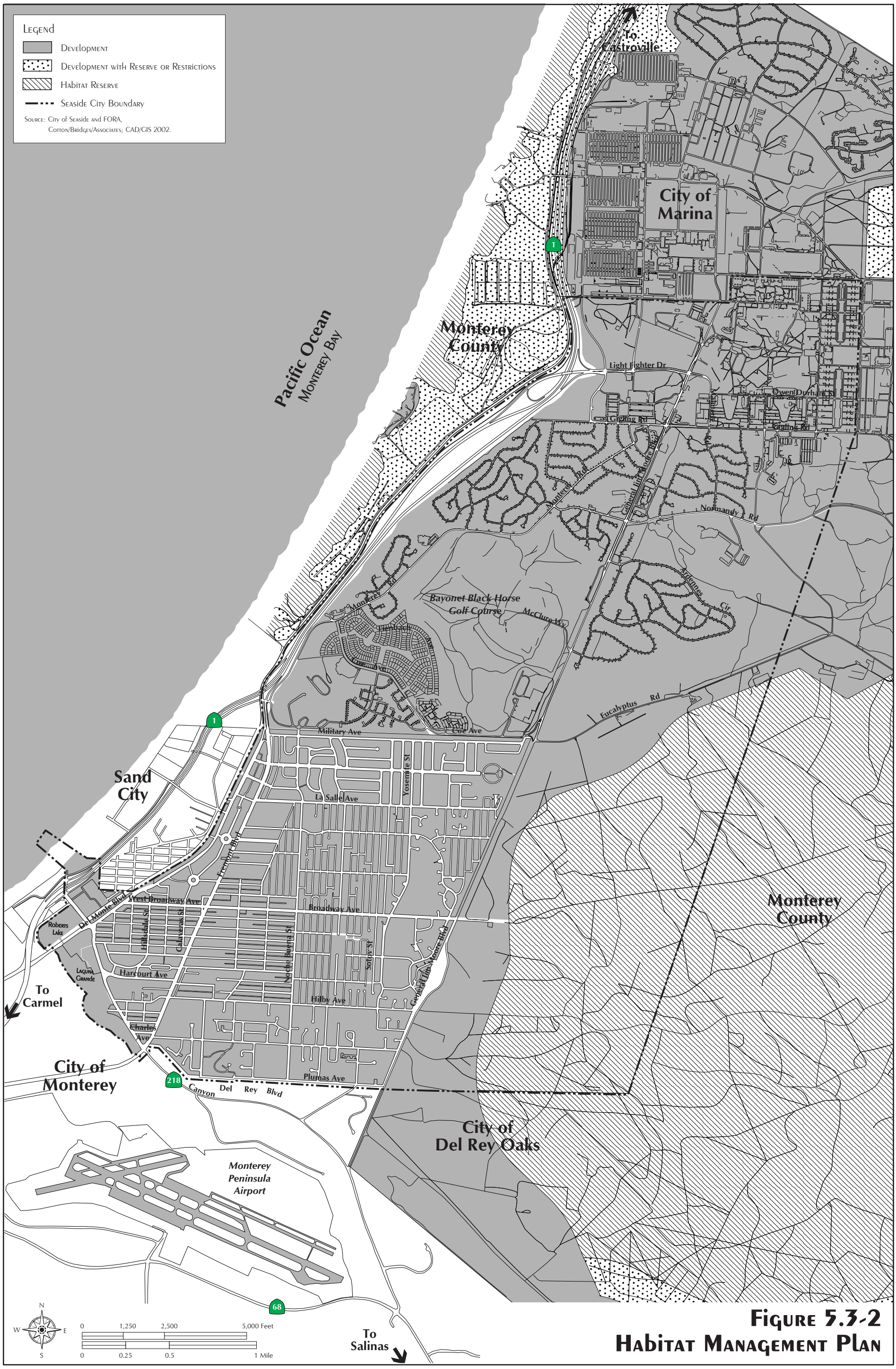


Figure 5.3-2
Habitat Management Plan

Related Plans and Programs

Many federal and State regulations address impacts to sensitive resources. These plans and programs have been enacted through federal, State and local action, and are administered by agencies and special districts. Federal laws pertaining to the protection of significant resources include the Endangered Species Act of 1973 and the National Environmental Policy Act. These and other related plans and programs are described below.

Federal Endangered Species Act

The federal Endangered Species Act (ESA), administered by the U.S. Fish and Wildlife Service, applies to federally listed species and habitat occupied by federally listed species. Federally listed species are most likely to occur within riparian habitat areas in the City's floodplains. ESA Section 9 forbids specified acts that directly or indirectly harm listed species. Section 9 also prohibits "taking" any species of wildlife or fish listed as endangered. These restrictions apply to all federal agencies and all persons subject to United States jurisdiction.

U.S. Fish and Wildlife Service and California Department of Fish and Game

Both the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) have regulations to protect wildlife resources. Special permits are required for the alteration, dredging, or any activity in a lake or stream, as well as other activities that may affect fish and game habitat. Both agencies also regulate impacts to sensitive plant and animal species. Future development in Seaside that has the potential to affect wildlife habitat will be subject to the regulations of both of these agencies.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act of 1969 (NEPA) is considered to be the basic "National Charter" for protection of the environment. NEPA requires that, to the extent possible, the policies, regulations, and laws of the federal government be interpreted and administered in accordance with the protection goals of the law. It also requires federal agencies to use an interdisciplinary approach in planning and decision-making for actions that impact the environment. Finally, NEPA requires the preparation of an EIS on all major federal actions significantly affecting the human environment. The EIS is similar to the EIR required by CEQA.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedures are described in the CEQA statutes and CEQA Guidelines. CEQA will continue to be instrumental in ensuring that the environmental impacts associated with local development projects are appropriately assessed and mitigated.

California Endangered Species Act

The California Endangered Species Act (CESA) (Fish & Game Code §§2050, et. seq.) generally parallels the main provisions of the Federal Endangered Species Act and is administered by the California Department of Fish and Game (CDFG). CESA prohibits the "taking" of listed species except as otherwise provided in State law. Any future development or redevelopment in Seaside that has the potential to affect sensitive wildlife will be subject to the restrictions contained in the CESA.

Tree Ordinance

The Tree Ordinance prohibits the removal of any tree on private property in the City without a permit. The ordinance also contains a list of trees which may not be planted without a permit (including Monterey Pine, Monterey Cypress, Coast Redwood, Blue Gum Eucalyptus, Willows, Cottonwood, and Poplar). Any tree removed must be replaced with a species and at a location approved by the Board of Architectural Review (BAR) or other appropriate authority.

Local Coastal Program

Implementation of Seaside's certified Local Coastal Program protects natural features within the beachfront areas in the City, including the Laguna Grand/Roberts Lake Areas.

Habitat Management Plan

Due to the quantity and diversity of unique habitat and special-status species at the former Fort Ord, an installation-wide multi-species Habitat Management Plan (HMP) was developed, which establishes guidelines for the conservation and management of wildlife and plant species and habitats that depend on the former Fort Ord land for survival. A conceptual conservation area and corridor system has been developed to define the minimum area necessary to preserve HMP species populations and habitats according to known ecological principals and the known biological resource definitions at the former Fort Ord.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan would:

- Reduce the number or restrict the range of rare of endangered plant or animal species;
- Adversely affect any sensitive species, riparian habitat or wetland;
- Interfere substantially with the movement of any native migratory fish or wildlife species; or
- Conflict with any local policies or ordinance protecting biological resources.
- Conflict with the provisions of an adopted local, regional, or state habitat conservation plan or policy;

Environmental Impact

Although the central and western portions of Seaside are largely developed, the northern and western portions of the community have a wide range of climatic, topographic, and soil conditions that enable a variety of unique biological communities to exist in the community. The community's surface water resources also provide important ecological habitat and recreational opportunities. These important resources need to be protected to preserve the quality of life in the community.

The proposed General Plan has the potential to result in significant impacts to a variety of biological resources. Impacts could occur as a result of grading, excavation, and construction activities associated with the implementation of the building of community facilities, private developments, and street and utility improvements. Fragmentation of wildlife habitat and increased impacts from pets, lighting, and noise that may potentially occur as a result of development within the Planning Area could reduce the existing habitat for some wildlife.

Impacts to vegetation communities or habitats that are not protected, are generally common, and do not support special status species are not considered significant. Within the Seaside planning area, removal of ruderal areas or landscape trees are not considered significant impacts to biological resources. However, implementation of the General Plan may result in a significant impact associated with sensitive biological resources potentially occurring in the riparian, wetland, coastal live oak woodland, savanna, chaparral, and coastal scrub biological communities within the planning area. Implementation of Mitigation Measures B1 and B2 will reduce this impact to a level less than significant. Mitigation Measure B1 requires the City to implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.1.1, which requires the use of proper land use planning and environmental review to minimize the impact of urban development on

sensitive ecological and biological resources. Where feasible, the City will require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, the City require habitat replacement at locations and ratios acceptable to the State and federal agencies with jurisdiction over the project. Mitigation Measure B2 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-4.2.1, which requires the City to work closely with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (FWS), and the California Department of Fish and Game (CDFG) during the discretionary project permitting and CEQA review of any project that may result in the alteration of a stream bed, involve the removal of vegetation in wetland and riparian habitats, or disturb Waters of the United States.

The removal of large-sized native trees is also considered a significant impact to botanical resources, due to the value of these mature trees as habitat and their botanical significance. Similarly, these trees may be used by raptors for nesting, such that removal of the tree during nesting season would be a significant adverse impact. The City Tree Ordinance prohibits the removal of any tree on private property in the City without a permit; therefore, no significant impact associated with this issue will occur.

Related Plans and Programs

As described in the Conservation/Open Space Element of the proposed General Plan, the City is required to comply with the federal and State regulations that address impacts to sensitive resources. Therefore, implementation of the General Plan will not result in a significant biological resources impact associated with any federal and state related plans and programs.

The three specific General Plan Land Use Parks and Open Space designations (Parks and Open Space, Habitat Management, and Recreational Commercial) are applied to public and private lands that are intended for conservation, open space, and recreational uses. These designations are typically applied to areas that have an abundance of natural resources, visual resources and/or public safety concerns. The Land Use Element also plans for the conservation and management of parks and open space areas as well as water resources.

Additionally, the Habitat Management Plan (HMP) identifies the Laguna Grande, Roberts Lake, beachfront, and the west Del Monte Boulevard frontage, from Canyon Del Rey to Fremont, as critical native vegetation and habitat areas. The Plan also provides for the protection of endangered plant communities in these areas through the use of dedicated conservation easements and prohibit use of non-native and non-native compatible plant species in proposed landscapes.

Therefore, implementation of the proposed General Plan will not result in a significant impact to a habitat conservation plan or natural community conservation plan.

Mitigation Measures

B1. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.1.1, which requires the use of proper land use planning and environmental review to minimize the impact of urban development on sensitive ecological and biological resources. Where feasible, require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, require habitat replacement at locations and ratios acceptable to the State and federal agencies with jurisdiction over the project.

B2. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-4.2.1, which requires the City to work closely with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (FWS), and the California Department of Fish and Game (CDFG) during the discretionary project permitting and CEQA review of any project that may result in the alteration of a stream bed, involve the removal of vegetation in wetland and riparian habitats, or disturb Waters of the United States.

Impact After Mitigation

Sensitive Habitats and Species

Less than significant.

5.4 Cultural Resources

Environmental Setting

Historical Setting

Monterey County has been called the "cradle of California history". Monterey Bay became the focus of several Spanish exploratory expeditions after it was first noticed by Juan Cabrillo in 1542. Sebastian Vizcaino, who sailed into the bay in 1602, named the bay after Conde de Monterrey, Viceroy of Spain.

Development of the planning area began in 1887 when Dr. John L.D. Roberts bought 150 acres of land from his uncle, David Houghton. Dr. Roberts subdivided 150 acres of the planning area into lots that were sold for $25 each, naming the subdivision Seaside. The Fort Ord Military Base established as a cavalry post in 1917, which drew some population to the area. On October 13, 1954, Seaside was incorporated. Population and development in Seaside expanded between 1968 and 1978 with the mobilization of the Seventh Infantry training unit at Ford Ord. Although, the military base closed in the 1990s, several WWII era structures remain and are considered to have historical significance.

Archaeological Setting

Human occupation of Monterey County may date as far back as 12,000 years. The earliest human occupants of the region were dispersed groups of hunter-gatherers until the first settlements appeared around 7,500-8,000 B.C. The first human occupation of the Monterey Peninsula appears to have occurred 5,100 years ago with the discovery of a series of settlements, or villages along the coast. These settlements are thought to have been occupied by foraging groups of semi-nomadic peoples who, as they gradually increased in number, established a number of villages along the Monterey Peninsula coastline. The indigenous peoples of the Peninsula continued their migratory subsistence behavior until the first Spanish explorers encountered them in the 1500s.

Paleontological Setting

Most of the fossils found in Monterey County, including those found in the planning area, are of marine life forms. Because of the marine origin of these geologic fossil deposits, the fossil record in the region lacks the large, terrestrial fossils found in other regions. Most of Monterey County's fossils are micro-organisms or assemblages of mollusks and barnacles most commonly found in sedimentary rocks ranging from 11,000 to 196 million years of old.

Historic and Archaeological Resource Surveys

The National Register of Historic Places (NRHP) is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support

public and private efforts to identify, evaluate, and protect historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.

A state inventory, the California Register of Historical Resources (CRHR) includes historic resources of importance at the state level. All properties listed in the NRHP are automatically included in the CPHR. The State of California also maintains an historical resources inventory which is administered by twelve regional offices.

Historic and Archaeological Sites

Historically significant sites are located within the community. Stilwell Hall and 35 other structures in the East Garrison area are the only properties in North Seaside that are eligible for the National Register of Historic Places.

The drainage area along the southern border of Seaside, leading to and including Laguna del Rey, is an area of prehistoric archaeological sensitivity. There is one previously recorded prehistoric archaeological site in the area that has been determined to be archaeologically sensitive; however, the site falls adjacent to, but just beyond, the Seaside's City limit. The cities of Del Rey Oaks and Sand City contain areas of high prehistoric archaeological sensitivity.

The area of active sand dunes along the coast appears to be moderately sensitive. One prehistoric archaeological site has been located within this area at the intersection of the area of active dunes and the Laguna del Rey drainage. Dune activity may have buried other sites, such that surface surveys may not find all of the archaeological material present.

Lands east of General Jim Moore Boulevard have also been determined to be areas of archeological sensitivity. These lands are designated as Habitat Management on the Land Use Policy Map (**Figure 5.8-1**).

The bulk of the City of Seaside rests in an area of stabilized sand dunes that do not appear to contain any land forms or natural resources which would have been of interest to an aboriginal population. Therefore, most other lands in the area have low to medium potential for possessing archeological resources.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan:

- Causes a substantial change in the significance of a historical resource;
- Causes a substantial adverse change in the significance of an archaeological resource;
- Directly or indirectly destroys a unique paleontological resource or site or unique feature; or
- Disturbs any human remains, including those interred outside of formal cemeteries.

Environmental Impact

Historic Resources

Growth in Seaside in accordance with the General Plan has the potential to impact historic resources either through direct impacts to resources themselves or impacts to their immediate surroundings. Impacts to the immediate surroundings may result from individual developments that alter a historic structure or the unique character of the physical environment. This is considered a significant impact. Implementation of Mitigation Measures C1 and C2 will reduce this impact to a level less than significant. Mitigation Measure C1 calls for implementation of General Plan Conservation/Open Space Element Implementation Plans COS-5.1.1, which requires the City to continue to assess development proposals and require mitigation for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to the California Environmental Quality Act (CEQA). Mitigation Measure C2 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-5.1, which requires the City to identify programs and funding to assist private property owners in the preservation of buildings and sites of historic and architectural importance. The City will also advertise these resources through information brochures at the public counter and library, as well as on the City's website.

Archaeological and Paleontological Resources

Although areas identified as having high archaeological sensitivity are designated Habitat Management on the Land Use Policy Map **(Figure 5.8-1)**, future growth in accordance with the proposed General Plan has the potential to impact significant archaeological and paleontological resources. Specifically, the development of residential or urban land uses, roads, and infrastructure (e.g. wastewater treatment facilities or water distribution lines) may impact buried archaeological and paleontological resources located throughout the undeveloped portions of the planning area. Current conditions create a potential for adverse impacts on archaeological and paleontological resources due to unauthorized collecting, inadvertent damage from grading and/or road maintenance activities, or

accelerated erosion resulting from intensive or careless land use practices. Implementation of Mitigation Measures C1 and C2 will reduce this impact to a level less than significant.

Mitigation Measures

C1. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-5.1.1, which requires the City to continue to assess development proposals and require mitigation for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

a) For structures that potentially have historic significance, require that a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modification of the project and/or mitigation measures to avoid any impact to a historic structure, when feasible.

b) Assess development proposals for potential impacts to significant *archaeological and* paleontological resources pursuant to of the California Environmental Quality Act Guidelines. If the project involves earthworks, the City may require a study conducted by a professional *archaeologist and/or* paleontologist to determine if *archaeological and/or* paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the archaeological and/or paleontological materials, or require mitigation measures to mitigate the impacts.

C2. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-5.1.2, which requires the City to identify programs and funding to assist private property owners in the preservation of buildings and sites of historic and architectural importance. Advertise these resources through information brochures at the public counter and library, as well as on the City's website.

Level of Significance After Mitigation

Historic Resources

Less than significant.

Archaeological and Paleontological Resources

Less than significant.

5.5 Geology/Soils

Environmental Setting

The City of Seaside is situated adjacent to the Pacific Ocean along the Monterey Peninsula. The surrounding hillsides provide a backdrop for the City and offer scenic views of Monterey Bay and the peninsula. Coastal dunes and the Laguna Grande/Roberts Lake environment also provide a unique identity to the City. Geological hazards associated with this setting include soils limitations, erosion, seismic activity, and tsunamis and seiches.

Geology

Most soils present in Seaside were formed by deposition of sand during the rising and falling sea levels associated with the ice ages of the mid- and late-Pleistocene Epoch. Nearly 200 feet of sand has been deposited in certain areas of the City, creating the older cemented sandstone layers and younger loose sandy soils common throughout the area. More recently, high dunes have developed along the coast as coastal beach and dune deposits.

The soils in the City are generally characterized as medium-grained sand of low to moderate organic matter content. The soils are highly erodible in areas of steeper slopes and cemented subsoil horizons, generally low in fertility and water holding capacity, and excessively well drained. Although there are some minor inclusions of other soils, most of the soils within the City are represented in seven soil series. These include Oceano, Baywood, Santa Ynez, Arnold, Antioch, San Andreas, and Diablo. Additionally, the soils belong to three general classifications: Coastal beaches, Dune land, and Xerorthents.

Soils Limitations

Certain soils within the City have limitations for engineering and construction purposes. These limitations are associated with piping, low-strength, and shrink-swell potential.

Piping is caused by concentrated flows of water or natural infiltration. Soils with high piping potential are unconsolidated sands with very little organic or clay binders. Unconsolidated soils have large pore spaces between the soil particles. When water flows through large pores, sand particles are washed away, this enlarges pores further until they coalesce and form a continuous pipe-like passage. The flow rate accelerates, causing sand particles to break away and the pipe to enlarge. Large amounts of soil material can be washed away below the soil surface without being detected until the surface collapses. Most of the City's soils have a high piping potential, and special consideration must be given to this soil hazard when developing these areas within Seaside.

Soils with low strength lack adequate cohesion between the soil particles to support the weight of the soil. Sandy soils typically have low strength because of the lack of organic or clay materials to bind the grains together. When the moisture is added to the soil, the weight may exceed the cohesive bonds. Low-strength soils typically fail on cut and fill banks that are excessively steep. Sandy soils, such as Baywood, Oceano, and Dune land, may be subject to low-strength conditions. Additionally, soils with high shrink-swell potential contain

clay minerals that expand when wet and shrink when the moisture content is reduced. These soils have low-strength properties as well. High shrink-swell potential in soils typically causes seasonal uplifting of roads and foundations that result in cracking. Clay soils, such as Diablo and Santa Ynez, have limitations caused by both low-strength and shrink-swell potential.

Extensive areas in the southeastern portion of the City have slopes in excess of 30 percent and certain areas have slopes approaching vertical. Development is limited in these areas because of the severe erosion and landslide hazards that exist.

Erosion

Severe coastal erosion is a natural process that has been occurring for several thousand years at Monterey Bay. The erosion is caused by postglacial sea level rise, wave patterns, and geomorphic structure of Monterey Bay. The erosion rate has accelerated in this century from about 1.5 feet per year up to more than 7 feet per year. This increase has resulted from reduced sediment supply, sand mining along the coast, sediment trapping in reservoirs in the Salinas River watershed, and loss of vegetation in shoreline dunes.

Wind erosion mostly affects Dune land, Oceano, and Baywood soils. Wind and water erosion can affect Arnold soil if vegetation is removed or the ground surface is disturbed. Sand blown from exposed soils damages existing and replanted vegetation and accumulates in other areas, where it must be removed.

Five of the soil groups in Seaside are highly susceptible to water erosion: Santa Ynez, Arnold, San Andreas, Diablo, and Xerorthents soils. The natural rate of erosion on these soils is accelerated by disturbances in soils, such as road cuts. Erosion results in gullying, channel incisions, landslides, and sedimentation in wetlands or stream channels downslope from erosion sites.

Seismic Activity

On average, a damaging earthquake strikes somewhere in California every two years. The Monterey Peninsula, including Seaside, is located in a seismically active area. The regional faults include the San Andreas and its eastern branches including the Monterey Bay Fault Zone and its onland extensions, the Chupines and Navy Faults, the San Gregorio-Palo Colorado Fault Zone, the King City-Reliz-Rinconada Fault, and the Zayante-Vergeles Fault. Local faults include Ord Terrace Fault and Seaside Fault. All of these faults are considered active or potentially active. Scientists estimate that large earthquakes on the San Andreas occur about every 130 years. **Figure 5.5-1** shows the location of the faults.

Residents and property in Seaside are subject to risks from the hazards associated with earthquakes. Seismic activity poses two types of hazards: primary and secondary. Primary hazards include ground rupture, ground shaking, ground displacement and subsidence and uplift from earth movement. Primary hazards can induce secondary hazards including ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves

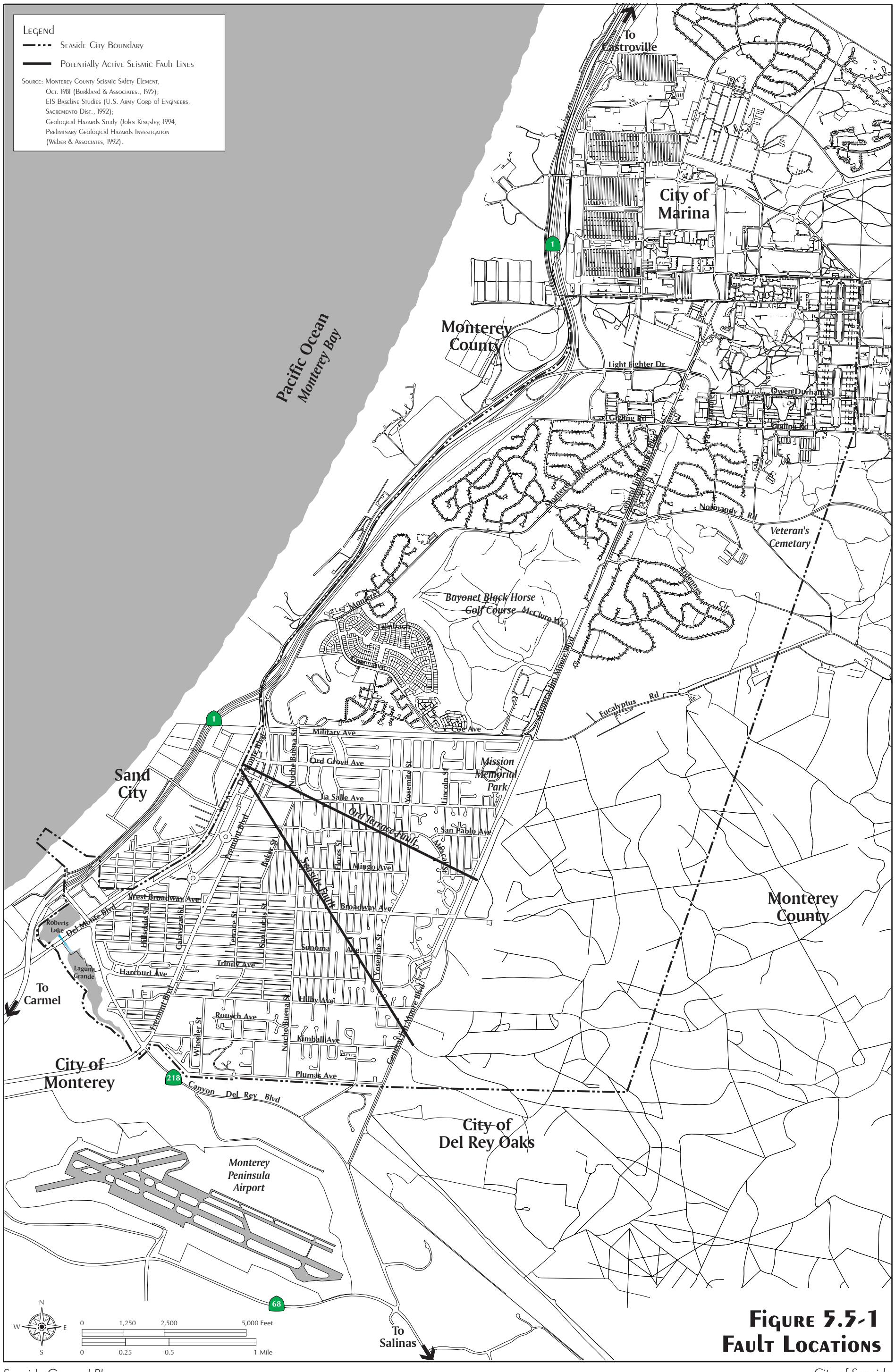


Figure 5.5-1
Fault Locations

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(tsunamis and seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires. Potential seismic hazards affecting Seaside proper include ground shaking, ground rupture, and ground failure, including liquefaction and lateral spreading. Most of the City is subject to moderately high ground shaking, although some areas are subject to higher potential. The coastal beach areas have a very high ground-shaking potential.

Seismologists believe that a major earthquake, magnitude 7 or larger, is likely to occur somewhere in the San Francisco Bay area within the next 30 years. Expected ground shaking for the Monterey Bay region either from a 7 or 8 magnitude earthquake in the San Francisco or Monterey Bay areas would have significant implications for Seaside. The City implements the most recent Building Codes and requires the review pf potential seismic impacts during the environmental review process.

Tsunamis and Seiches

Great earthquakes occurring around the Pacific Ocean can generate seismic sea waves, called tsunamis, which can cause damage along the California coast. Much of the City of Seaside lies approximately 2,000 feet inland from the coastline, which should provide sufficient distance and protection from tsunamis. Additionally, water waves called seiches, generated by seismic ground-shaking, could occur in the City due to the location of Roberts Lake and Laguna Grande within the City.

Related Plans and Programs

Seismic Hazards Mapping Act

Pursuant to the Seismic Hazards Mapping Act, the state Geologist compiles maps identifying seismic hazard zones. Development in seismic hazard areas is subject to policies and criteria established by the State Mining and Geology Board. Additionally, approval of development on a site within a seismic hazard area requires the preparation of a geotechnical report and local agency consideration of the policies and criteria set forth by the State Mining and Geology Board (Public Resources Code Section 2690 et. seq.).

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties that contain such zones, must inform the public regarding the location of these zones, which are usually one-quarter mile or less in width. Proposed development plans within these earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture.

Landslide Hazard Identification Program

The Landslide Hazard Identification Program requires the State Geologist to prepare maps of landslide hazards within urbanizing areas. According to Public Resources Code Section 2687 (a), public agencies are encouraged to use these maps for land use planning and for decisions regarding building, grading and development permits.

City of Seaside Codes

The City has adopted the most recent Uniform Building Code, Uniform Mechanical Code, Uniform Fire Code and the National Electric Code, which contain structural requirements for existing and new buildings. The codes are designed to ensure structural integrity during seismic and other hazardous events, prevent injury, loss of life, and substantial property damage. To protect safety, planned development in Seaside is subject to these structural codes.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan would:

- Expose people or structures to unacceptable risks of major geologic, seismic or soils hazards, including 1) fault rupture, 2) seismic groundshaking; 3) seismic-related ground failure, 4) landslides, 5) soil erosion, 6) unstable soils, or 7) expansive soils that could not be overcome by using reasonable construction and/or maintenance practices.

Environmental Impact

Soils Limitations

Both sandy and clay soils are found in the planning area. Sandy soils, such as Baywood, Oceano, and Dune land, may be subject to low-strength conditions. Low-strength soils typically fail on cut and fill banks that are excessively steep. Clay soils, such as Diablo and Santa Ynez, have limitations caused by both low-strength and shrink-swell potential. High shrink-swell potential in soils typically causes seasonal uplifting of roads and foundations that result in cracking. Additionally, most of the City soils have a high piping potential and severe erosion and landslide hazard exists on extensive areas in the southeastern portion of the City, where slopes in excess of 30 percent and certain areas have slopes approaching vertical. The proposed General Plan may allow development to occur in these areas of potential geologic hazards. This is considered a significant impact. Implementation of Mitigation Measures GS1 GS2 will reduce this potential impact to a level less than significant.

Mitigation Measure GS1 calls for implementation of General Plan Implementation Plan S-1.1.1, which requires the City to assess development proposals for potential seismic and geologic hazards pursuant to the California Environmental Quality Act. The City will require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, the City will also require project applicants to mitigate the impacts per the recommendations contained within the soil and geologic studies. If substantial geologic, seismic hazards cannot be mitigated, development will be relocated or redesigned to avoid the significant hazards. Mitigation Measure GS2 calls for implementation of General Plan Safety Element

Implementation Plan S-1.1.2, which requires the City to, as new versions of building and construction codes are released, adopt and enforce the most recent codes. Specifically, to minimize damage from earthquakes and other geologic activity, the City will implement the most recent State and seismic requirements for structural design of new development and redevelopment.

Erosion

Five of the soil groups in Seaside are highly susceptible to water erosion: Santa Ynez, Arnold, San Andreas, Diablo, and Xerorthents soils. The natural rate of erosion on these soils is accelerated by disturbances in soils, such as road cuts. Erosion results in gullying, channel incisions, landslides, and sedimentation in wetlands or stream channels downslope from erosion sites. This is considered a significant impact. Implementation of Mitigation Measure GS3 will reduce the impact to a level less than significant. Mitigation Measure GS4 calls for implementation of General Plan Conservation/Open Space Element COS-4.2.2, which requires the City to comply with the Seaside's certified Local Coastal Program, which protects natural features within the beachfront areas in the City, including the Laguna Grand/Roberts Lake Areas.

Seismic Activity

Seaside is located in a region with several active fault lines. Two faults, the Ord Terrace and Seaside Faults, actually traverse the planning area. These faults create the potential for groundshaking impacts within the planning area. The entire area is at risk for damage caused by groundshaking and seismic activity. With the increase in development and population allowed under the proposed Plan, the number of people and buildings exposed to seismic groundshaking will increase. This is considered a significant impact. Implementation of Mitigation Measures GS1, GS2, GS4, and GS5 will reduce this potential impact to a level less than significant.

Mitigation Measure GS4 calls for implementation of General Plan Safety Element Implementation Plan S-4.1.1, which requires the City to use the City's regularly updated Emergency Preparedness Plan for disaster planning and guidance in responding to emergencies. The City shall annually review and update the Emergency Preparedness Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Annual practice sessions shall be provided to the City. Additionally, the City shall support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television. Mitigation Measure GS5 requires the City to implement the General Plan Safety Element Implementation Plan S-4.1.2, which requires the City to regulate location of critical facilities to ensure their continued functioning following a disaster.

Tsunamis and Seiches

Much of the City of Seaside lies approximately 2,000 feet inland from the coastline, which should provide sufficient distance and protection from tsunamis. However, seiches could occur in the City due to the location of Roberts Lake and Laguna Grande within the City. This is considered a significant impact. Implementation of Mitigation Measures GS1 and GS4 will reduce the impact to a level less than significant.

Mitigation Measures

GS1. The City shall implement the General Plan Implementation Plan S-1.1.1, which requires the City to assess development proposals for potential seismic and geologic hazards pursuant to the California Environmental Quality Act. Require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the soil and geologic studies. If substantial geologic, seismic hazards cannot be mitigated, require the development to be relocated or redesigned to avoid the significant hazards.

GS2. The City shall implement the General Plan Safety Element Implementation Plan S-1.1.2, which requires the City to, as new versions of building and construction codes are released, adopt and enforce the most recent codes. Specifically, to minimize damage from earthquakes and other geologic activity, implement the most recent State and seismic requirements for structural design of new development and redevelopment.

GS3. The City shall implement the General Plan Conservation/Open Space Element COS-4.2.2, which requires the City to comply with the Seaside's certified Local Coastal Program, which protects natural features within the beachfront areas in the City, including the Laguna Grand/Roberts Lake Areas.

GS4. The City shall implement the General Plan Safety Element Implementation Plan S-4.1.1, which requires the City to use its regularly updated Emergency Preparedness Plan for disaster planning and guidance in responding to emergencies. The City shall annually review and update the Emergency Preparedness Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Annual practice sessions shall be provided to the City. Additionally, the City shall support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television.

GS5. The City shall implement the General Plan Safety Element Implementation Plan S-4.1.2, which requires the City to regulate location of critical facilities to ensure their continued functioning following a disaster.

Impact after Mitigation

Soils Limitations

Less than significant.

Erosion

Less than significant.

Seismic Activity

Less than significant.

Tsunamis and Seiches

Less than significant.

5.6 Hazards

Environmental Setting

Certain natural conditions and human activities in Seaside create risk to individuals and properties within the community. Hazards of potential concern in the planning area include hazardous materials, flooding, air transportation, and fires. Seismic and other geologic hazards are addressed in Section 5.5, Geology/Soils of this EIR. Criminal activity is addressed through the need for police protection, discussed in Section 5.11, Public Services and Utilities. The other potential hazards are addressed below.

Hazardous Materials

Accidents can occur in the production, use, transport, and disposal of hazardous materials. Hazardous materials are used in Seaside for a variety of purposes including manufacturing, service industries, small businesses, agriculture, medical clinics, schools, and households.

Hazardous Materials Generators

Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. According to United States Environmental Protection Agency (EPA), there are 33 facilities that have reported hazardous waste activities in the City. The approximate location of the EPA registered sites is depicted on **Figure 5.6-1**. Of the 33 sites within the City, one site is located in an area projected to be inundated by the hypothetical 100-year flood. Additionally, approximately 19 sites are located in close vicinity to the Ord Terrace and Seaside Faults.

Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to submit a business risk management plan to its local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City of Seaside is the County of Monterey, Environmental Health Division. The business risk management plan must include an inventory of the hazardous materials and emergency response plans and procedures to be used in the event of a significant release of a hazardous material.

The Monterey Regional Waste Management District operates the Monterey Peninsula Landfill and Recycling Facility. The District facility accepts and safely disposes of household hazardous waste. In order to effectively manage hazardous materials and waste, the City also implements applicable portions of the Monterey County Hazardous Waste Management Plan. Additionally, the City of Seaside Emergency Preparedness Plan addresses the City's planned response to extraordinary emergency situations associated with possible hazardous materials incident.

The Fire Department Hazardous Materials program provides for a staffed emergency response Hazardous Materials Team that provides mutual aid responses to the coastal area of Monterey County from the Santa Cruz County line to the north to the San Luis Obispo

County line to the south. The City of Salinas Fire Department, Hazardous Materials Team has the inland emergency hazardous materials response responsibility for Monterey County. Both teams work in concert when needed and respond in a three county area on a mutual aid basis, also serving the counties of Santa Cruz and San Benito.

Seaside has unique hazards associated with the former use of northern and eastern Seaside as a U.S. Army base. Areas of northern and eastern Seaside contain unexploded ordnance and hazardous materials associated with these past military activities **(Figure 5.6-2).** Ford Ord was added to the "Superfund" National Priorities List of Hazardous Waste Sites. The City cooperates with the federal government to obtain Superfund monies and implement Superfund clean-up activities to eliminate the environmental hazards associated with past military activities. Clean-up of these Superfund sites is anticipated to take 15 years to complete. Prior to the completion of the clean-up activities, development and other activities in these areas will be limited.

Leaking Underground Storage Tanks

Leaking underground storage tanks are one of the greatest environmental concerns of the past several decades. According to the State Water Resources Control Board's (SWRCB) Leaking Underground Storage Tank (LUST) database (September 2002), 11 leaks have been reported for the Seaside area. The majority of the tank leaks have been gasoline and diesel (9), with one unleaded gasoline, and one miscellaneous MVF leak. As of September 2002, eight of the reported cases have been closed. The remaining cases include two post remedial action monitoring cases and one leak being confirmed.

Transportation of Hazardous Materials

Hazardous materials also pass through the City in route to other destinations via a circulation network consisting of regional and local roadways, the nearby Monterey Peninsula Airport, and a currently dormant Union Pacific Rail Road line, which is expected to be used for passenger service in the future. Regional roadways that traverse Seaside include Highway 1, Del Monte Boulevard, Fremont Boulevard, and Canyon Del Rey Boulevard (Highway 218). Highway 68, located just south of the Monterey Peninsula airport, provides direct access to Highway 1, Canyon Del Rey Boulevard, and Fremont. While train derailment can occur at anytime, it is during an earthquake that a derailment and hazardous materials release would pose the greatest risk of hazards.

The City has no direct authority to regulate the transport of hazardous materials on the State highways and rail lines. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department also regulates the haulers of hazardous waste; however, it does not regulate all hazardous materials.

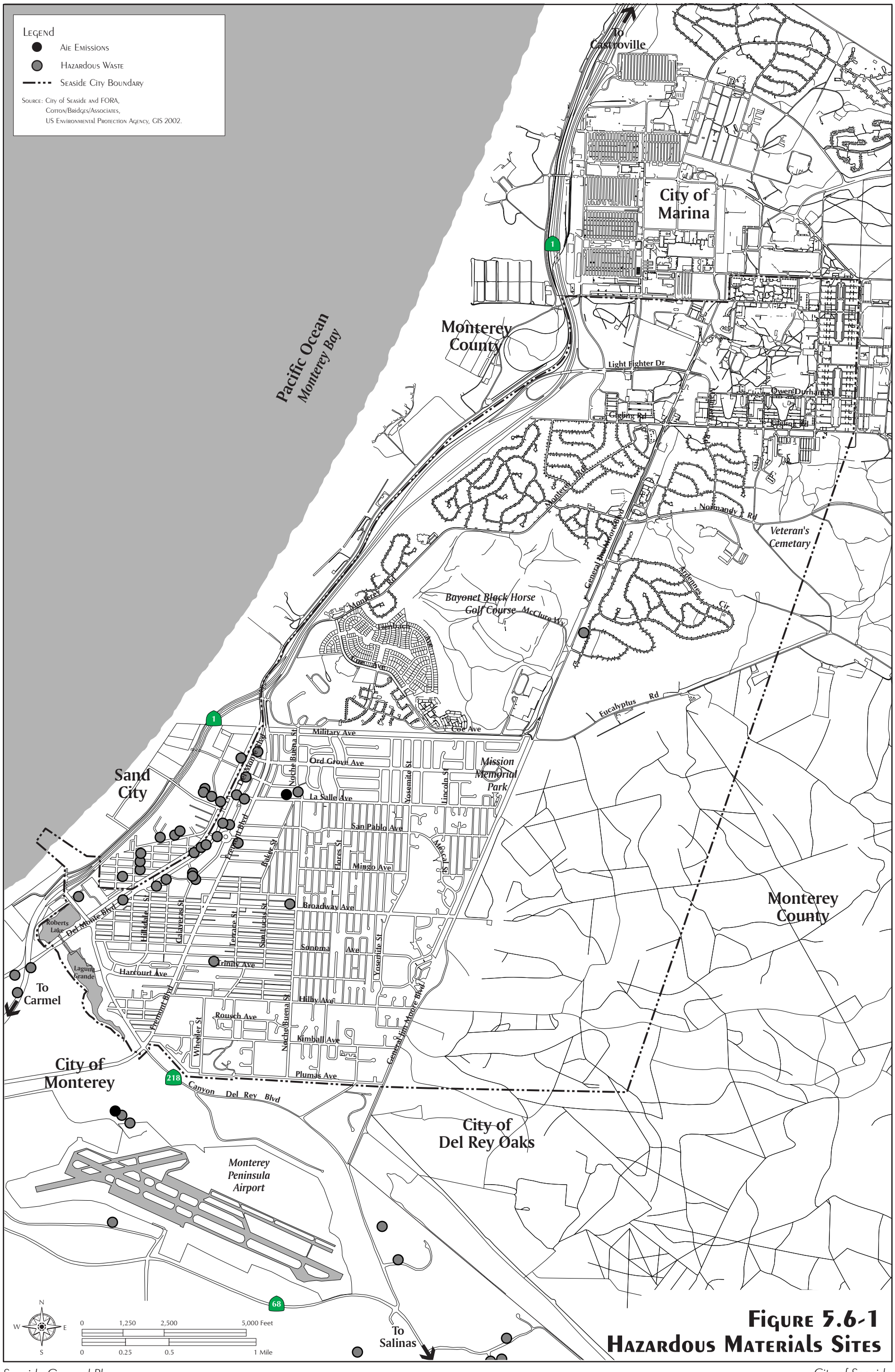

Figure 5.6-1
Hazardous Materials Sites

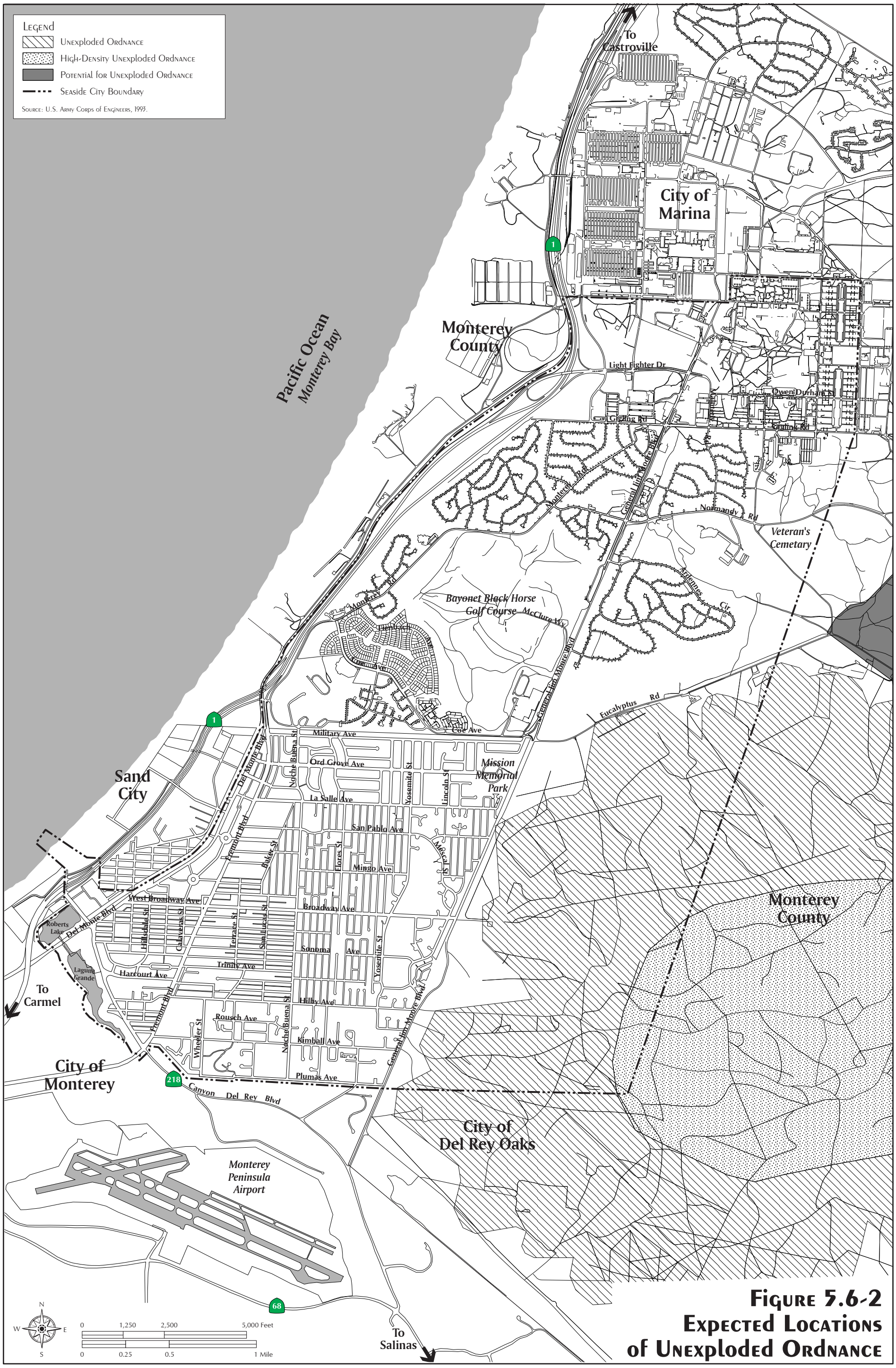

Figure 5.6-2
Expected Locations of Unexploded Ordnance

Flooding

The two agencies responsible for flood control within Seaside are the City and the Monterey County Water Resources Agency (MCWRA). The City is responsible for local flood control facilities and MCWRA is responsible for regional flood control facilities. Larger facilities have generally taken the form of ponds that have been designed to handle the difference between the 100-year post development stormwater discharge and the 10-year predevelopment discharge. In other, smaller developments, retention facilities have included expanding existing storm drain infrastructure or oversizing on-site storm drain systems to store the additional runoff capacity underground and allowing a discharge to the 10-year predevelopment runoff rate.

The entire City is subject to flooding. The areas surrounding Roberts Lake and Laguna Grande are located within Zone "A" 100-year flood plain, as defined by Federal Emergency Management Agency. The rest of the City is located within a Zone "B," therefore subject to inundation by a 100- to 500-year flood event. **Figure 5.6-3** depicts the 100-year (Zone A) flood zone within the City. Areas within Flood Zone "A" are generally not developable given their location within the drainage corridors of the Roberts Lake or Laguna Grande Park. Areas that are planned for development within the Zone "A," will have to construct structures above the maximum flood elevation. Additionally, five locations experience flooding conditions and could be hazardous to driving. These locations are: Fremont Boulevard and Broadway Avenue; Canyon Del Rey Boulevard and Harcourt Avenue to Sonoma Avenue; Del Monte Boulevard near Laguna Grande; Del Monte Boulevard from Playa Avenue to La Salle Avenue; and Broadway Avenue from Fremont Boulevard to Del Monte Boulevard. Improvements to the drainage system could alleviate the severity and frequency of flooding at these locations.

Fires

Seaside is subject to both wildland fires and structural fires. **Figure 5.6-4** depicts the fire hazard areas within the City. The undeveloped areas in the eastern portion of the City are highly prone to wildland fires. These areas contain grassland with many steeper areas with brushland and wooded slopes. The State of California Department of Forestry rates these areas in Monterey County as extreme wildfires hazard areas based on slope characteristics, climate, fuel loading, and water availability.

The City is served by a single fire station located at Yosemite and Broadway. The Department responds to fires, medical emergencies, rescues, and services calls under a 24-hour a day operation. The Department has a fire prevention program that, under the direction of the Fire Marshal, conducts checks of plans for new construction and renovations of structures.

Airports

Aircraft activities at Monterey Peninsula Airport do not significantly affect Seaside, since the approach and takeoff areas are over rural areas to the east and Monterey Bay to the west. A small portion of the City is currently within a 55 dB(A) contour overly associated with aircraft overflights from the airport; however, this area of the City is mainly designated as open space with only a small portion of existing development.

Emergency Preparedness

Local emergency preparedness plans serve as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the City's Emergency Preparedness Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Preparedness Plan identifies resources available for emergency response and establishes action plans for specific emergency situations and disasters including earthquakes, fires, major rail and roadway accidents, flooding, hazardous materials incidents and civil disturbance. This plan is maintained and updated as necessary to reflect the current circulation system and current facilities. **Figure 5.6-5** depicts the evacuation routes within the City.

As part of the Emergency Preparedness Plan, the City supports a high level of multi-jurisdictional cooperation and communication for emergency planning and response management. In order for emergency response and planning to be effective, vital facilities such as hospitals, fire stations, and communication centers must be functional during disasters.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the proposed project:

- Creates a significant hazard to the public and environment involving the production, use, or transport of hazardous waste and materials;
- Creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Is located on a site which is included on a list of hazardous materials sites, and as a result, creates a significant hazard to the public or the environment;
- Places housing or structures within a 100-year flood hazard area exposing people and structures to flooding hazards and/or impeding or redirecting flood flows;
- Exposes people or structures to a significant risk of loss, injury, or death involving wildfires;
- Results in a safety hazard for people residing and working within two-miles of a public airport; or
- Impairs implementation of an adopted emergency response plan or emergency evacuation plan.

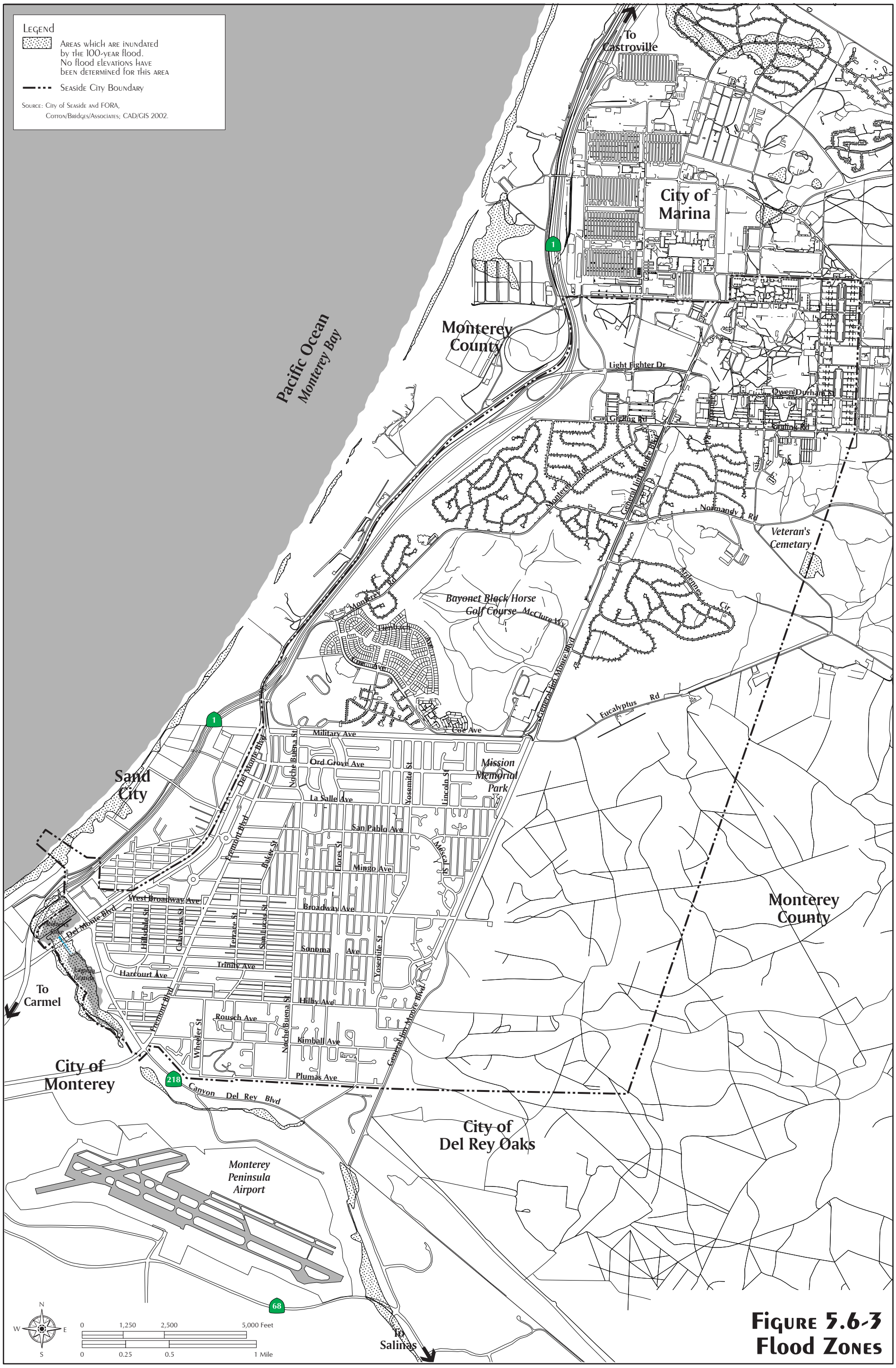

Figure 5.6-3
Flood Zones

Figure 5.6-4
Fire Hazards

Legend

Evacuation Routes

New Facility

Seaside City Boundary

Source: Jones & Strokes, 1995; Reimer Associates, 1995; Monterey County, 1995; Harding Lawson Associates, 1995; EDAW, 1996.

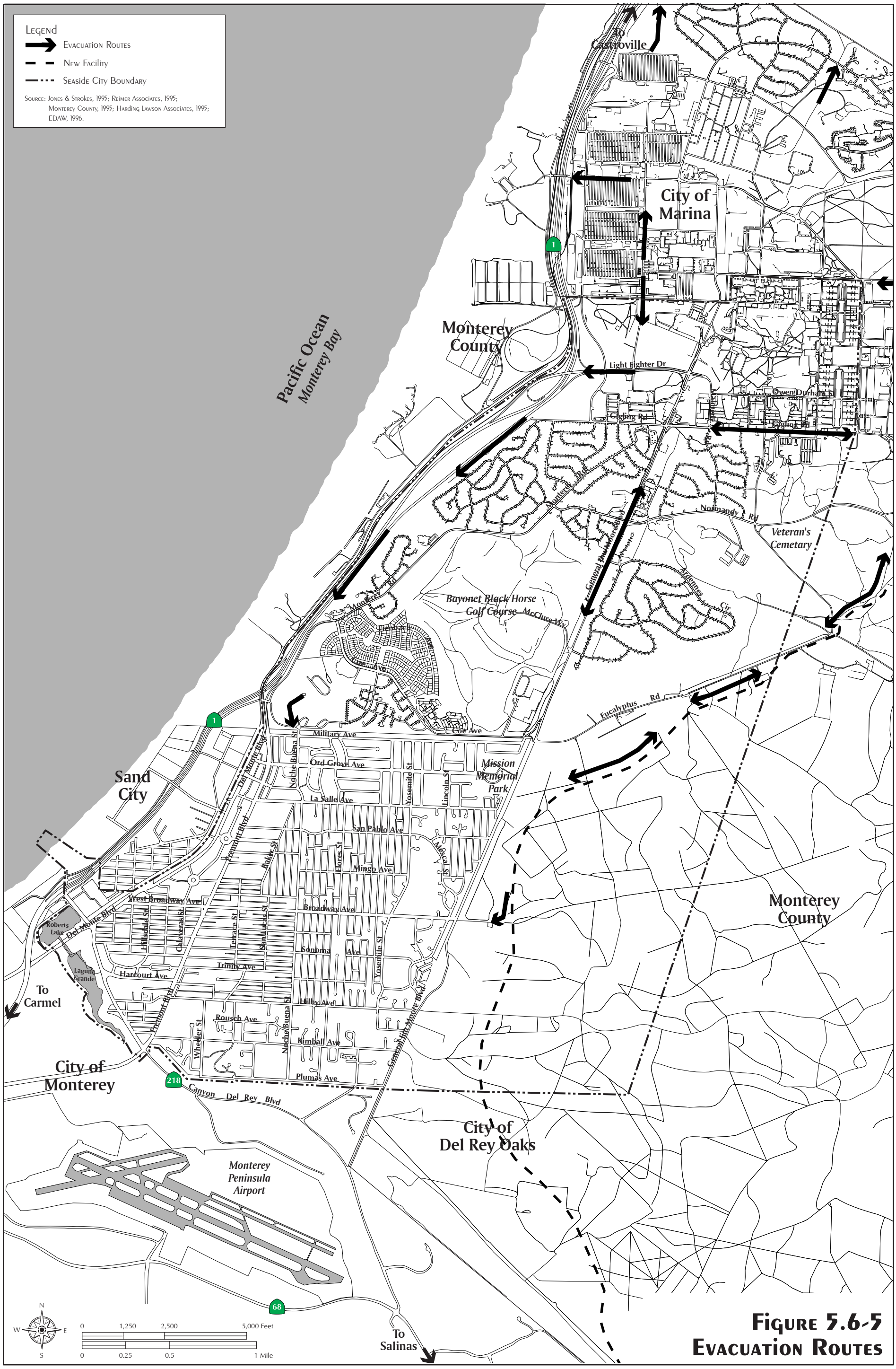

Figure 5.6-5
Evacuation Routes

Environmental Impact

Hazardous Materials

Hazardous Materials Generators and Leaking Underground Storage Tanks

Implementation of the General Plan will result in the development of new residential, commercial, institutional, and mixed land uses. As a result, more hazardous materials will be used within the planning area. The expected increase in residential development will result in more household hazardous materials being used, stored, and discarded within the community. The proposed General Plan will also result in additional small businesses that handle hazardous materials. The hazardous materials used and stored within the City would be common materials associated with uses such as gasoline stations and automotive repair shops. This could also lead to an increase in the number of leaking underground storage tanks. Of the 33 hazardous materials sites within the City, one site is located in an area projected to be inundated by the hypothetical 100-year flood and approximately 19 sites are located in close vicinity to the Ord Terrace and Seaside Faults. This is considered a potentially significant impact. Implementation of Mitigation Measures H1 through H3 will reduce the impact to a level less than significant.

Mitigation Measure H1 calls for implementation of General Plan Safety Element Implementation Plan S-2.2.1, which requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:

- Cooperating with federal, State, and County agencies to effectively regulate the management of hazardous materials and hazardous waste, especially on the former Fort Ord;
- Cooperating with the County of Monterey to reduce the per capita production of household hazardous waste in accordance with the County Hazardous Waste Management Plan;
- Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdiction over transportation of freight along railroad right-of-way or state highways);
- Implementing a Multihazard Emergency Plan for accidents involving hazardous materials; and
- Cooperating with the Certified Unified Program Agency (CUPA) for Seaside (the County of Monterey, Environmental Health Division) and the Seaside Fire Department to administer Risk Management Plans for businesses within the City.

Mitigation Measure H2 calls for implementation of General Plan Safety Element Implementation Plan S-2.2.3, which requires the City to protect the community from hazards related to hazardous materials by requiring feasible mitigation to be incorporated into new discretionary development and redevelopment proposals to address hazardous materials impacts associated with those proposals. Mitigation Measure H3 calls for implementation of General Plan Safety Element Implementation Plan S-4.1.1, which requires the City to use a regularly updated Emergency Preparedness Plan for disaster planning and guidance in responding to emergencies. Annually review and update the Emergency Preparedness Plan under the provision of the State Emergency Management System format to maximize the

efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Provide annual practice sessions to the City. Support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television.

Transportation of Hazardous Materials

More hazardous materials will also be transported through the City's freeway and surface street system. Due to the increased generation and transport of hazardous materials, the probability of accidents and environmental contamination will increase. This is considered a potentially significant impact. The transport of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). Implementation of Mitigation Measures H1 through H4 will reduce the potential impact to a level less than significant.

Mitigation Measure H4 calls for implementation of General Plan Safety Element Implementation Plan S-2.3.1, which requires the City to minimize the potential for accidents involving railways, automobiles, pedestrians and cyclists by working closely with the Seaside Police Department, Monterey/Salinas Transit (MST), Union Pacific Railroad, and the California Highway Patrol to identify safety problems and implement corrective measures.

Flooding

The General Plan designates land in the planning are for various types of land use. Park and open space designations are applied to majority of the land within the 100-year flood zone. Parks and open space land use is designed to protect people and property from natural and man-made hazards. The designation allows only natural open space, parks, and recreational facilities, prohibiting residential uses. A small portion of the 100-year flood zone, west of the Laguna Grande, is designated as regional commercial. The regional commercial land use designation, west of the Laguna Grande, allows hotels, auto sales, "big box" retail, and movie theatres. As a result, no permanent population will exist in the 100-year flood zone.

As new development occurs, increased runoff will occur. This is considered a potentially significant impact. Implementation of Mitigation Measures H5 through H10 will reduce this potential impact to a level less than significant. Mitigation Measure H5 calls for implementation of General Plan Land Use Element Implementation Plan LU-8.1.1, which requires the City to conduct regular inspections to ensure all publicly maintained flood control facilities are properly maintained. Mitigation Measure H6 calls for implementation of General Plan Land Use Element Implementation Plan LU-8.2.1, which requires the City to apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentary ponds with new construction. To ensure the best flood control facilities are provided and maintained, require new development to provide facilities that are visually attractive and ecologically beneficial. Ensure the development funds the on-going maintenance of the facilities. Mitigation Measure H7 calls for implementation of General Plan Safety Element Implementation Plan S-1.2.1, which directs the City to require developers to provide flood control systems in new development areas that mitigate potential on-site flooding hazards and also avoid increasing flood hazards elsewhere. Mitigation Measure H8 calls for

implementation of General Plan Safety Element Implementation Plan S-1.2.2, which requires the City to continue to participate in the National Flood Insurance Program (NFIP). Mitigation Measure H9 calls for implementation of General Plan Safety Element Implementation Plan S-1.2.3, which requires the City to, in accordance with Section 8589.5 of the California Government Code, maintain emergency procedures for the evacuation and control of population within identified floodplain areas. Mitigation Measure H10 calls for implementation of General Plan Safety Element Implementation Plan S-1.2.4, which requires the City to continue to update and implement the Storm Drainage Master Plan to ensure adequate flood control is provided in Seaside.

Fires

Implementation of the General Plan will result in both, the construction of new development in the urban area and the expansion of urban uses onto lands located within or adjacent to wildland fire hazards area. The interface between the urban areas and natural vegetation will thus be expanded, resulting in a greater potential for wildland and urban fires. This is considered a significant impact. Implementation of Mitigation Measures H11 and H12 will reduce the impact to a level less than significant.

Mitigation Measure H11 calls for the implementation of General Plan Safety Element Implementation Plan S-1.3.1, which requires the City to work with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire retardant landscaping and buffer zones in areas of high wildfire risk. Mitigation Measure H12 calls for implementation of General Plan Safety Element Implementation Plan S-1.3.2, which requires the City to promote fire prevention in Seaside by:

- Working closely with the Seaside Fire Department to implement fire hazard education and fire prevention programs;
- Coordinating with water districts and the Seaside Fire Department to ensure that water pressure for existing developed areas and sites to be developed is adequate for fire fighting purposes;
- Conform to Fire Department requirements for individual projects;
- Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and
- Continuing to require sprinklers in new buildings.

Airports

Aircraft activities at Monterey Peninsula Airport do not significantly affect Seaside, since the approach and takeoff areas are over rural areas to the east and Monterey Bay to the west. Additionally, the City's General Plan Safety Element Implementation Plan S-2.3.2 requires the City to minimize the potential for accidents related to aircraft operation by coordinating with the Monterey County Airport Land Use Commission (ALUC) to review development proposals for compatibility with the Monterey Peninsula Airport Master Plan, Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook for comprehensive airport land use planning. Therefore, no significant safety impact associated with the airport is anticipated to occur.

Emergency Preparedness

As described in the General Plan Safety Element Safety Plan, the General Plan maintains the City's Emergency Preparedness System to maximize the efforts of emergency service providers and minimize human suffering and property damage during disasters. Implementation of the General Plan will not impair implementation of or interfere with the existing adopted emergency response plan or emergency evacuation plan. The proposed General Plan will not result in a significant impact to the City's adopted Emergency Preparedness Plan and no mitigation is required.

Mitigation Measures

H1. The City shall implement the General Plan Safety Element Implementation Plan S-2.2.1, which requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:

- Cooperating with federal, State, and County agencies to effectively regulate the management of hazardous materials and hazardous waste, especially on the former Fort Ord;
- Cooperating with the County of Monterey to reduce the per capita production of household hazardous waste in accordance with the County Hazardous Waste Management Plan;
- Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdiction over transportation of freight along railroad right-of-way or state highways);
- Implementing a Multihazard Emergency Plan for accidents involving hazardous materials; and
- Cooperating with the Certified Unified Program Agency (CUPA) for Seaside (the County of Monterey, Environmental Health Division) and the Seaside Fire Department to administer Risk Management Plans for businesses within the City.

H2. The City shall implement the General Plan Safety Element Implementation Plan S-2.2.3, which requires the City to protect the community from hazards related to hazardous materials by requiring feasible mitigation to be incorporated into new discretionary development and redevelopment proposals to address hazardous materials impacts associated with those proposals.

H3. The City shall implement the General Plan Safety Element Implementation Plan S-4.1.1, which requires the City to use a regularly updated Emergency Preparedness Plan for disaster planning and guidance in responding to emergencies. Annually review and update the Emergency Preparedness Plan under the provision of the State Emergency Management System format to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. Provide annual practice sessions to the City. Support high-level multi-jurisdictional cooperation and communication for emergency planning and management. Solicit private individuals and organizations

to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television.

H4. The City shall implement the General Plan Safety Element Implementation Plan S-2.3.1, which requires the City to minimize the potential for accidents involving railways, automobiles, pedestrians and cyclists by working closely with the Seaside Police Department, Monterey/Salinas Transit (MST), Union Pacific Railroad, and the California Highway Patrol to identify safety problems and implement corrective measures.

H5. The City shall implement the General Plan Land Use Element Implementation Plan LU-8.1.1, which requires the City to conduct regular inspections to ensure all publicly maintained flood control facilities are properly maintained.

H6. The City shall implement the General Plan Land Use Element Implementation Plan LU-8.2.1, which requires the City to apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentary ponds with new construction. To ensure the best flood control facilities are provided and maintained, require new development to provide facilities that are visually attractive and ecologically beneficial. Ensure the development funds the on-going maintenance of the facilities.

H7. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.1, which directs the City to require developers to provide flood control systems in new development areas that mitigate potential on-site flooding hazards and also avoid increasing flood hazards elsewhere.

H8. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.2, which requires the City to continue to participate in the National Flood Insurance Program (NFIP).

H9. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.3, which requires the City to, in accordance with Section 8589.5 of the California Government Code, maintain emergency procedures for the evacuation and control of population within identified floodplain areas.

H10. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.4, which requires the City to continue to update and implement the Storm Drainage Master Plan to ensure adequate flood control is provided in Seaside.

H11. The City shall implement the General Plan Safety Element Implementation Plan S-1.3.1 on an ongoing basis. Implementation Plan S-1.3.1 requires the City to work with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire retardant landscaping and buffer zones in areas of high wildfire risk.

H12. The City shall implement the General Plan Safety Element Implementation Plan S-1.3.2 on an ongoing basis. Implementation Plan S-1.3.2 requires the City to promote fire prevention in Seaside by:

- Working closely with the Seaside Fire Department to implement fire hazard education and fire prevention programs;

- Coordinating with water districts and the Seaside Fire Department to ensure that water pressure for existing developed areas and sites to be developed is adequate for fire fighting purposes;
- Conform to Fire Department requirements for individual projects;
- Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and
- Continuing to require sprinklers in new buildings.

Impact After Mitigation

Hazardous Materials

Less than significant.

Flooding

Less than significant.

Fires

Less than significant.

Airports

Not applicable.

Emergency Preparedness

Not applicable.

5.7 Water Resources

Environmental Setting

Regional Hydrology

The City of Seaside lies in the Central Coast Region, known as Region 3 of the State of California Regional Water Quality Control Board (RWQCB). **Figure 5.7-1** depicts the Central Coast Regional boundary. Within the Central Coast Region, Seaside is located in the Monterey Peninsula Hydrologic Area of the Salinas Hydrologic Unit.

One of nine RWQCBs in California, the Central Coast Regional Board has jurisdiction over a 300-mile long by 40-mile wide section of the State's central coast. Its geographic area encompasses all of Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara Counties as well as the southern one-third of Santa Clara County, and small portions of San Mateo, Kern, and Ventura Counties. The Central Coast Region has three times the volume of average annual precipitation (12,090,000 acre-feet) as the Los Angeles Region, but one-seventh the population (1.2 million versus 8 million). Although the Central Coast is somewhat in the middle of the State's water-versus-population distribution, the region is considered arid for the most part. An exception is the Santa Cruz mountain area with its relatively high average precipitation. Some physical characteristics of the Region are listed below.

Central Coast Region[1]

Characteristics	Number	Measure
Area of Region	--	11,274 square miles
Streams	Unknown	2,360 miles
Lakes	99	25,040 acres
Ground Water Basins	53	3,559 square miles
Mainland Coast	--	378 miles
Wetlands and Estuaries	59	8,387 acres
Areas of Special Biological Significance	9	235,825 acres

[1] Water Quality Assessment for Water Years 1986 and 1987, Water Quality Monitoring Report No. 99-1 Water Quality, Division of Water Quality, State Water Resources Control Board, July, 1988.
Source: California Regional Water Quality Control Board Central Coast Region.

Surface Water Resources

The surface water quality of the drainage channels within the City varies with seasons. During the first strong rain season, ditches and storm drainage systems draining the urban areas receive a high concentration of urban pollutants, such as oil, grease, pesticide residues, heavy metals, and coliform bacteria. Generally, the surface waters in Seaside are hard and high in dissolved solids. Depending on local conditions, the streams within the City may contain elevated levels of sulfates, bicarbonates, calcium, magnesium, and sodium. Urban stormwater runoff may also locally impair coastal water quality at Monterey Bay.

Source: California Air Resources Board.

Figure 5.7-1
Central Coast Hydrologic Planning Area

The City relies mainly on groundwater for its potable water supply; however, surface water from the Carmel River provides an additional source of water in the community. Several other surface waters, such as Monterey Bay, Laguna Grande, and Roberts Lake, provide visual and recreational amenities, as well as providing habitat for several animal and plant species. To protect public safety, as well as these natural resources, the quality of the surface and ground water needs to be monitored and protected.

Monterey Bay is a designated National Marine Sanctuary. The Marine Protection, Research, and Sanctuaries Act of 1972, as amended, and its implementing regulations (15 CFR Part 922) require that a management plan be prepared for each designated Sanctuary. The Monterey Bay National Marine Sanctuary Management Plan focuses on the Sanctuary goals and objectives, management responsibilities and guidelines for the resource protection, research, education, and administration programs.

In order to protect the local and regional water resources the City will enforce the NPDES permit requirements, apply appropriate development standards and fees to improve present drainage systems, and provide adequate stormwater detention basins and sedimentation ponds with new construction.

Groundwater Resources

Groundwater within the City is variable, depending on the location and depth of the well. Historic use of the area's groundwater resources has exceeded safe yield and resulted in the lowering of water levels and saltwater intrusion. Seawater intrusion has resulted in waters not acceptable for drinking in some aquifers. However, water from wells with high salinity can be blended with higher quality water to meet drinking water standards. The constrained water supply will continue to be a significant factor in growth locally and regionally. The City will cooperate with the appropriate local and regional agencies to eliminate long-term groundwater overdrafting as soon as practicably possible, while continuing to monitor the groundwater quality and enforcing all local, regional, State, and federal water quality programs and regulations. Additionally, the City will work with the regional and local water providers to ensure that adequate water supplies are available to meet future growth.

Water Supply and Services

Wells located in the Salinas Valley and Seaside groundwater basins provide the primary potable water supply in Seaside. However, some surface water is also drawn from the Carmel River. Safe yield is the amount of groundwater that can be pumped annually on a long-term basis without causing undesirable effects. Recent historical use has exceeded this safe yield, causing seawater intrusion and water levels to fall below sea level. Constrained water supply will continue to be a major factor in growth locally and regionally for the foreseeable future. Continued water conservation and the development of new water sources are necessary to make additional water available for development.

The southwestern portion of Seaside, the area comprising Seaside prior to the closure of the Fort Ord military base, is under the jurisdiction of the Monterey Peninsula Water Management District (MPWMD). The Marina Coast Water District (MCWD) serves North Seaside, which includes the California State University of Monterey Bay, the (Army/Navy Base), as well as the remainder of North Seaside. MPWMD has authority over the creation

or expansion of all water districts, including MCWD, and allocates water supplies to cities and water companies within its jurisdiction.

Monterey Peninsula Water Management District's (MPWMD) mission is to manage, augment, and protect water resources for the benefit of the community and environment. MPWMD serves a population of approximately 112,000 within Carmel-by-the-Sea, Del Rey Oaks, Monterey, Pacific Grove, Seaside, Sand City, Monterey Peninsula Airport District, and portions of Unincorporated Monterey County including Pebble Beach and Carmel Valley. The District has the ability to tax and raise capital required to finance public works projects to augment the existing water supply. The District also has permit authority over the creation or expansion of water distribution systems.

The Seaside Municipal System and California-American Water Company (Cal-Am) provide water services to the City. The Seaside Municipal System is operated and maintained by the City. The system serves the Del Monte Heights area from three existing wells. The rest of the City is served by Cal-Am, a privately owned and operated company. Cal-Am serves their customers with water drawn from Carmel River surface water, alluvial ground water in the Carmel Valley, and from the Seaside coastal ground water.

In North Seaside, the Fort Ord Reuse Authority (FORA) planning area has been assured a potable supply of 6,600 acre feet of water up to the year 2015. Water allocated to FORA is split among three major users: California State University of Monterey Bay, the portion of Fort Ord for military housing, and North Seaside. Seaside's portion of this allocation is 748 acre-feet a year; and much of this allocation is currently accounted for by existing uses. This allocation is not likely to be increased in the near future.

MPWMD's limited ability to provide water to the Monterey Peninsula restricts the number of remaining water allocation credits in the urbanized areas of southwest Seaside, ultimately limiting the type and amount of future development in the City. The City of Seaside will continue to support MPWMD's efforts to expand the water supply. Sufficient recycled water reserves are available for the City to use for irrigation of the golf courses and other non-potable uses, thus making a larger portion of the allocation available for economic development and residential projects in north Seaside, however this water would increase costs for the City or user through high hook-up fees and moderate use charges or no hook-up fees and high use charges. The water district would be responsible for hooking up the golf courses or other development as no infrastructure for non-potable water currently serves north Seaside. It is estimated the costs to provide this infrastructure could reach $25 million. The use of recycled water credits is the best option for the City to expand their water allocation in North Seaside should water credits become an impediment to development.

Historic use of the area's groundwater resources has exceeded safe yield and resulted in lowering of water levels and in saltwater intrusion. Constrained water supply will continue to be a significant factor affecting local and regional growth. The City's goal is to provide a safe and adequate water supply to meet the needs of the community. Therefore, the City will participate in and implement local and regional programs that promote water conservation. Additionally, the City will work with the regional and local water providers to ensure that adequate water supplies are available to meet future growth.

Existing Regulations Addressing Water Quality, Drainage, and Flooding

The following programs and regulations address water quality, drainage, and flooding in Seaside.

National Pollutant Discharge Elimination System (NPDES)

In order to reduce urban runoff and improve the quality of Seaside's surface water, the City requires new development projects and substantial redevelopment projects to incorporate Best Management Practices (BMPs) pursuant to the National Pollutant Discharge Elimination System (NPDES). The requirements of the NPDES are described below.

Under the authority of the Clean Water Act, the federal Environmental Protection Agency created the National Pollutant Discharge Elimination System (NPDES) to protect water resources and control pollutants in runoff. The City is a co-permittee with Monterey County for a local NPDES Stormwater Permit. As a co-permittee, the City has the following obligations and responsibilities:

- Conduct storm drain system inspections;
- Conduct and coordinate with the County any surveys and characterizations needed to identify the pollutant sources and drainage areas;
- Implement management programs, monitoring programs and implementation plans;
- Enact legislation and ordinances as necessary to establish legal authority;
- Pursue enforcement actions as necessary to ensure compliance with the stormwater management programs and the implementation plans; and
- Respond to emergency situations (e.g., accidental spills, leaks, illegal discharges and illicit connections) to prevent or reduce the discharge of pollutants to storm drain systems and streams.

Watershed Management Initiative

A key goal of the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) is to provide water resource protection, enhancement, and restoration while balancing economic and environmental impacts. This is done using an integrated planning approach called watershed management. The main ideas that define watershed management and distinguish it from previous efforts are as follows:

1. Water resource problems are identified and prioritized primarily on the basis of water quality within individual watersheds (geographic drainage areas and groundwater basins used for management purposes). Unique solutions are developed for each watershed that consider all local conditions and pollution sources and rely on the input and involvement of local stakeholders.

2. Historically, the SWRCB's programs have functioned on a statewide and/or region-wide basis. This has worked reasonably well for controlling conventional pollutants from point source, but has not proven adequate to address non-point sources of

pollution (also called polluted runoff). Watershed management can better coordinate existing efforts to regulate point source problems along with efforts to address challenges from the threat of non-point source pollution. This involves establishing working relationship between staff who previously worked only within a single program.

3. The RWQCBs work collaboratively with local stakeholder groups. In conjunction with the SWRCB, they attempt to coordinate the actions of governmental agencies and programs to vest assist the local groups. Better coordination of overlapping State, federal and local activities and programs, especially those involving regulations and funding, is critical to the success of local watershed groups.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan would:

- Contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.
- Degrade or deplete groundwater or surface water;
- Substantially degrade water quality
- Violate any water quality standards or waste discharge requirements; or
- Substantially alter the existing drainage patterns in the City

Environmental Impact

Hydrology

Development of the planned land uses will affect the drainage system in the planning area. New development will result in greater areas of impervious surfaces such as streets, roofs, sidewalks, and parking lots. The absorption rate for impervious surfaces is less than the rate for natural lands. Instead of absorbing into the ground, water on impervious surfaces runs and drains off into local surface streams and improved channels. This could result in an increase in the amount of urban pollutants in the surface creeks and drainage channels as well as overall increase in the volume of runoff. This is considered to be a potentially significant impact. Implementation of Mitigation Measures WR1, WR2, ~~and~~ WR3*, and WR14* will reduce this potential impact to a level less than significant.

Mitigation Measure WR1 calls for implementation of General Plan Land Use Element Implementation Plan LU-6.1.1, which requires the City to, continue to monitor the capacity of the Monterey Regional Water Pollution Control Agency (MRWPCA) treatment plant as new development projects are proposed, and identify required improvements to expand the

plant's capacity. Mitigation Measure WR2 calls for implementation of General Plan Land Use Element Implementation Plan LU-6.2.1, which requires the City to, during the processing of development proposals, have City staff verify that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community. Where determined appropriate, use Redevelopment Agency finds to improve the sewage connection system and/or payment of appropriate sewage hook-up fees by the developer. Mitigation Measure WR3 calls for implementation of General Plan Safety Element Implementation Plan S-1.2.4, which requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary. Mitigation Measure WR4 calls for implementation of General Plan Land Use Element Implementation Plan LU-5.1.1, which requires the City to create a checklist to use during the development review process that will help staff determine if the following steps have been completed:

- Ensure the water districts are consulted regarding the potential impact of the project on water supplies and sewage treatment facilities.
- Ensure the project applicant has paid the required water district fees prior to occupancy of any new development.
- Require water conservation devices and xeriscape landscaping in new public and private development and redevelopment projects.
- Cooperate with the water district to update population projection, water use and sewer generation formulas, needed improvement, and programs within the Water and Sewer Master Plans.
- Work with the water district to expedite the improvement and expansion of water sewer facilities, when necessary.

Surface Water Resources

Implementation of the General Plan will result in the development of new residential and non-residential land uses such as new commercial, industrial, and community facilities. Additionally, currently "under" developed parcels could also be redeveloped with more intensive uses. The quality of surface waters will be affected by the development allowed by the proposed General Plan. Pollutants associated with residential and open space recreation uses such as oil, grease, pesticides, fertilizers and detergents will be used more widely over time. In addition, grading and construction activity could cause erosion, and sediment load of runoff may increase. These non-point source pollutants in the runoff will flow into the local watershed, and incrementally deteriorate water quality. This is considered a potentially significant impact.

Implementation of Mitigation Measures WR1, WR3, WR4, WR5, WR6, and WR7 will reduce this potential impact to a level less than significant. Mitigation Measure WR5 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-3.2.1, which requires the City to reduce pollutants in urban runoff, require new development projects and substantial rehabilitation projects to incorporate Best Management Practices (BMPs) pursuant to the National Pollutant Discharge Elimination System (NPDES) permit to ensure that the City complies with applicable state and federal regulations. Mitigation Measure WR6 calls for implementation of General Plan Conservation/Open Space Element Implementation Plan COS-3.2.2, which requires the City to apply appropriate development standards and fees to improve present drainage systems

and provide adequate stormwater detention basins and sedimentation ponds with new construction. Mitigation Measure WR7 calls for the implementation of General Plan Conservation/Open Space Element Implementation Plan COS-3.3.1, which requires the City to coordinate with other jurisdictions and agencies within the County to develop and implement an education program to inform the public of the harm to the ocean and marine environment cause by pollutants and litter deposited on the surface of the land that can be carried in drainage systems, creeks, rivers, and ultimately the ocean.

Groundwater Resources

Increases in impervious surfaces will result in a reduction in the amount of water that will infiltrate the soil to the groundwater table. This will likely result in a modest reduction in groundwater recharge rates over time. In addition, historic use of the area's groundwater resources has exceeded safe yield and resulted in lowering of water levels and in saltwater intrusion. Constrained water supply will continue to be a significant factor in growth locally and regionally. Additionally, development allowed under the proposed General Plan may result in an increase in the amount of industrial chemicals and urban contaminants infiltrating groundwater supplies. As increasing levels of urban contaminants, such as fertilizers and pesticides enter groundwater aquifers, groundwater quality will decline over time. Therefore, the proposed General Plan will result in a significant impact associated with groundwater resources. Implementation of Mitigation Measures WR8 through WR11 will reduce this potential impact to a degree; however, the potential impacts (i.e., overdrafting and seawater intrusion) associated with the increased pumping of groundwater will remain significant and unavoidable.

Mitigation Measure WR8 calls for the implementation of General Plan Conservation/Open Space Element Implementation Plan COS-2.3.2, which requires the City to cooperate with regional water suppliers, local water districts, and school district to educate the public about water conservation techniques. The City will provide informational brochures at the public counter and the library, as well as information on the City's website. Mitigation Measure WR9 calls for the implementation of General Plan Conservation/Open Space Element Implementation Plan COS-3.1.1, which requires the City to cooperate with the Monterey County Water Resources Agency (MCWRA), the Army Corps of Engineers (ACOE), State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB) to find a solution to halt seawater intrusion toward Seaside. Mitigation Measure WR10 calls for the implementation of General Plan Conservation/Open Space Element Implementation Plan COS-3.1.2, which requires the City to cooperate with Monterey County , the Regional Water Quality Control Board Central Coast (Region 3) and the Monterey County Water Resources Agency (MCWRA), providing technical assistance when necessary to help identify, protect, and preserve critical aquifer recharge areas so that their function is maintained and ground water quality is not further degraded. Mitigation Measure WR11 calls for the implementation of General Plan Conservation/Open Space Element Implementation Plan COS-3.1.3, which requires the City to cooperate with the Monterey County Water Resources Agency (MCWRA) and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the ground water.

Water Supply

Sustaining a reliable supply of water to Seaside in the long run may be very difficult. Development according to the proposed General Plan will require water resources that exceed the capacity of the existing water supply. A potentially significant impact associated with water supply may occur. Implementation of Mitigation Measures WR1 through WR13 will encourage water conservation in the Planning Area; however, the impact associated with water supplies will remain significant and unavoidable.

Mitigation Measure WR12 calls for implementation of General Plan Land Use Element Implementation Plan LU-5.3.1, which requires the City to continue to require new public and private development and redevelopment projects to install and utilize water conservation measures per Section 13.18.010 of the Seaside Municipal Code. Section 13.18.010 requires:

- The installation of low water-use plumbing fixtures, and low water-use landscape materials in new construction;
- The installation of low water-use plumbing fixtures in existing hotels and motels; and
- The retrofitting of plumbing fixtures in all existing residential buildings at the tie of change of ownership or physical expansion, or in the cases of commercial property, at the time of change of ownership, or change or expansion of use.

Mitigation Measure WR13 calls for implementation of General Plan Land Use Implementation Plan LU-5.4-1. Implementation Plan LU-5.4.1 requires the City to coordinate with the MPWMD and the MCWD to extend recycled water infrastructure and determine user and connection fees.

Mitigation Measures

Implementation of Mitigation Measures WR1 through WR13 below and Mitigation Measures PSU1-4 in Section 5.11 Public Services and Utilities will encourage water conservation in the Planning Area; however, the impact associated with water supplies will remain significant and unavoidable.

WR1. The City shall implement the General Plan Land Use Element Implementation Plan LU-6.1.1, which requires the City to, continue to monitor the capacity of the Monterey Regional Water Pollution Control Agency (MRWPCA) treatment plant as new development projects are proposed, and identify required improvements to expand the plant's capacity.

WR2. The City shall implement the General Plan Land Use Element Implementation Plan LU-6.2.1, which requires the City to, during the processing of development proposals, have *all sewer collection facilities to receive approval from the Marina Coast Water District* ~~City staff~~ *and* verify that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community. Where determined appropriate, use Redevelopment Agency finds to improve the sewage connection system and/or payment of appropriate sewage hook-up fees by the developer.

WR3. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.4, which requires the City to continue to implement and update the *City's* Sewer and Drainage Master Plan as necessary *and provide data to the Marina Coast Water District during development and implementation of the MCWD Wastewater Collection System Master Plan and Sewer Management Plan.*

WR4. The City shall implement the General Plan Land Use Element Implementation Plan LU-5.1.1, which requires the City to create a checklist to use during the development review process that will help staff determine if the following steps have been completed:

- Ensure the water districts are consulted regarding the potential impact of the project on water supplies and sewage treatment facilities.
- Ensure the project applicant has paid the required water district fees prior to occupancy of any new development.
- Require water conservation devices and xeriscape landscaping in new public and private development and redevelopment projects.
- Cooperate with the water district to update population projection, water use and sewer generation formulas, needed improvement, and programs within the Water and Sewer Master Plans.
- Work with the water district to expedite the improvement and expansion of water sewer facilities, when necessary.

WR5. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.2.1, which requires the City to reduce pollutants in urban runoff, require new development projects and substantial rehabilitation projects to incorporate Best Management Practices (BMPs) pursuant to the National Pollutant Discharge Elimination System (NPDES) permit to ensure that the City complies with applicable state and federal regulations.

WR6. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.2.2, which requires the City to apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentation ponds with new construction.

WR7. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.3.1, which requires the City to coordinate with other jurisdictions and agencies within the County to develop and implement an education program to inform the public of the harm to the ocean and marine environment cause by pollutants and litter deposited on the surface of the land that can be carried in drainage systems, creeks, rivers, and ultimately the ocean.

WR8. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-2.3.2, which requires the City to cooperate with regional water suppliers, local water districts, and school district to educate the public about water conservation techniques. Provide informational brochures at the public counter and the library, as well as information on the City's website.

WR9. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.1.1, which requires the City to cooperate with the Monterey County Water Resources Agency (MCWRA), the Army Corps of Engineers (ACOE), State Water Resources Control Board (SWRCB), ~~and~~ the Regional Water Quality Control Board (RWQCB)*, and the Monterey Peninsula Water Management District* to find a solution to halt seawater intrusion toward Seaside.

WR10. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.1.2, which requires the City to cooperate with Monterey County, the Regional Water Quality Control Board Central Coast (Region 3), ~~and~~ the Monterey County Water Resources Agency (MCWRA), *and the Monterey Peninsula Water Management District* providing technical assistance when necessary to help identify, protect, and preserve critical aquifer recharge areas so that their function is maintained and ground water quality is not further degraded.

WR11. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-3.1.3, which requires the City to cooperate with the Monterey County Water Resources Agency (MCWRA)*, Monterey Peninsula Water Management District,* and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the ground water.

WR12. The City shall implement the General Plan Land Use Element Implementation Plan LU-5.3.1, which requires the City to continue to require new public and private development and redevelopment projects to install and utilize water conservation measures per Section 13.18.010 of the Seaside Municipal Code. Section 13.18.010 requires:

- The installation of low water-use plumbing fixtures, and low water-use landscape materials in new construction;
- The installation of low water-use plumbing fixtures in existing hotels and motels; ~~and~~
- The retrofitting of plumbing fixtures in all existing residential buildings at the tie of change of ownership or physical expansion, or in the cases of commercial property, at the time of change of ownership, or change or expansion of use*; and*
- *Support the implementation of Marina Coast Water District's Water Conservation Program.*

WR13. The City shall implement Implementation Plan LU-5.4.1, which requires the City to coordinate with the MPWMD and the MCWD to extend recycled water infrastructure and determine user and connection fees.

Impact After Mitigation

Hydrology

Less than significant.

Surface Water Resources

Less than significant.

Ground Water Resources

Significant and unavoidable.

Water Supply

Significant and unavoidable.

5.8 Land Use

Environmental Setting

Existing Land Uses

The Seaside Planning area consists of two distinct pieces: Seaside Proper – the largely developed central core of the community; and North Seaside – the northern and eastern portions of the community that were until recently, part of the Fort Ord Army Base. Uses in Seaside Proper consist mostly of medium density residential dwellings built between the 1950s and 1970s. Non-residential uses consist mostly of local serving commercial development, with the exception of the existing Auto Center located between Fremont Boulevard and Del Monte. Several community facilities and parks are also provided throughout the community.

Although a majority of North Seaside is vacant land, a variety of development associated with past military use of the area exists. Approximately 1,500 mostly abandoned and boarded up residential are located on either side of General Jim Moore Boulevard. Scattered community service and governmental facilities associated with ongoing military activities on the former Fort Ord are also present. The largest remaining developed land uses are associated with the Bayonet/Black Horse Golf Course and the California State University at Monterey Bay (CSUMB) campus. The area south of Eucalyptus Road and east of General Jim Moore Boulevard is vacant, and much of this area, which still contains hazards associated with unexploded ordnance, is to be retained as Habitat Management open space.

Related Plans and Policies

Seaside Zoning Code

The Zoning Code is the primary implementation tool for the Land Use Element. The Code identifies specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the City. Per State law, the Zoning Code must be consistent with the land use and development policies contained in this Element.

Fort Ord Reuse Plan

Adopted in 1997, the Fort Ord Reuse Plan provides a framework for the reuse of more than 45 square miles of the former Fort Ord army base. The reuse plan identifies land uses, goals, and policies to transform the former U.S. Army base into an integrated community, which includes property located in the following jurisdictions: the cities of Seaside, Marina, Monterey, and Del Rey Oaks; the County of Monterey; the University of California; California State University; and the Presidio of Monterey Annex. The plan anticipates the creation of more than 18,000 jobs, 16,000 housing units, and a total population of more than 37,000 people within the Fort Ord Reuse Authority (FORA) jurisdiction.

California Water Code Sections 10910-10915

Sections 10910-10915 of the California Water Code identify consultation, noticing, and water assessment and provision requirements for proposed projects meeting the specific criteria identified in Sections 10910 and 10913 of the Code. The City must consult with local and regional water agencies to assess whether the water demand associated with the project is included in the agency's most recent Urban Water Management Plan and whether existing supplies can meet the project's demand for water. Based on the entire record, the City shall determine within an EIR whether projected water supplies available during normal, single-dry, and multiple-dry water years will be sufficient to satisfy the demands of the proposed project, in addition to existing and planned future uses.

Monterey Bay Air Quality Management Plan

The Monterey Bay Unified Air Pollution Control District's Air Quality Management Plan (AQMP) mandates a variety of measures to improve air quality. To comply with the AQMP, the Land Use Element organizes land uses in relation to the circulation system, promoting compact, pedestrian and transit-friendly development, and provides a balanced Land Use Plan that promotes a favorable relationship between jobs and housing.

Local Coastal Program

Implementation of Seaside's certified Local Coastal Program protects natural features within the beachfront areas in the City, including the Laguna Grand/Roberts Lake Areas.

Habitat Management Plan

Due to the quantity and diversity of unique habitat and special-status species at the former Fort Ord, an installation-wide multi-species Habitat Management Plan (HMP) was developed, which establishes guidelines for the conservation and management of wildlife and plant species and habitats that depend on the former Fort Ord land for survival. A conceptual conservation area and corridor system has been developed to define the minimum area necessary to preserve HMP species populations and habitats according to known ecological principals and the known biological resource definitions at the former Fort Ord.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or

- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Environmental Impact

The variety of land uses proposed within the planning area affects the important balance between the generation of public revenues and the provision of public services and facilities. Achieving and maintaining a balance of land uses can ensure fiscal stability and also create a desirable community in which people can work, shop, reside, and recreate. The Proposed General Plan Land Use Plan will assist in creating a balance between jobs and housing units within the City.

Proposed Land Uses

The Seaside General Plan reflects regional and local development trends, environmental policy, economic patterns, social conditions, community aspirations, and current State planning law. The General Plan establishes a long-term development plan for the planning area. The proposed General Plan Land Use Plan (**Figure 5.8-1**) provides for growth and redevelopment activities in Seaside Proper and North Seaside.

The land uses designated on the Land Use Policy Map will not result in development that would divide an established community. Redevelopment is already occurring in North Seaside through programs implemented by the United States Army, and many of the existing military neighborhoods and uses will be demolished and replaced with new uses as a result of these programs. In fact, most of the existing residential units and old dormitory facilities associated with past military activities in North Seaside are currently abandoned and boarded up. The proposed General Plan Land Use Policy Map maintains these areas as Military to allow for the redevelopment of these areas per these existing federal programs. The remaining areas of North Seaside are proposed for uses that will complement existing development and integrate North Seaside with Seaside Proper. No roadway or other infrastructure is proposed that would divide an established community in North Seaside.

Because few vacant parcels exist in Seaside Proper, the proposed General Plan Land Use Policy Map largely reflects the existing uses in the central core of the community. However, certain areas, such as the Broadway Corridor are targeted for redevelopment activities, which would include a mixture of new and redeveloped residential and non-residential uses. In the Broadway Corridor, the redevelopment activities, reduced right-of-way width for Broadway, and mixed uses will give the area a more pedestrian scale, integrating rather than dividing existing uses from new development. In other portions of Seaside Proper, no major land uses or infrastructure improvements are proposed that would divide an established community. No impact associated with this issue will occur.

Related Plans and Policies

Implementation of the proposed General Plan may impact the related land use plans and policies that have been adopted to avoid or mitigate an environmental effect. The potential impact to the plans and policies identified previously are described below.

Seaside Zoning Code

The proposed project will change existing General Plan land use designations for certain parcels within the planning area. The existing zoning designations for those parcels may not be consistent with the new land use designation. A significant impact associated with the Zoning Code may occur where zoning on specific parcels is inconsistent with new General Plan land use designations for those parcels. Implementation of Mitigation Measure LU1 will reduce the impact to a level less than significant. Mitigation Measure LU1 calls for implementation of General Plan Housing Element Program 2, which requires the City to review and update the Zoning and Subdivision Ordinances to ensure consistency with the General Plan and to help implement the General Plan policies.

Fort Ord Reuse Plan

The land uses within Seaside's Land Use Element have been developed in consideration of the goals, policies, and Land Use Concept Map of the Fort Ord Reuse Plan. However, differences between the Fort Ord Reuse Plan and Seaside's Land Use Element do occur. Any land use proposed within the jurisdiction of FORA will be reviewed for consistency with the Reuse Plan and may require an amendment to the Fort Ord Use Plan if the land uses are found to be inconsistent.

California Water Code Sections 10910-10915

Per California Water Code Sections 10910-10915, the City consulted with local and regional water agencies to assess whether the water demand associated with the proposed General Plan is included in the agency's most recent Urban Water Management Plan and whether existing supplies can meet the project's demand for water. All future projects within the City that meet the criteria will be required to determine whether projected water supplies available during normal, single-dry, and multiple-dry water years will be sufficient to satisfy the demands of the proposed project, in addition to existing and planned future uses. No significant impact associated with this issue will occur.

Monterey Bay Air Quality Management Plan

To comply with the AQMP, the Land Use Element organizes land uses in relation to the circulation system, promoting compact, pedestrian and transit-friendly development, and provides a balanced Land Use Plan that promotes a favorable relationship between jobs and housing. Also, the proposed land uses do not provide capacity that would exceed the assumptions contained within the current AQMP. No significant impact associated with the AQMP will occur.

SEASIDE GENERAL PLAN

Legend

RIS	Low Density Single Family Residential
RMS	Medium Density Single Family Residential
RM	Medium Density Residential
RH	High Density Residential
CC	Community Commercial
RGC	Regional Commercial
HC	Heavy Commercial
PI	Public / Institutional
M	Military
POS	Park and Open Space
HM	Habitat Management
RC	Recreational Commercial
MX	Mixed Use
PD	Planned Development
	Seaside City Boundary

Source: City of Seaside and FORA, Cotton/Bridges/Associates; CAD/GIS 2002.

To Castroville

Pacific Ocean
Monterey Bay

City of Marina

Monterey County

Light Fighter Dr

Gigling Rd

Owen Durham St

Normandy Rd

Veteran's Cemetery

Ardennes Cir

Bayonet Black Horse Golf Course

McClure Wy

General Jim Moore Blvd

Eucalyptus Rd

Coe Ave

Military Ave

Ord Grove Ave

Mission Memorial Park

La Salle Ave

San Pablo Ave

Munras Ave

Broadway Ave

Sand City

Del Monte Blvd

Roberts Lake

Laguna Grande

To Carmel

Fremont Blvd

Hilby Ave

Ronsch Ave

Plumas Ave

City of Monterey

Canyon Del Rey Blvd

City of Del Rey Oaks

Monterey Peninsula Airport

To Salinas

N W E S

0 1,250 2,500 5,000 Feet

0 0.25 0.5 1 Mile

Figure 5.8-1
Land Use Policy Map

Back of figure

Habitat Management Plan and Conservation Plans

The project's potential impact to local habitat management and conservation plans are described below.

Local Coastal Program

The natural features within the beachfront areas in the City, including the Laguna Grand/Roberts Lake Areas, are designated Parks and Open Space on the Land Use Policy Map. These areas will be retained as open space for the public's visual and recreational enjoyment. No impact associated with the Local Coastal Program will occur.

Habitat Management Plan

All lands identified as Habitat Reserve within the Habitat Management Plan have been designated as Habitat Management on the Land Use Policy Map. No significant impact associated with the Habitat Management Plan will occur.

Mitigation Measures

LU1. The City shall implement the General Plan Housing Element Program 2, which requires the City to review and update the Zoning and Subdivision Ordinances to ensure consistency with the General Plan and to help implement the General Plan policies.

Impact After Mitigation

Less than significant.

5.9 Noise

Portions of this analysis are summarized from the noise analysis contained in Volume II Appendix B of this EIR.

Environmental Setting

Seaside is subject to typical urban noises such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities. Noise in the community is the cumulative effect of noise from transportation activities and stationary sources. Transportation noise refers to noise from automobile use, trucking, airport operations and rail operations. Non-transportation noise typically refers to noise from stationary sources such as commercial establishments, machinery, air conditioning systems, compressors and landscape maintenance equipment. Regardless of the type of noise, the noise levels are highest near the source and decrease with distance.

Noise Standards

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perceptibility is subjective and the physical response to sound complicates the analysis to its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." Sound pressure magnitude is measured and quantified using a logarithmic ration of pressures, the scale of which gives the level of sound in decibels (dB). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighting filter system is used to adjust measured sound levels and is expressed as dBA.

Noise consists of pitch, loudness, and duration; therefore, it is difficult to describe noise with a single unit of measure. Federal and state agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California and the Community Noise Equivalent Level (CNEL) and the day-nigh level (L_{dn}). In order to account for increased human sensitivity at night, the CNEL level includes a five dB penalty on noise during the 7:00 P.M. to 10:00 P.M. time period and a ten dB penalty on noise during the 10:00 P.M. to 7:00 A.M. time period. The L_{dn} level includes only the ten dB weighting for late-night noise. These values are nearly identical for all but unusual noise sources.

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise attributable to outside noise sources. Title 24 also specifies that acoustical studies be prepared whenever a residential building or structure is proposed to be located within exterior CNEL or L_{dn} contours of 60 dB or greater attributable to an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source. The acoustical analysis must show that the building has been designed to limit intruding

noise to an interior CNEL or L_{dn} or 45 dB. **Table 5.9-1** outlines the interior and exterior noise standards set forth by Title 24 of the California Code of Regulations.

Table 5.9-1
State of California Interior and Exterior Noise Standards

Land Use	Noise Standards[1]	
	Interior[2,3]	Exterior
Residential – Single-family, multi-family, duplex, mobile home	CNEL 45 dB	CNEL 65 dB[4]
Residential – Transient lodging, hotels, motels, nursing homes, hospitals	CNEL 45 dB	CNEL 65 dB[4]
Private offices, church sanctuaries, libraries, board rooms, conference rooms, theaters, auditoriums, concert halls, meeting halls, etc.	Leq(12) 45 dB(A)	--
Schools	Leq(12) 45 dB(A)	Leq(12) 67 dB(A)[5]
General offices, reception, clerical, etc.	Leq(12) 50 dB(A)	--
Bank, lobby, retail store, restaurant, typing pool, etc.	Leq(12) 55 dB(A)	--
Manufacturing, kitchen, warehousing, etc.	Leq(12) 65 dB(A)	--
Parks, playgrounds	--	CNEL 65 dB[5]
Gold courses, outdoor spectator sports, amusement parks	--	CNEL 70 dB[5]

Source: Title 24, California Code of Regulations.
Notes:
1. CNEL: Community Noise Equivalent Level.
   Leq(12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operations).
2. Indoor standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets, and corridors.
4. Outdoor environment limited to rear yard of single-family homes, multi-family patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic area, and other areas of frequent human use.

Sensitive Land Uses

Noise is particularly problematic when noise-sensitive land uses are affected. Noise-sensitive land uses are defined as uses supporting activities that are interrupted by noise such as residences, schools, hospitals, religious facilities, and recreation areas. The 65 dB level represents the maximum exterior noise that is acceptable for residential uses. **Table 5.9-2** provides a land use compatibility matrix based on noise generation and noise sensitivity.

The City uses land use compatibility standards when planning and making development decisions in order to ensure that noise producers do not adversely affect sensitive receptors. **Table 5.9-3** summarizes City noise standards for various types of land uses. The standards represent the maximum acceptable noise levels and are used to determine noise impacts.

Table 5.9-2
Noise/Land Use Compatibility Matrix
Noise Contours and Noise Impact Areas

Land Use Category	Community Noise Equivalent Level CNEL, dB						
	55		60	65	70	75	80
Residential - Single Family, Multifamily, Duplex	A	A	B	B	C	- - -	- - -
Residential - Mobile Homes	A	A	B	C	C	- - -	- - -
Transient Lodging - Motels, Hotels	A	A	B	B	C	C	- - -
Schools, Libraries, Churches, Hospitals, Nursing Homes	A	A	B	C	C	- - -	- - -
Auditoriums, Concert Halls, Amphitheaters, Meeting Halls	B	B	C	C	- - -	- - -	- - -
Sports Arenas, Outdoor Spectator Sports, Amusement Parks	A	A	A	B	B	- - -	- - -
Playgrounds, Neighborhood Parks	A	A	A	B	C	- - -	- - -
Golf Courses, Riding Stables, Cemeteries	A	A	A	A	B	C	C
Office and Professional Buildings	A	A	A	B	B	C	- - -
Commercial Retail, Banks, Restaurants, Theaters	A	A	A	A	B	B	C
Industrial, Manufacturing, Utilities, Wholesale, Service Stations	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

Source: Taken in part from Aircraft Noise Impact Planning Guidelines for Local Agencies, U.S. Department of Housing and Urban Development, TE/NA-472, November 1972.

A = Normally Acceptable - Specified land use is satisfactory based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

B = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

C = Normally Unacceptable - New construction or development should generally be discouraged. If it does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

- - - = Clearly Unacceptable - New construction or development should generally not be undertaken.

Table 5.9-3
City of Seaside Interior and Exterior Noise Standards

Land Use	Noise Standards[1]	
	Exterior	Interior
Residential	65 dB(A)	45 dB(A)
Mixed Use Residential	70 dB(A)	45 dB(A)
Commercial	70 dB(A)	---
Office	70 dB(A)	50 dB(A)
Industrial	75 dB(A)	55 dB(A)
Public Facilities	70 dB(A)	50 dB(A)
Schools	50 dB(A)	50 dB(A)

[1] In Community Noise Level Equivalent (CNEL).

These noise standards are the basis for the development of the land use compatibility guidelines presented in **Table 5.9-2**. If the noise level of a project falls within Zone A or Zone B, the project is considered compatible with the noise environment. Zone A implies that no mitigation will be needed. Zone B implies that minor mitigation measures may be required to meet the City's noise standards. All development project proponents are required to demonstrate that the noise standards will be met prior to approval of projects.

If the noise level of a project falls within Zone C, substantial noise mitigation will be necessary to meet the noise standards. Mitigation may involve construction of noise barriers and substantial building sound insulation. Projects in Zone C can be successfully mitigated; however, project proponents must demonstrate that the noise standards will be met prior to issuance of building permits. If noise levels fall outside of Zones A, B, and C, projects are considered clearly incompatible with the noise environment and should not be approved.

The future noise contour map in the General Plan can be used to determine the appropriate time to implement this standard. Future noise contours have been estimated with information about existing and projected land use development and transportation activity.

Inclusion of design features in development and reuse/revitalization projects is required in order to reduce the impact of noise on residential development. New development and reuse/revitalization projects can be made compatible with the noise environment by utilizing noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions. Contours of 60 dB(A) or greater define noise impacted areas. When noise sensitive land uses are proposed within these contours, an acoustical analysis must be prepared. For the project to be approved, the analysis must demonstrate that the project is designed to attenuate noise to meet the City's noise standards as defined in **Table 5.9-3**. If the project is not designed to meet the noise standards, mitigation measures can be recommended in the analysis. If the analysis

demonstrates that the noise standards can be met with implementation of the mitigation measures, the project can be approved with the mitigation measures required as conditions of project approval.

Existing Noise

Transportation Related Noise

Noise from transportation activity is the primary component of the noise environment in Seaside. Transportation noise is related to the major transportation corridors that traverse the community. As shown in **Table 5.9-4**, land uses adjacent to certain segments of Broadway Avenue, Canyon Del Rey Boulevard, Del Monte Boulevard, Fremont Boulevard, State Route 1, and Lightfighter Boulevard are located within a 65 dB or higher noise contour. This means that persons living or attending schools in these areas may be subject to noise levels exceeding the City's standards.

Airport Operations

Aircraft activities at Monterey Peninsula Airport do not significantly affect Seaside, since the approach and takeoff areas are over rural areas to the east and Monterey Bay to the west. A small portion of the City is currently within a 65 dB(A) contour overly associated with aircraft overflights from the airport; however, this area of the City is mainly designated as open space. **Figure 5.9-1** depicts the Noise Contours for Monterey Peninsula Airport.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the General Plan would:

- Exceed the City of Seaside Noise Standards; or
- Exceed the California Administrative Code, Title 24 – Noise Insulation Standards.

Environmental Impact

Construction Activities

Implementation of the Seaside General Plan would result in additional development within the Planning Area, which would generate noise during construction activity. Recent annexation of land in the former Fort Ord area has given the City new opportunities for residential and non-residential development in northern and eastern Seaside. New development, redevelopment, and revitalization opportunities also exist in the central core of the City. Construction activity would have the potential to impact noise sensitive land uses located adjacent to construction sites.

Table 5.9-4
Existing Noise Contours

Arterial / Reach	Arterial Type*	Speed Limit, mph	Elev.	% Trucks		Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	Distance to Existing CNEL Contour Lines From Near Lane Centerline, feet				
				Med.	Hvy	2003	2003	60dB	65dB	70dB	75dB	80dB
BROADWAY AVENUE												
Del Monte to Hillsdale	4	30	AT	2.0%	2.0%	8,665	64.0 dB	110'	---	---	---	---
Fremont to Terrace	4	30	AT	2.0%	2.0%	10,382	65.0 dB	130'	50'	---	---	---
Noche Buena to Kenneth	4	30	AT	2.0%	2.0%	9,947	64.5 dB	120'	---	---	---	---
Yosemite to Ancon	4	30	AT	2.0%	2.0%	5,537	62.5 dB	83'	---	---	---	---
CALIFORNIA AVENUE												
Highway 1 to Playa	1	25	AT	1.8%	0.7%	6,892	60.5 dB	56'	---	---	---	---
CANYON DEL REY BOULEVARD (HWY. 218)												
Del Monte to Kmart Driveway	4	35	AT	0.1%	0.1%	17,341	65.0 dB	130'	50'	---	---	---
Hilby to Fremont	5	40	AT	5.8%	2.2%	19,126	69.5 dB	278'	120'	---	---	---
COE AVENUE												
Monterey to Napier	1	35	AT	1.8%	0.7%	3,896	61.5 dB	69'	---	---	---	---
DEL MONTE BOULEVARD												
Fremont to Ord Grove	4	35	AT	2.0%	2.0%	5,246	62.5 dB	83'	---	---	---	---
Heirzinger to Tioga	4	35	AT	2.0%	2.0%	11,412	65.5 dB	143'	56'	---	---	---
Canyon del Rey to Elm	4	35	AT	2.0%	2.0%	18,623	68.0 dB	215'	90'	---	---	---
FIRST AVENUE												
Light Fighter to Gigling	1	35	AT	1.8%	0.7%	3,193	60.5 dB	56'	---	---	---	---
FREMONT BOULEVARD												
Highway 1 to Del Monte	4	35	AT	2.0%	2.0%	16,697	67.5 dB	200'	83'	---	---	---
Broadway to Olympia	4	30	AT	2.0%	2.0%	22,201	68.0 dB	215'	90'	---	---	---
Broadway to Palm	4	30	AT	2.0%	2.0%	22,220	68.0 dB	215'	90'	---	---	---
Kimball to Canyon del Rey	4	30	AT	2.0%	2.0%	27,388	69.0 dB	255'	110'	---	---	---
Canyon del Rey to Casanova	4	30	AT	2.0%	2.0%	29,547	69.0 dB	255'	110'	---	---	---

Table 5.9-4
Existing Noise Contours
(continued)

Arterial / Reach	Arterial Type*	Speed Limit, mph	Elev.	% Trucks		Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	Distance to Existing CNEL Contour Lines From Near Lane Centerline, feet				
				Med.	Hvy	2003	2003	60dB	65dB	70dB	75dB	80dB
GENERAL JIM MOORE BOULEVARD												
Light Fighter to First	1	25	AT	2.0%	2.0%	9,143	64.0 dB	110'	---	---	---	---
Gigling to Normandy	4	35	AT	2.0%	2.0%	7,382	64.0 dB	110'	---	---	---	---
South Boundary to Eucalyptus	1	35	AT	2.0%	2.0%	4,125	63.0 dB	90'	---	---	---	---
GIGLING ROAD												
Gen. Jim Moore to Malmedy	1	35	AT	1.8%	0.7%	3,063	60.5 dB	56'	---	---	---	---
HIGHWAY 1												
Canyon del Rey to Monterey	7	65	AT	2.4%	1.9%	77,000	79.0 dB	950'	520'	255'	110'	---
Monterey to Light Fighter	7	65	AT	2.3%	2.0%	96,000	80.0 dB	1,050'	600'	300'	130'	50'
North of Light Fighter	7	65	AT	2.3%	2.0%	83,000	79.5 dB	1,000'	560'	278'	120'	---
HILBY AVENUE												
Flores to Luxton	1	30	AT	1.8%	0.7%	2,657	59.0 dB	---	---	---	---	---
Fremont to Wheeler	1	30	AT	1.8%	0.7%	7,269	63.0 dB	90'	---	---	---	---
Sutter to Placer	1	25	AT	1.8%	0.7%	4,765	59.5 dB	---	---	---	---	---
KIMBALL AVENUE												
Wheeler to Shafer	1	30	AT	1.8%	0.7%	3,092	59.5 dB	---	---	---	---	---
LA SALLE AVENUE												
Yosemite to Lincoln	1	30	AT	1.8%	0.7%	3,256	60.0 dB	50'	---	---	---	---
Fremont to Baker	1	30	AT	1.8%	0.7%	3,269	60.0 dB	50'	---	---	---	---
LIGHT FIGHTER DRIVE												
First to Highway 1	4	35	AT	2.0%	2.0%	13,318	66.5 dB	170'	69'	---	---	---
MILITARY AVENUE												
Noche Buena to Fremont	1	25	AT	1.8%	0.7%	878	53.0 dB	---	---	---	---	---

Table 5.9-4
Existing Noise Contours
(continued)

Arterial / Reach	Arterial Type*	Speed Limit, mph	Elev.	% Trucks		Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	Distance to Existing CNEL Contour Lines From Near Lane Centerline, feet				
				Med.	Hvy	2003	2003	60dB	65dB	70dB	75dB	80dB
MONTEREY ROAD												
Fremont to Coe	1	35	AT	1.8%	0.7%	6,576	63.5 dB	100'	---	---	---	---
NOCHE BUENA STREET												
San Pablo to La Salle	1	25	AT	1.8%	0.7%	4,585	59.0 dB	---	---	---	---	---
San Pablo to Phoenix	1	25	AT	1.8%	0.7%	4,943	59.5 dB	---	---	---	---	---
Broadway to Palm	1	25	AT	1.8%	0.7%	4,380	59.0 dB	---	---	---	---	---
Hilby to Kimball	1	25	AT	1.8%	0.7%	3,826	58.5 dB	---	---	---	---	---
ORD GROVE AVENUE												
Noche Buena to Luxton	1	30	AT	1.8%	0.7%	2,610	59.0 dB	---	---	---	---	---
SAN PABLO AVENUE												
Fremont to Baker	1	25	AT	1.8%	0.7%	4,404	59.0 dB	---	---	---	---	---
SONOMA AVENUE												
Fremont to Terrace	1	25	AT	1.8%	0.7%	5,659	60.0 dB	50'	---	---	---	---
YOSEMITE STREET												
Broadway to Mingo	1	25	AT	1.8%	0.7%	2,223	56.5 dB	---	---	---	---	---
Sonoma to Wanda	1	25	AT	1.8%	0.7%	2,341	56.5 dB	---	---	---	---	---

* Arterial Types: 1) 2 lanes, 35 mph or less; 2) 2 lanes, 40 mph; 3) 2 lanes, 45 mph or more; 4) 4-6 lanes, 35 mph or less; 5) 4-6 la
6) 4-6 lanes, 45 mph or more; 7) 4-6 lane freeway, 55 mph or more; 8) 8 lane freeway, 55 mph or more.

Notes:
AT', 'ABOVE', and 'BELOW' refer to the elevation of the surrounding area relative to the arterial.

Figure 5.9-1
Monterey Peninsula Airport Noise Contours

Table 5.9-5 illustrates typical noise levels from operating construction equipment at a distance of 50 feet. As shown, construction equipment generates high levels of intermittent noise ranging from 70 dB(A) to 105 dB(A), and would result in a significant impact where nose sensitive land uses adjoin construction sites. Although construction activities will result in a noise impact at such locations, this impact will be short-term and will cease upon completion of construction. Implementation of Mitigation Measures N1, N2 and N3 will reduce the construction related noise impact to a level less than significant.

Mitigation Measure N1 calls for implementation of General Plan Noise Element Implementation Plan N-3.1.1, which requires the City to enforce the noise limits and construction and operation regulations contained in this Noise Element and in the City's Municipal Code. Mitigation Measure N2 requires the City to implement the General Plan Noise Element Implementation Plan N-3.1.3, which requires the City to require all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations (Title 24 California Code of Regulations, Zoning Ordinance and Chapter 21A of the Municipal Code).

Title 24 specifies that combined indoor noise for multi-family living spaces shall not exceed 45 db(A) CNEL. This standard must be implemented when the outdoor noise level exceeds 60 dB(A) CNEL. The projected noise contour map in the General Plan can be used to determine when to implement this standard. Title 24 requires that the standard be applied to all new hotels, motels, apartments and multi-family projects. The City also applies the standard to new single-family development.

Mitigation Measure N3 calls for implementation of General Plan Noise Element Implementation Plan N-1.1.1, which requires the City to review discretionary development proposals for potential on- and off-site stationary and vehicular noise impacts per the California Environmental Quality Act (CEQA). Any proposed development located within a 60 dB or higher noise contour shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Ordinance, Noise Ordinance, the Noise Contours Map (Figure N-1), and Tables N-1 and N-2 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise reduction designs/structures will be required to reduce the impact to a level less than significant. If the impact cannot be reduced to a level less than significant or avoided with accepted noise reduction methods, the proposed project will be determined "Clearly Unacceptable" and will not be approved.

Table 5.9-5
Construction Equipment Noise Levels

Equipment Item	Range of Noise Level at 50 Feet	Nominal Noise Level, Leq, at 50 Feet
Earthmoving		
Backhoes, 200 HP	71 to 93 dB(A)	85 dB(A)
Berm Machine, 100 HP	74 to 84 dB(A)	80 dB(A)
Dozers	72 to 96 dB(A)	86 dB(A)
Front Loaders, 300 HP	71 to 96 dB(A)	82 dB(A)
Graders	73 to 95 dB(A)	85 dB(A)
Paver	80 to 92 dB(A)	89 dB(A)
Roller, 180 HP	78 to 84 dB(A)	79 dB(A)
Scrapers	73 to 95 dB(A)	88 dB(A)
Tractors, 200 HP	72 to 96 dB(A)	84 dB(A)
Trencher, 80 HP	76 to 86 dB(A)	82 dB(A)
Truck/Trailer, 200 HP	70 to 92 dB(A)	82 dB(A)
Truck:125 HP, 150 HP	76 to 85 dB(A)	80, 82 dB(A)
Materials Handling		
Concrete Mixer	70 to 90 dB(A)	85 dB(A)
Concrete Pump	74 to 84 dB(A)	82 dB(A)
Crane, Moveable: 50 HP, 200 HP, 400 HP	75 to 95 dB(A)	76, 80, 83 dB(A)
Derrick	86 to 89 dB(A)	88 dB(A)
Forklift, 40 HP	68 to 82 dB(A)	80 dB(A)
Side Boom, 200 HP	80 to 90 dB(A)	85 dB(A)
Water Truck, 500 HP	79 to 88 dB(A)	84 dB(A)
Stationary Equipment		
Boiler, 1600 HP	79 to 85 dB(A)	82 dB(A)
Compressors: 100 HP, 200 HP	68 to 87 dB(A)	78, 81 dB(A)
Generators: 20 HP, 400 HP, 1300 HP	69 to 81 dB(A)	74, 81, 84 dB(A)
Pumps: 25 HP, 200 HP, 350 HP	60 to 80 dB(A)	73, 76, 80 dB(A)
Impact Equipment		
Compactor, 20 HP	84 to 90 dB(A)	86 dB(A)
Jack Hammers	75 to 104 dB(A)	88 dB(A)
Pile Drivers (Peak Level)	90 to 104 dB(A)	101 dB(A)
Pneumatic Tools	82 to 88 dB(A)	86 dB(A)
Rock Drills	90 to 105 dB(A)	98 dB(A)
Steam Boiler (Pile Driver)	83 to 92 dB(A)	88 dB(A)
Other Equipment		
Saws	67 to 92 dB(A)	78 dB(A)
Vibrators	69 to 80 dB(A)	76 dB(A)
Welding Machines: 50 HP, 80 HP	76 to 85 dB(A)	80, 82 dB(A)

Source: Wieland Associates, 1999.

Vehicular Traffic

Implementation of the Seaside General Plan will allow new development within the Planning Area. Such development will generate additional traffic that will increase noise levels along the roadways. **Table 5.9-6** summarizes the buildout year noise levels from roadways within the Planning Area. As **Table 5.9-6** depicts, future noise levels along major streets in the planning area are projected to range from approximately CNEL 55 dB(A) to CNEL 80 dB(A). Interstate 1 will continue to be the primary noise source with noise levels reaching CNEL 80 dB(A) at a distance of 50 feet from the roadway centerline.

As identified in **Table 5.9-6,** certain portions of the City will be subject to noise levels exceeding the City's noise standards. This is considered a significant impact. Implementation of Mitigation Measures N4 and N5 will reduce the impact associated with vehicular noise to a level less than significant. Mitigation Measure N4 calls for implementation of General Plan Noise Element Implementation Plan N-2.1.1, which requires the City to reduce noise impacts from transportation activity to enhance the quality of the community. The City will incorporate noise control measure, such as sound walls and berms, into roadway improvement projects to mitigate impacts to adjacent development. The City will also request Cal-trans and the Monterey County Transportation Agencies to provide noise control for roadway projects within the community. In particular, the City will advocate reducing noise impacts from the ~~list~~ *City's* major noise sources*, as defined in the City's Table of Future Noise Contours*. Mitigation Measure N5 calls for the implementation of General Plan Noise Element Implementation Plan N-2.1.2, which requires the City to coordinate with the Police Department, Monterey County Sheriffs Department and the California Vehicle Code pertaining to noise standards for cars, trucks and motorcycles. The City will periodically review truck and bus routes in the community for noise impacts to residential and other sensitive land uses. Where noise impacts are identified from truck traffic, the City will modify the designated truck routes to avoid impacts. Where impacts are identified from bus traffic, the City will recommend alternative routes to the Salinas Transit Board.

Aircraft Operations

A small portion on the southern edge of the City is located within the Monterey Peninsula Airport 55 dB(A) noise contour. This area of the City is mainly designated as Habitat Management, and Park and Open Space; however, some low and medium density single-family residential and public institutional land uses are located within this noise contour. Current aircraft activities at the airport do not significantly affect Seaside, since the approach and takeoff areas are over rural areas to the east and Monterey Bay to the west. Additionally, the General Plan Noise Element Implementation Plan N-2.1.3 requires the City to upon any update of the Monterey Peninsula Airport Master Plan, the County Airport Land Use Plan, or California Airport Land Use Planning Handbook, review and revise as necessary the goals, policies, and noise plan within the General Plan Noise Element to correspond with the updated *County* Airport ~~Master~~ *Land Use* Plan. Additionally, structural heights must be in accordance with the Federal Aviation Administration (FAA), Federal Aviation Regulations Part 77 as depicted in the adopted Comprehensive Land Use Plan for Monterey Peninsula Airport. Therefore, no significant noise impact associated with aircraft operations is anticipated.

Table 5.9-6
Future Noise Contours

Arterial / Reach	Arterial Type*	Speed Limit, mph	Elev.	% Trucks		Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	Distance to Future (Build + Interchange) CNEL Contour Lines From Near Lane Centerline, feet				
				Med.	Hvy	2020	2020	60dB	65dB	70dB	75dB	80dB
BROADWAY AVENUE												
Del Monte to Hillsdale	4	30	AT	2.0%	2.0%	11,472	65.5 dB	143'	56'	---	---	---
Fremont to Terrace	4	30	AT	2.0%	2.0%	12,389	65.5 dB	143'	56'	---	---	---
Noche Buena to Kenneth	4	30	AT	2.0%	2.0%	11,907	65.5 dB	143'	56'	---	---	---
Yosemite to Ancon	4	30	AT	2.0%	2.0%	8,017	64.0 dB	110'	---	---	---	---
CALIFORNIA AVENUE												
Highway 1 to Playa	1	25	AT	1.8%	0.7%	9,531	62.0 dB	75'	---	---	---	---
CANYON DEL REY BOULEVARD (HWY. 218)												
Del Monte to Highway 1	4	35	AT	0.1%	0.1%	27,485	67.0 dB	185'	75'	---	---	---
Hilby to Fremont	5	40	AT	5.8%	2.2%	21,769	70.5 dB	320'	143'	56'	---	---
COE AVENUE												
Monterey to Napier	1	35	AT	1.8%	0.7%	8,731	64.5 dB	120'	---	---	---	---
DEL MONTE BOULEVARD												
Fremont to Ord Grove	4	35	AT	2.0%	2.0%	9,351	65.0 dB	130'	50'	---	---	---
Heirzinger to Tioga	4	35	AT	2.0%	2.0%	15,936	67.0 dB	185'	75'	---	---	---
Canyon del Rey to Elm	4	35	AT	2.0%	2.0%	26,657	69.5 dB	278'	120'	---	---	---
FIRST AVENUE												
Light Fighter to Gigling	1	35	AT	1.8%	0.7%	14,198	66.5 dB	170'	69'	---	---	---
FREMONT BOULEVARD												
Highway 1 to Del Monte	4	35	AT	2.0%	2.0%	30,552	70.0 dB	300'	130'	50'	---	---
Broadway to Olympia	4	30	AT	2.0%	2.0%	28,639	69.0 dB	255'	110'	---	---	---
Broadway to Palm	4	30	AT	2.0%	2.0%	28,623	69.0 dB	255'	110'	---	---	---
Kimball to Canyon del Rey	4	30	AT	2.0%	2.0%	31,392	69.5 dB	278'	120'	---	---	---
Canyon del Rey to Casanova	4	30	AT	2.0%	2.0%	33,284	70.0 dB	300'	130'	50'	---	---

Table 5.9-6
Future Noise Contours
(continued)

Arterial / Reach	Arterial Type*	Speed Limit, mph	Elev.	% Trucks		Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	Distance to Future (Build + Interchange) CNEL Contour Lines From Near Lane Centerline, feet				
				Med.	Hvy	2020	2020	60dB	65dB	70dB	75dB	80dB
GENERAL JIM MOORE BOULEVARD												
Light Fighter to First	4	35	AT	2.0%	2.0%	15,569	67.0 dB	185'	75'	---	---	---
Gigling to Normandy	4	35	AT	2.0%	2.0%	15,415	67.0 dB	185'	75'	---	---	---
South Boundary to Eucalyptus	3	45	AT	2.0%	2.0%	7,017	66.5 dB	170'	69'	---	---	---
GIGLING ROAD												
Gen. Jim Moore to Malmedy	1	35	AT	1.8%	0.7%	4,280	62.0 dB	75'	---	---	---	---
6th Division to Gen. Jim Moore	1	35	AT	1.8%	0.7%	3,264	61.0 dB	62'	---	---	---	---
HIGHWAY 1												
Canyon del Rey to Del Monte	7	65	AT	2.4%	1.9%	94,395	80.0 dB	1,050'	600'	300'	130'	50'
HILBY AVENUE												
Flores to Luxton	1	30	AT	1.8%	0.7%	3,734	60.5 dB	56'	---	---	---	---
Fremont to Wheeler	1	30	AT	1.8%	0.7%	7,165	63.0 dB	90'	---	---	---	---
Sutter to Placer	1	25	AT	1.8%	0.7%	4,722	59.0 dB	---	---	---	---	---
KIMBALL AVENUE												
Wheeler to Shafer	1	30	AT	1.8%	0.7%	3,026	59.5 dB	---	---	---	---	---
LA SALLE AVENUE												
Yosemite to Lincoln	1	30	AT	1.8%	0.7%	3,564	60.0 dB	50'	---	---	---	---
Fremont to Baker	1	30	AT	1.8%	0.7%	6,202	62.5 dB	83'	---	---	---	---
LIGHT FIGHTER DRIVE												
First to Highway 1	4	35	AT	2.0%	2.0%	26,379	69.5 dB	278'	120'	---	---	---
MILITARY AVENUE												
Noche Buena to Fremont	1	25	AT	1.8%	0.7%	11,228	62.5 dB	83'	---	---	---	---

Table 5.9-6
Future Noise Contours
(continued)

Arterial / Reach	Arterial Type*	Speed Limit, mph	Elev.	% Trucks		Avg. Daily Traffic	CNEL @ 50' From Near Lane C/L	Distance to Future (Build + Interchange) CNEL Contour Lines From Near Lane Centerline, feet				
				Med.	Hvy	2020	2020	60dB	65dB	70dB	75dB	80dB
MONTEREY ROAD												
Fremont to Coe	1	35	AT	1.8%	0.7%	6,695	63.5 dB	100'	---	---	---	---
NOCHE BUENA STREET												
San Pablo to La Salle	1	25	AT	1.8%	0.7%	5,301	59.5 dB	---	---	---	---	---
San Pablo to Phoenix	1	25	AT	1.8%	0.7%	5,639	60.0 dB	50'	---	---	---	---
Broadway to Palm	1	25	AT	1.8%	0.7%	4,697	59.0 dB	---	---	---	---	---
Hilby to Kimball	1	25	AT	1.8%	0.7%	4,576	59.0 dB	---	---	---	---	---
ORD GROVE AVENUE												
Noche Buena to Luxton	1	30	AT	1.8%	0.7%	1,163	56.0 dB	---	---	---	---	---
SAN PABLO AVENUE												
Fremont to Baker	1	25	AT	1.8%	0.7%	4,846	59.5 dB	---	---	---	---	---
SECOND AVENUE												
Light Fighter to First	4	35	AT	1.8%	0.7%	12,811	65.0 dB	130'	50'	---	---	---
SONOMA AVENUE												
Fremont to Terrace	1	25	AT	1.8%	0.7%	6,519	60.5 dB	56'	---	---	---	---
YOSEMITE STREET												
Broadway to Mingo	1	25	AT	1.8%	0.7%	2,404	56.5 dB	---	---	---	---	---
Sonoma to Wanda	1	25	AT	1.8%	0.7%	1,556	55.0 dB	---	---	---	---	---

* Arterial Types: 1) 2 lanes, 35 mph or less; 2) 2 lanes, 40 mph; 3) 2 lanes, 45 mph or more; 4) 4-6 lanes, 35 mph
6) 4-6 lanes, 45 mph or more; 7) 4-6 lane freeway, 55 mph or more; 8) 8 lane freeway, 55 mph or more.

Notes:
AT', 'ABOVE', and 'BELOW' refer to the elevation of the surrounding area relative to the arterial.

Stationary Noise

Implementation of the General Plan may result in excessive noise generated by non-residential projects such as industrial and commercial centers, restaurants and bars, religious institutions, and civic centers. These types of uses are allowed throughout the planning area. This is considered a potentially significant impact. Implementation of Mitigation Measure N6 will reduce this impact to a level less than significant. Mitigation Measure N6 calls for the implementation of General Plan Noise Element Implementation Plan N-3.1.2, which requires the City to limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on drive-ways next to residential and other noise sensitive areas. The City will promptly investigate noise complaints and abate any noise impacts associated with commercial activities, and only approve exceptions to noise limits if full compliance with the nighttime limits of the noise regulations is achieved.

Mitigation Measures

N1. The City shall implement the General Plan Noise Element Implementation Plan N-3.1.1, which requires the City to enforce the noise limits and construction and operation regulations contained in this Noise Element and in the City's Municipal Code.

N2. The City shall implement the General Plan Noise Element Implementation Plan N-3.1.3, which requires the City to require all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations (Title 24 California Code of Regulations, Zoning Ordinance and Chapter 21A of the Municipal Code).

N3. The City shall implement the General Plan Noise Element Implementation Plan N-1.1.1, which requires the City to review discretionary development proposals for potential on- and off-site stationary and vehicular noise impacts per the California Environmental Quality Act (CEQA). Any proposed development located within a 60 dB or higher noise contour (as shown in Figure 5.9-1) shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Ordinance, Noise Ordinance, the Noise Contours Map (Figure N-1), and Tables N-1 and N-2 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise reduction designs/structures will be required to reduce the impact to a level less than significant. If the impact cannot be reduced to a level less than significant or avoided with accepted noise reduction methods, the proposed project will be determined "Clearly Unacceptable" and will not be approved.

N4. The City shall implement the General Plan Noise Element Implementation Plan N-2.1.1, which requires the City to reduce noise impacts from transportation activity to enhance the quality of the community. Incorporate noise control measure, such as sound walls and berms, into roadway improvement projects to mitigate impacts to

adjacent development. Request Cal-trans and the Monterey County Transportation Agencies to provide noise control for roadway projects within the community. Particularly advocate reducing noise impacts from the ~~list~~ *City's* major noise sources*, as defined in the table of City's Future Noise Contours."*

N5. The City shall implement General Plan Noise Element Implementation Plan N-2.1.2, which requires the City to coordinate with the Police Department, Monterey County Sheriffs Department and the California Vehicle Code pertaining to noise standards for cars, trucks and motorcycles. Periodically review truck and bus routes in the community for noise impacts to residential and other sensitive land uses. Where noise impacts are identified form truck traffic, modify the designated truck routes to avoid impacts. Where impacts are identified from bus traffic, recommend alternative routes to the Monterey County Transportation Authority.

N6. The City shall implement the General Plan Noise Element Implementation Plan N-3.1.2, which requires the City to limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on drive-ways next to residential and other noise sensitive areas. Promptly investigate noise complaints and abate any noise impacts associated with commercial activities. Only approve exceptions to noise limits if full compliance with the nighttime limits of the noise regulations is achieved.

Impact After Mitigation

Construction Noise

Less than significant.

Vehicular Traffic

Less than significant.

Aircraft Operations

Not applicable.

Stationary Noise

Less than significant.

5.10 Population and Housing

Environmental Setting

The 2000 Census estimates the population of Seaside to be about 31,696 persons, and the City's housing stock contains 11,005 residential units, resulting in an average household size of 3.21 persons per household. This household size might contribute to the fact that 19.2 percent of Seaside households live in overcrowded living conditions. The 2000 Census estimated the City to have approximately 12,822 jobs (including self-employment), and Seaside accounts for 7.9 percent of the population in Monterey County.

According to the 2000 Census, the median age of City residents was 29.5 years, which is slightly lower than the County median age of 31.7 years. As shown in **Table 5.10-1**, Seaside's population overall is slightly younger than Monterey County's accounting for the lower median age. In Seaside, 41.3 percent of residents are under 24 years of age, 34.4 percent are aged 25 to 44 years, and 24.3 percent are 45 years or older.

Table 5.10-1
2000 Age Distribution

Age Group	Seaside	County of Monterey
Under 24 Years	41.3%	39.3%
25 to 44 Years	34.4%	31.3%
45 Years or Older	24.3%	29.4%

Source: 2000 Census.

The racial and ethnic composition of Seaside in 2000 was more diverse than that of Monterey County. According to the 2000 Census, White's comprise 36.4 percent of City residents, while 34.5 percent are Hispanic or Latino. Hispanics or Latinos comprise 46.8 percent of County residents, while White's comprise 40.3 percent. However, when compared to the County, Seaside has a significantly larger proportion of residents who are African American or Black, and Asian or Pacific Islander. **Table 5.10-2** depicts the racial and ethnic make-up of Seaside and the County of Monterey.

Table 5.10-2
2000 Race and Ethnicity

Race	Seaside	County of Monterey
Hispanic or Latino	34.5%	46.8%
White	36.4%	40.3%
Asian or Pacific Islander	12.1%	3.5%
Black or African American	11.1%	5.8%
All Other*	5.9%	3.6%

Source: U.S. Census 2000.
*Including those who marked "two or more races."

The 2000 Census estimates that Seaside's housing stock contains 11,005 units. Between 1990 and 2000, the City's housing stock decreased by 233 units, or 2.1 percent. In conjunction with the decrease in the total number of housing units, the number of households residing in the City declined by 808, or 7.6 percent. The decline in housing units and households is attributed to the closure of the Fort Ord military base in the 1990s and subsequent annexation of former Fort Ord lands.

According to the 2000 Census, of the 11,005 dwelling units, 76.2 percent are single-family residences, 19.9 percent are multifamily residences, and 3.9 percent are mobile homes. As depicted in **Table 5.10-3**, the vacancy rate for Seaside was higher than that for the County in 2000 (10.6 percent v. 8.0 percent).

Table 5.10-3
2000 Housing Unit Availability

Type	Seaside		County of Monterey	
	# of Units	% of Total Units	# of Units	% of Total Units
Total	11,005	100.0%	131,708	100.0%
% Occupied	9,833	89.4%	121,236	92.0%
% Vacant	1,172	10.6%	10,472	8.0%

Source: U.S. Census 2000.

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the proposed project:

- Induces substantial population growth in an area, either directly or indirectly;
- Displaces substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere; or
- Displaces substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Environmental Impact

Implementation of the proposed General Plan would result in an increase of dwelling units and population within the planning area. The estimated population for the planning area at the time of buildout is approximately 39,100, residing in about 11,900 housing units. This is an increase of 30 and 16 percent (respectively) over existing conditions.

Implementation of the proposed General Plan would not result in the displacement of substantial numbers of existing housing units or persons since the majority of the land designated for future development consists of vacant, or redevelopment of non-residential

land. Some residential units may be removed in conjunction with the redevelopment of land for non-residential uses. However, this impact would not be significant, as removal of a large number of units is not likely and removal would likely be at the discretion of the property owner when land is sold or transferred for development. As a result, no significant impact will result from the displacement of a large number of persons or housing units.

While implementation of the General Plan will result in an increase in the population of the planning area at buildout, the land uses allowed under the General Plan will provide for sufficient land to accommodate the population through the provision of additional housing. As depicted in **Table 3-1**, in Section *3.0 Project Description* of this EIR, a variety of residential development may occur in the City with the capacity for approximately 1,550 additional dwelling units. In addition, Seaside's vacancy rate (10.6 percent) is higher than the vacancy rate for the County (8.0 percent), suggesting flexibility in the City's existing housing stock to accommodate growth as a result of new non-residential development according to the General Plan. As a result, implementation of the General Plan will not result in a significant impact to housing and population since expected growth can be accommodated by the residentially-designated land in the planning area and sufficient housing can be provided to meet the needs of the expected population increase.

Mitigation Measures

No mitigation measures are proposed since no significant impact associated with population and housing has been identified.

Level of Significance After Mitigation

Not applicable.

5.11 Public Services and Utilities

This section examines whether implementation of the proposed General Plan will result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause a significant environmental impact. The public services and utilities examined in this section include: Police, Fire and Emergency, Education, Libraries, Parks and Recreation, Water, Sewer, Flood Control, Energy, and Solid Waste disposal. **Figure 5.11-1**, referred to throughout this section, shows the location of public facilities in Seaside.

Implementation of the General Plan will result in increased population and new development. New development will include residential, commercial, and public or institutional facilities. As indicated in **Table 3-1** contained in *Section 3.0 Project Description* of this EIR, approximately 550 acres of the planning area is planned for public or institutional land uses, which would accommodate new public facilities. The proposed General Plan residential land use categories also allow public facilities if they are compatible with the surrounding land uses. The potential impacts of public services and utilities development as allowed per the civic/public facilities and residential categories are analyzed throughout this EIR and identified in detail below.

Police Protection

Environmental Setting

The Seaside Police Department provides full police protection services to the community. As **Figure 5.11-1** depicts, the department headquarters is currently located in the southern portion of the City at 440 Harcourt Avenue and has two sub-stations; one located at Broadway and Yosemite and the other on East La Salle. The substations are not staffed 24 hours a day. The department has 40 sworn officers and 12 non-sworn, full-time personnel. Although the staffing levels have remained the same, the response area of the Police Department increased from 2.69 square miles to approximately 8 square miles with the closure of the Fort Ord military base and the City's subsequent annexation of a portion of this land.

The department responded to 52,490 calls for service in 2001, filing about 27,000 reports and making about 1,200 arrests. The number of officers per population has decreased from 1 to 598 in 1994 to 1 to 755 in 2001. The Police Department considers 1 officer per 500 residents an acceptable service ratio. New facilities and sworn police officers will be required to serve new development and improve this ratio. The City and Police Department review police staffing and funding levels on a periodic basis to ensure adequate levels of service are provided. According to the Seaside Police Department, accurate response time data is unavailable at the present time due to the increase in the department's service area.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

Environmental Impact

Implementation of the General Plan will result in an increase in population and new development. With the increase in population and new development, additional police services, and new or expanded facilities will be required to provide acceptable service levels. New development will be required to help provide police facilities necessary to provide an adequate level of service, as determined by the City Department.

Additionally, the City will implement Implementation Plans LU-10.1.1, LU-10.1.2, S-3.1.1, S-3.2.1, S-3.2.2 and S-3.3.1, of the General Plan, which address the City's police services. Implementation Plan LU-10.1.1 requires the City to adopt and maintain level of service (e.g., response times, call handling) and staffing standards for the Police Department. Implementation Plan LU-10.1.2 requires the City to ensure that the project developer has paid all appropriate fees, can be adequately served by the Police Department, and is designed in a manner that will prevent criminal behavior at the site. Implementation Plan S-3.1.1 requires the City to, during the budget process, ensure that adequate Police Department facilities and personnel are provided to meet adopted level of service standards. Implementation Plan S-3.1.2 requires the City to hold public education seminars that improve public awareness of both the responsiveness of local law enforcement and ways to reduce criminal activity. Implementation Plan S-3.2.1 requires the City to promote after school programs, volunteer programs, and Business and Neighborhood Watch programs to help maintain a safe environment. Implementation Plan S-3.2.2 requires the City to encourage the development and operation of community and recreational facilities as a pre-emptive strategy to reduce youth-related crime. Implementation Plan S-3.3.1 requires the City to consult with the Police Department during the project review process, ensure that the new development and redevelopment projects include design techniques and site planning aimed at reduce criminal activity.

The specific environmental impact of constructing a new police station in the planning area cannot be determined at this General Plan level of analysis because no specific projects are proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as police station, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in other sections of this EIR.

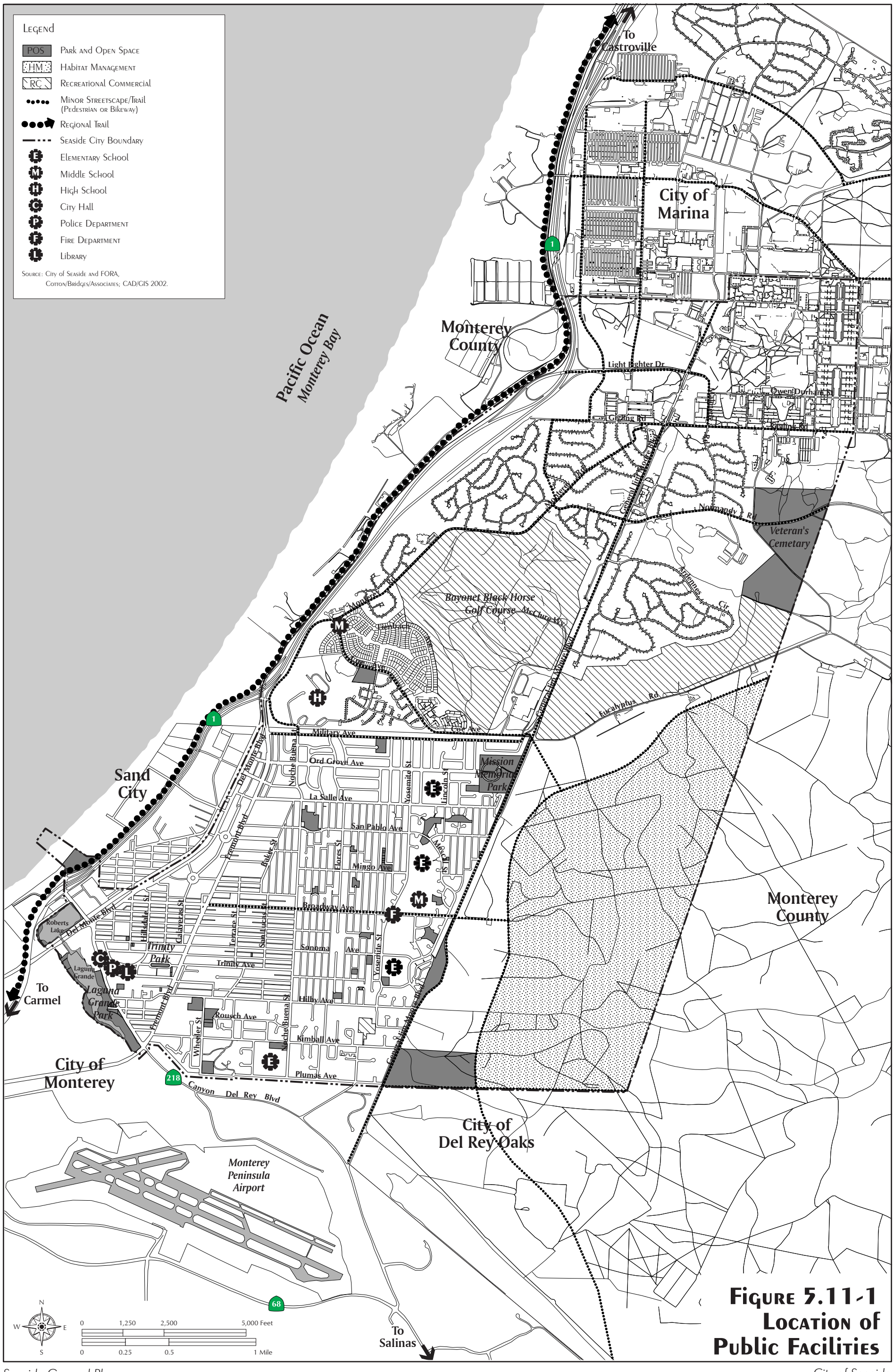

Figure 5.11-1
Location of Public Facilities

Back of figure 5.11-1

Mitigation Measures

Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.

Level of Significance After Mitigation

Environmental impacts associated with the construction and operation of new development, including public facilities are addressed in other sections of this EIR.

Fire Protection and Emergency Services

Environmental Setting

The Seaside Fire Department provides both emergency prevention and response services to the City of Seaside. The prevention activities include inspections of all types, fire investigation, public education presentations, and advice to the general public on fire protection systems, safety issues, and concerns. Seaside Fire Department has a fire prevention program that under the direction of the Fire Marshal, conducts checks of plans for new construction and renovation of structures.

Emergency services provided include fire suppression (structural, vegetation, and vehicular fires), paramedic emergency medical response, vehicular accident response, and rescue situations which include extrication and basic confined space rescue. Additionally, the

The Fire Department is located at Yosemite and Broadway. **Figure 5.11-1** depicts the location of the fire station. The Department responds to 2,000 to 2,400 emergency calls annually, of which approximately 65 percent are medical in nature. The Department responds to fires, medical emergencies, rescues, and services calls under a 24-hour a day operation.

The Seaside Fire Department is rated as a Class Four Fire Department by the Insurance Services Organization (I.S.O). The I.S.O. inspects fire protection in cities and counties across the United States. A Class One is the best you can achieve. Insurance companies use the ISO Grade to figure premiums for homeowners or business insurance.

With the closure of the Fort Ord military base, the Seaside fire department is currently serving three times the area as before without a proportional increase in staffing. Currently, fire response times to North Seaside range from 10 to 15 minutes, whereas a five minute response time is desirable. As a result, the Fire Department has identified a need for a substation, with appropriate staffing and equipment in northern Seaside.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services.

Environmental Impact

Implementation of the General Plan will result in an increase in development and population in the planning area. This increase in development and population generated by the proposed land uses will require additional fire stations, personnel, and equipment over time to ensure adequate fire and emergency service capabilities. The Fire Department has identified an immediate need for an adequately staffed and equipped substation to serve proposed new development in North Seaside.

To ensure adequate fire and emergency services within the planning area, the City will implement General Plan Implementation Plans LU-9.1.1, LU-9.2.1, S-1.3.1, and S-1.3.2. Implementation Plan LU-9.1.1 requires the City to review the level of service, facilities, and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service and facilities are provided and maintained. Implementation Plan LU-9.2.1 requires the City to ensure the project developer has paid all appropriate fees, installed all required fire prevention and suppression devices, and that the circulation and water systems are adequate to serve the site. Implementation Plan S-1.3.1 requires the City to work with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire retardant landscaping and buffer zones in areas of high wildfire risk. Implementation Plan S-1.3.2 requires the City to promote fire prevention in Seaside by:

- Working closely with the Seaside Fire Department to implement fire prevention programs;
- Coordinating with water districts and the Seaside Fire Department to ensure that water pressure for existing developed areas and sites to be developed is adequate for fire fighting purposes;
- Conform to Fire Department requirements for individual projects;
- Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and
- Continuing to require sprinklers in new buildings.

The specific environmental impact of constructing a new fire station in the planning area cannot be determined at this General Plan level of analysis because no specific project is proposed at this time; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as a fire station, may

result in potentially significant impacts that are addressed by various City General Plan implementation plans and mitigation measures included in other sections of this EIR.

Mitigation Measures

Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.

Level of Significance After Mitigation

Environmental impacts associated with the construction and operation of new development, including public facilities are addressed in other sections of this EIR.

Education

Environmental Setting

The Monterey Peninsula Unified School District (MPUSD) provides public school services to the City of Seaside, and MPUSD schools located in Seaside are depicted on **Figure 5.11-1**. The City is served by one high school, Seaside High School, located at 2200 Noche Buena Street in Seaside. There are five elementary schools within the City: the Ord Terrace Elementary School at 1755 La Salle Avenue, Manzanita Elementary School at 1720 Yosemite Street, Highland Elementary School at 1650 Sonoma Avenue, and Del Rey Woods Elementary School at 1281 Plumas Avenue. The City's middle schools include Fitch Middle School at 999 Coe Avenue and King Middle School at 1713 Broadway Avenue. As shown in **Table 5.11-1,** Seaside public schools have capacity to exceed current enrollment by 1,683 students.

Table 5.11-1
Monterey Peninsula Unified School District Schools

School	Location	Capacity	Current Enrollment
Ord Terrace Elementary School	1755 La Salle Avenue	720	663
Manzanita Elementary School	1720 Yosemite Street	480	454
Highland Elementary School	1650 Sonoma Avenue	590	465
Del Rey Woods Elementary School	1281 Plumas Avenue	670	558
Marshall Elementary School	300 Normandy Road	N/A	630
Fitch Middle School	999 Coe Avenue	958	538
King Middle School	1713 Broadway	1,123	599
Seaside High School	2200 Noche Buena Street	1,788	1,369
TOTAL[1]		**6,329**	**4,646**

Source: Monterey Peninsula Unified School District, February 2003.
Notes: Hayes Vocational School provides additional adult educational opportunities and preschool facilities.
N/A = Data not available when contacted school on September 2, 2003. 1- does not include Marshall.

In addition to the public schools, there are also several private secular and religious academic schools, as well as continuation, adult and vocational schools within the City. The former Cabrillo Elementary School at 1295 La Salle Street by the Monterey Peninsula Unified School District as well as the Monterey County Office of Education for Regional Occupational Programs (ROP) and Special Education programs. The former Stillwell School at 225 Normandy Road is currently being used as a charter school. The former Officer's Club holds special classes for dyslexic children, and 165 students are currently being taught at the Salvation Army site.

There is one four-year college, the California State University Monterey Bay (CSUMB), located within the City. The University is located in the northernmost portion of the City and it offers variety of undergraduate and graduate programs and teaching credentials. The City cooperates with the CSUMB to support the development of vocational schools and learning centers that encourage a well-trained work force. According to the CSUMB website, the student population has grown from 654 in 1995 to 3,020 in 2001 and plans for campus expansion anticipate a student population of approximately 8,900 students by 2008.

The City cooperates with local school districts and the university to assist them in identifying the need for new, expanded, or rehabilitated school sites and facilities so that sufficient educational facilities for programs are provided and maintained. Additionally, the impacts on school enrollment and facilities are considered when acting on development applications.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public school facilities.

Environmental Impact

Implementation of the General Plan will result in an increase in development and population in the planning area. With the increase in population and new development, new or expanded education facilities will be required to achieve the City's acceptable education levels. The specific location of school sites will be determined by the Monterey Peninsula Unified School District as future development is proposed.

Based on the school district's student generation rate and projected number of dwelling units within the planning area, an estimate can be created of how many students would be generated in the planning area by the implementation of the General Plan. However, the

total number of students would be divided between the seven schools that currently serve Seaside depending on the location and type of students, and capacity of nearby schools. Implementation of the General Plan will result in approximately 1,646 additional dwelling units within the planning area, which would generate a need for expansion of existing schools and staff within the school district.

Funding of school facilities has been impacted by the passing of SB 50. The new law limits the impact fees and site dedication that school districts can require of developers to off-set the impact of new development on the school system and avoid a significant, unavoidable impact. School sites are to be identified and donated concurrently with new development and compliance with SB 50 requirements. The school district and City of Seaside will require developers to provide for adequate educational facilities, to the extent allowed by law. *The Monterey Unified School District is currently working on increasing developer fees to ensure that such fees best reflect the actual impact of residential development upon school development.*

Additionally, the City will implement Implementation Plans LU-11.1.1, LU-11.1.2, and LU-11.2.1. Implementation Plan LU.11.1.1 requires the City to, during the review of development proposals, mitigate all potential impacts to schools in accordance with State laws and impact fee limits. Implementation Plan LU-11.1.2 requires the City to maintain communication with local school district and assist when necessary in identifying new sites. Implementation Plan LU-11.2.1 requires the City to incorporate elements to support the development of vocational schools and learning centers at California State University at Monterey Bay (CSUMB) in the Specific Plan for the mixed-use development adjacent to CSUMB.

The specific environmental impact of constructing new schools in the planning area cannot be determined at this General Plan level of analysis because no specific projects are proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as schools, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in other sections of this EIR or are the responsibility of the various school districts.

Mitigation Measures

School Capacity

No mitigation beyond the payment of school fees is required.

School Construction

Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of public facilities.

Level of Significance After Mitigation

School Capacity

Less than significant.

School Construction

Environmental impacts associated with the construction and operation of public facilities are addressed in other sections of this EIR.

Libraries

Environmental Setting

Seaside Community Library is located at 550 Harcourt Avenue and is depicted on **Figure 5.11-1**. The Seaside Community Library is part of the Foundation for Monterey County Free Libraries. The Foundation was established in 1990 to improve services and programs for the users of the 17 branch libraries and has established Adult Literacy Programs, Homework Centers, Children's Programs, Bookmobile services, new book purchases, and new information technology services. The Foundation's mission is to be a network of information centers serving the diverse communities of Monterey County by offering opportunities for all to succeed in school, work and their personal lives.

Constructed in 1975, the existing library provides 10,000 square feet of library space and is inadequate to meet the needs of the population; therefore, the City of Seaside has identified the need to relocate the current library. The planned relocation is estimated to cost $14,844,632 and in 2002, the City filed a Library Bond Act Grant Application seeking $9,618,803 for this project. The State Office of Library Construction (OLC) Review Panel noted the existing library was deficient for the following reasons: inadequate space for all services and functions; inadequate telecommunications infrastructure; grade differential between the building entrance and parking lot; inefficient energy use; poor lighting; non-compliance with Americans with Disability Act (ADA) codes; inadequate acoustical control; and problematic and inflexible functional spatial relationships. The City has selected a relocation site for a new library on the northeast corner of Broadway Avenue and Terrace Avenue.

As development occurs, the City will continue to work with the Foundation for Monterey County Free Libraries to provide, to the extent feasible, the California State Library recommended standard of 0.5 square feet of library space per capita.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public libraries.

Environmental Impact

Implementation of the General Plan will result in an increase in population and new development. With the increase in population and new development, additional library services, and potentially new or expanded facilities will be required to maintain the City's acceptable service ratios. Based on the California State Library recommended standards the estimated growth in population, buildout of the City pursuant to the proposed General Plan land uses will create a need of an additional 9,746 square feet of library space to provide 0.5 square feet of library space for approximately 39,492 residents. This increase in library space may be accommodated by relocating the existing Seaside Library. Additionally, the City will implement General Plan Implementation Plans LU-12.1 and LU-12.1.2. Implementation Plan LU-12.1 requires the City to continue to work with the Library the Foundation for Monterey County Free Libraries to ensure that library development and resources keep pace with overall City development and population growth. Implementation Plan LU-12.1.2 requires the City to prioritize library improvements and funding during the annual Capital Improvement Program (CIP) and budget process.

The specific environmental impact of constructing a new library in the planning area cannot be determined at this General Plan level of analysis because no specific projects are proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as a new library, may result in potentially significant impact that are addressed by various City policies and mitigation measures included in this EIR.

Mitigation Measures

Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.

Level of Significance After Mitigation

Environmental impacts associated with the construction and operation of new development, including public facilities are addressed in other sections of this EIR.

Parks and Recreation

Environmental Setting

Seaside owns and/or maintains 27 park and recreation areas totaling 378.98 acres. Nearly half of the sites consist of small mini-parks, which are typically less than an acre in size. The park system includes 13 mini-parks, five neighborhood parks, one community park, one regional park, and seven special use areas. A number of recreation facilities are located in North Seaside, including two golf courses. With the exception of Laguna Grande, Cutino and Metz Parks, a majority of the parks are in poor condition, lack adequate facilities, and require substantial rehabilitation. City-owned recreation facilities include a community center, swimming pool, and youth education center as well as three youth baseball/softball fields. **Table 5.11-2** summarizes the City owned parks and recreation areas by type.

Seaside's Parks, Recreation and Community Services Plan identified the following needs for parks and recreation facilities within the City: six additional neighborhood parks; three additional community parks; one additional regional park; land for sports fields; open space land for preservation of habitat; special use facilities such as a skate park and active multi-purpose indoor recreation spaces; and additional general interest, adult sports and cultural arts programs.

Additionally, a 2002 survey of Seaside residents found that 67 percent of respondents travel outside the City to nearby communities to participate in recreation activities.[1] This is an indication that the parks and recreation needs of the community are not currently being met. The City's goal is to provide and maintain a high quality parks and recreation system that meets the varying recreational needs of its residents.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for park and recreational facilities; or

- Increases the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

[1] Seaside Parks, Recreation, and Community Services Plan, 2003.

Environmental Impact

As indicated in **Table 3-1** in *Section 3.0 Project Description*, at buildout, approximately 254 acres of the planning area are designated for parks and open space and 478 acres are designated for commercial recreation. Development according to the proposed General Plan land uses will result in approximately 1,550 residential dwelling units added to the planning area. Based on this estimate, the projected population increase is approximately 8,900 persons.

Table 5.11-2
Summary of City Parks and Recreational Areas by Type

Park Areas	Total Acres	Condition
Mini-Parks		
Beta Park	1.13	Poor
Capra Park	0.81	Poor
Durant Park	0.48	Fair
Ellis Park	0.40	Fair
Farallones Park	0.82	Fair
Fernando-Montgomery Park	0.13	Fair
Highland-Otis Park	1.17	Poor
Juarez Park	0.11	Fair
Manzanita-Stuart Park	0.77	Poor
Martin Park	0.58	Poor
Portola Leslie Park	1.11	Poor
Sabado Park	0.42	Poor
Trinity Park	0.83	Fair
Subtotal	8.76	
Neighborhood Parks		
Havana Soliz Park	2.58	Fair
Lincoln Cunningham Park	2.86	Fair
Mescal-Neil Park	2.22	Fair
Metz Park	2.10	Good
Pacchetti Park	1.69	Fair
Subtotal	11.45	
Community Parks		
Cutino Park	5.62	Good
Regional Parks		
Laguna Grande Park	10.73	Good
Special Use Areas		
Bayonet/Black Horse Golf Courses	333.00	Good
Elwood Williams Park	1.02	Good
Fremont Tennis Courts	1.63	Fair
Oldemeyer Center	2.41	Good
Patullo Swim Center	1.98	Good
Robb Park	1.25	Fair
Youth Education Center	1.13	Good
Soper Park and Community Center	4.24	Good
Subtotal	346.66	
Total Parks and Recreation	**383.22**	

Source: Seaside Parks, Recreation, and Community Services Plan, 2003.

The provision of new facilities will provide for additional park and recreation activities ranging from passive and active open space to smaller vest pocket parks and tot lots, neighborhood parks, and community parks. The addition of these park areas, particularly in the northern and eastern portion of the community will provide open space and recreational opportunities within easy walking distance of many planned residential and mixed use neighborhoods.

As shown in **Table 5.11-3**, there is an existing deficiency of approximately 45 acres of parklands within the City when compared to the 428.27 acres that would be required to meet the parkland standard for each type of parkland. The General Plan and P*arks, Recreation, and Community Services Plan* (Implementation Plan COS-1.1.1) identify more than adequate parkland to meet the needs of the future population.

In addition, the acreage proposed for Mini-Parks by the Parks, Recreation, and Community Services Plan is less than the acreage required to meet the standard of 0.15 acres per 1,000 residents. However, the Plan states that many existing parks are not needed because they are in close proximity to other parks and are expensive to maintain. According to the Plan, the Mini-Park acreage deficiency (-.40 acres) is off-set by the excess planned for Neighborhood Parks (+5.71 acres) and other parks and recreation facilities.

Table 5.11-3
Existing and Future Park Acreage Needs

	Standard (Acres/1000)	Park Acreage Required	Available Acreage from Existing and Planned Parkland	Surplus/ (Shortfall) Acres
Existing[A]		*428.27*	*383.22*	*(45.05)*
Mini-Parks	0.15	4.76	8.76	4.00
Neighborhood Parks	0.93	29.48	11.45	(18.03)
Community Park	1.86	58.96	5.62	(53.34)
Regional Parks	2.32	73.54	10.73	(62.81)
Special Use Parks	8.25	261.53	346.66	76.65
Future[B]		*533.69*	*771.86*	*238.17*
Mini-Parks	0.15	5.93	5.53	(0.40)
Neighborhood Parks	0.93	36.74	42.45	5.71
Community Park	1.86	73.5	80.62	7.12
Regional Parks	2.32	91.64	117.73	26.09
Special Use Parks	8.25	325.88	525.53	199.65

Notes: A Based on 2000 Census population of 31,696.
B Based on future land use plan population of 39,096 (*See Table 3.1 in Project Description).*
Acreages based on the Parks, Recreation, and Community Services Plan prepared by MIG, 2003.

Per State law, the City is allowed to impose parkland dedication and/or in-lieu fees on new development equal to five acres of parkland per 1,000 new residents; however the City of Seaside has adopted a local standard of three acres per 1,000 new residents. If the City did not require new development to provide parkland or in-lieu fees as allowed by State law, new development may increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, resulting in a significant project level impact. However; no significant impact associated with this issue will occur, as any new development will be required to provide for parkland, as required by the proposed General Plan Implementation

Plan COS-1.1.2. Implementation Plan COS-1.1.2 requires the City to, during the development review process, require dedication of parkland and development of public recreational facilities consistent with the Parks, Recreation and Community Services Plan. If dedication of parkland and/or development of recreational facilities is not feasible, the City will require an in-lieu fee be paid prior to occupancy of the project.

Additionally, the City will implement General Plan Implementation Plans COS-1.1.1, COS 1.1.3, COS-1.1.4, COS-1.2.1, COS-1.2.2, and COS-1.2.3. Implementation Plan COS-1.1.1 requires the City to implement the policies, standards, and recommendations contained in the City's Parks, Recreation and Community Services Plan to guide the development and maintenance of the City's public parks and recreational facilities. The City will use this plan to prioritize public parks improvements in the CIP. Implementation Plan COS-1.1.3 requires the City to work with all school districts in planning for parks and recreation facilities to maximize community recreation opportunities through joint use. Implementation Plan COS-1.1.4 requires the City to plan park and recreational facilities in cooperation with concerned public and private agencies and organizations, particularly school districts, neighborhood associations, and residents. Implementation Plan COS-1.2.1 requires the City to provide development incentives to projects that include the development and maintenance of active recreational facilities, such as public gymnasiums, community centers, and sports fields. Implementation Plan COS-1.2.2 requires the City to encourage the development of private commercial recreational facilities (e.g., golf courses, sports centers, bowling alleys, etc.) to expand recreational opportunities and to fill unmet needs. Implementation Plan COS-1.2.3 requires the City to actively support the development of regional and visitor-serving recreational facilities and parks in the northern and eastern portions of the community. Additionally, it recommends using the City's website to identify appropriate locations for recreational facilities in eastern and northern Seaside.

If all the proposed parks are constructed, the existing shortfall of parkland would be corrected and no significant cumulative impact associated with increases in the use of existing neighborhood and regional parks or other recreational facilities would occur. Since the City may not have adequate funds to construct the necessary parklands, a significant cumulative impact may occur. This is discussed in detail in *Section 7.1*.

The specific environmental impact of constructing new parks and recreation facilities in the planning area cannot be determined at this General Plan level of analysis because no specific projects are proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as recreation facilities, may result in potentially significant impact that are addressed by various City policies and mitigation measures included elsewhere in this EIR.

Mitigation Measures

Mitigation Measure identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.

Level of Significance After Mitigation

Environmental impacts associated with the construction and operation of new development, including public facilities are addressed in other sections of this EIR.

Water Service

Environmental Setting

The City of Seaside receives its primary potable water supply from the Salinas Valley Groundwater Basin, from the Seaside Basin, and from the Carmel River. Historical use of the area's groundwater resources has exceeded safe yield and resulted in lowering of water levels and in saltwater intrusion.

The southwestern portion of Seaside, the area comprising Seaside prior to the closure of the Fort Ord military base, is under the jurisdiction of the Monterey Peninsula Water Management District (MPWMD). The Marina Coast Water District (MCWD) serves North Seaside, which includes the California State University of Monterey Bay, the (Army/Navy Base), as well as the remainder of North Seaside. MPWMD has authority over the creation or expansion of all water districts, including MCWD, and allocates water supplies to cities and water companies within its jurisdiction.

The Seaside Municipal System and California-American Water Company (Cal-Am) provide water services to the central core of the City. The Seaside Municipal System is operated and maintained by the City. The system serves the Del Monte Heights area from three existing wells. The rest of the Seaside Proper is served by Cal-Am, a privately owned and operated company. Cal-Am serves their customers with water drawn from Carmel River surface water, alluvial ground water in the Carmel Valley, and from the Seaside coastal ground water.

Existing lots in Seaside's central core are allocated a fixed number of water credits by MPWMD, limiting the type and density of development on each lot. In North Seaside, the Fort Ord Reuse Authority (FORA) planning area has been assured a potable supply of 6,600 acre feet of water up to the year 2015. Water allocated to FORA is split among three major users: California State University of Monterey Bay, the portion of Fort Ord for military housing, and North Seaside. Seaside's portion of this allocation is 748 acre-feet a year. Of this 748, the golf course, Bay View residents and Stillwell school use 382 acre feet of water per year, leaving 366 acre feet available for new development, however the Monterey Peninsula Unified School District has closed the Stillwell School, however it is currently in moderate use by the District for alternative education purposes. Additionally, Hayes Housing Development, a new golf course, along with economic development projects would use a significant amount of this water allocation.

MPWMD's limited ability to provide water to the Monterey Peninsula restricts the number of remaining water allocation credits in the urbanized areas of southwest Seaside, ultimately limiting the type and amount of future development in the City. The City of Seaside continues to support MPWMD's efforts to expand the water supply. The MPWMD is proposing a water supply project to meet the existing level of California-American Water Company (Cal-Am) system production of 15,285 acre feet annually (AFA) as a short-term goal. MPWMD will also be evaluating the feasibility of a local desalination plant in Moss Landing and the Carmel Dam and Reservoir Project; however, the project will not likely be in place for at least five years.

Additionally, Seaside's allocation of 748 acre-feet per year for the recently acquired Fort Ord lands in North Seaside is not likely to be increased in the near future. Sufficient recycled water reserves are available for the City to use for irrigation of the golf courses and other non-potable uses, thus making a larger portion of the allocation available for economic development and residential projects in North Seaside, however this water would increase costs for the City or users through high hook-up fees and moderate use charges or no hook-up fees and high use charges. The water district would be responsible for hooking up the golf courses or other development as no infrastructure for non-potable water currently serves North Seaside. The costs to provide this infrastructure could reach $25 million. The use of recycled water credits is the best option for the City to expand their water allocation in North Seaside should water credits become an impediment to development.

Seaside supports efforts by MPWMD and Cal-Am to expand the water supply. The City does this by providing technical assistance when necessary and providing support for proposed new water supply projects and the use of recycled water. The City also requires new public and private development and redevelopment projects to install and utilize water conservation measures per the Seaside Municipal Code.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Results in the demand for water that exceeds the capacity of the existing entitlements and resources; or

- Requires or results in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Environmental Impact

Implementation of the General Plan will result in new residential and non-residential development that will require additional domestic water service beyond that which the existing facilities and supply are able to provide.

Water Infrastructure Impact

Implementation of the General Plan will result in an increase in population and new development. The City will implement General Plan Implementation Plan LU-5.1.1 which requires the City to create a check list to use during the development review process that will help staff determine if the following steps have been completed:

1) Ensure the water districts are consulted regarding the potential impact of the project on water supplies and sweater treatment facilities.
2) Ensure the project applicant has paid the required water district fees prior to occupancy of any new development.
3) Require water conservation devices and xeriscape landscaping in new public and private development and redevelopment projects.
4) Cooperate with the water district to update population projections, water use and sewer generation formulas, needed improvements, and programs within the Water and Sewer Master Plans.
5) Work with the water district to expedite the improvement and expansion of water sewer facilities, when necessary.

The specific environmental impact of constructing new water facilities in the planning area cannot be determined at this level of analysis because no specific projects are proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as water supply facilities, may result in potentially significant impact that are addressed by various City General Plan implementation programs and mitigation measures included elsewhere in this EIR.

Water Supply Impact

Development according to the proposed General Plan will require water resources that exceed the capacity of the existing water supply. This is considered a significant impact. Although water scarcity and provision of new supply is ultimately beyond its control, the City will implement Mitigation Measures PSU-1 through ~~PSU-8.~~ *PSU-9.*

Mitigation Measure PSU-1 requires the City to implement Land Use Element Implementation Plan LU-5.2.1, which requires the City to support the Monterey Peninsula Water Management District (MPWMD) in its programs and projects that address the current water supply shortfall that has been determined by the California Water Resources Control Board Order 95-10.

Mitigation Measure PSU-2 requires the City to implement Land Use Element Implementation Plan LU-5.4.1, which requires the City to coordinate with the other agencies, local jurisdictions, and the MCWD to extend recycled water infrastructure and determine user and connection fees.

Mitigation Measure PSU-3 requires the City to implement Conservation/Open Space Implementation Plan COS-2.1.1, which requires the City to during the development review process, consult with local and regional water agencies to assess whether the water demand associated with the project is included in the agency's most recent Urban Water Management Plan and whether existing supplies can meet the project's demand for water.

Mitigation Measure PSU-4 requires the City to implement Conservation/Open Space Implementation Plan COS-2.1.2, which requires the City to condition approval of all development plans on verification of an assured long-term water supply.

Mitigation Measure PSU-5 requires the City to implement Conservation/Open Space Implementation Plan COS-2.1.3, which requires the City to continue to support efforts by Monterey Peninsula Water Management District (MPWMD) and Monterey County Water Resources Agency (MCWRA) to expand water supply through the development of new water sources, including new wells, desalination, importation of water, and water impoundment sites.

Mitigation Measure PSU-6 requires the City to implement Conservation/Open Space Implementation Plan COS-2.2.1, which requires the City to, in cooperation with the State, regional, and local water agencies and suppliers, participate in programs that seek to increase potable water supply and to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, support the expansion of the use of recycled water for urban irrigation. Additionally, the City shall cooperate with these agencies to establish standards, fees, infrastructure provision requirements, and regulations for the use of recycled water in new development and redevelopment projects.

Mitigation Measure PSU-7 requires the City to implement Conservation/Open Space Implementation Plan COS-2.3.1, which requires the City to encourage water conservation throughout Seaside through the City's municipal code, which requires new public and private development, and redevelopment projects to install and utilize water conservation measures. These measures include:

- The installation of low water-use plumbing fixtures, and low water-use landscape materials in new construction;
- The installation of low water-use plumbing fixtures in existing hotels and motels; and
- The retrofitting of plumbing fixtures in all existing residential buildings at the time of change of ownership or physical expansion, or in the cases of commercial property, at the time of change of ownership, or change or expansion of use.

Mitigation Measure PSU-8 requires the City to implement Conservation/Open Space Implementation Plan COS-2.3.2, which requires the City to cooperate with regional water suppliers, local water districts, and school districts to educate the public about water conservation techniques. Provide informational brochures at the public counter and the library, as well as information on the City's website.

Mitigation Measures

Water Infrastructure Impact

Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.

Water Supply Impact

PSU-1. The City shall implement General Plan Land Use Element Implementation Plan LU-5.2.1, which requires the City to support the Monterey Peninsula Water Management District (MPWMD) in its programs and projects that address the current water supply shortfall that has been determined by the California Water Resources Control Board Order 95-10.

PSU-2. The City shall implement General Plan Land Use Element Implementation Plan LU-5.4.1, which requires the City to coordinate with the other agencies, local jurisdictions, and the MCWD to extend recycled water infrastructure and determine user and connection fees.

PSU-3. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.1.1, which requires the City to during the development review process, consult with local and regional water agencies to assess whether the water demand associated with the project is included in the agency's most recent Urban Water Management Plan and whether existing supplies can meet the project's demand for water.

PSU-4. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.1.2, which requires the City to condition approval of all development plans on verification of an assured long-term water supply.

PSU-5. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.1.3, which requires the City to continue to support efforts by Monterey Peninsula Water Management District (MPWMD) and Monterey County Water Resources Agency (MCWRA) to expand water supply through the development of new water sources, including new wells, desalination, importation of water, and water impoundment sites.

PSU-6. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.2.1, which requires the City to, in cooperation with the State, regional, and local water agencies and suppliers, participate in programs that seek to increase potable water supply and to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, support the expansion of the use of recycled water for urban irrigation. Additionally, the City shall cooperate with these agencies to establish standards, fees, infrastructure provision requirements, and regulations for the use of recycled water in new development and redevelopment projects.

PSU-7. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.3.1, which requires the City to encourage water conservation throughout Seaside through the City's municipal code, which requires new public and private development, and redevelopment projects to install and utilize water conservation measures. These measures include:

- The installation of low water-use plumbing fixtures, and low water-use landscape materials in new construction;

- The installation of low water-use plumbing fixtures in existing hotels and motels; and
- The retrofitting of plumbing fixtures in all existing residential buildings at the time of change of ownership or physical expansion, or in the cases of commercial property, at the time of change of ownership, or change or expansion of use.

PSU-8. The City shall implement General Plan Conservation of Open Space Implementation Plan COS-2.3.2, which requires the City to cooperate with regional water suppliers, local water districts, and school districts to educate the public about water conservation techniques. Provide informational brochures at the public counter and the library, as well as information on the City's website.

Level of Significance After Mitigation

Water Infrastructure Impact

Environmental impacts associated with the construction and operation of public facilities are addressed in other sections of this EIR**.**

Water Supply Impact

Significant and unavoidable.

Sewer Service

Environmental Setting

Seaside is responsible for the collection of wastewater within the City and the sewer system is maintained and operated by the Seaside County Sanitation District. Wastewater is carried by the City's sanitary collection system to the Monterey Regional Water Pollution Control Agency (MRWPCA) pump stations. Currently two pump stations serve Seaside; one in Seaside's central core and the other serves the former Fort Ord military base, including North Seaside. From these pump stations, the wastewater and sewage is pumped to the MRWPCA treatment plant located two miles north of Marina. The plant was constructed with a permitted capacity of approximately 29 million gallons per day (MGD). There are still several MGDs of capacity available to meet future demand, and expansion of the treatment plant is not anticipated to be necessary in the near future.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board;

- Requires or results in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or

- Results in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Environmental Impact

Although the existing treatment plant has ample unused treatment capacity, future development will generate the need for additional sewer infrastructure and improvements to the collection system. Implementation of the General Plan Implementation Plans LU-6.1.1 and LU-6.2.1 will ensure that no significant impact associated with this issue will occur. this measure requires the City to continue to monitor the capacity of the MRWPCA treatment plant as new development projects are proposed, and identify required improvements to expand the plant's capacity. Implementation Plan LU-6.2.1 requires the City to, during the processing of development proposals, have City staff verify that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community. Where determined appropriate, use Redevelopment Agency funds to improve the sewage collection system and/or payment of appropriate sewage hook-up fees by the developer.

The specific environmental impact of constructing new sewer facilities in the planning area cannot be determined at this General Plan level of analysis because no specific projects are proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as sewer facilities, may result in potentially significant impact that are addressed by various City policies and mitigation measures included elsewhere in this EIR.

Mitigation Measures

Mitigation Measures identified in other sections of this EIR address the impacts associated with the construction and operation of new development, including public facilities.

Level of Significance After Mitigation

Environmental impacts associated with the construction and operation of new development, including public facilities are addressed in other sections of this EIR.

Energy

Environmental Setting

Pacific Gas and Electric (PG&E) provides electricity and natural gas services to the City of Seaside. PG&E facilities are currently located within and adjacent to the planning area. Energy that is provided throughout California, including the planning area, is generated by numerous power plants that are located within and outside the State. Electricity and natural gas is supplied via grids and transmission lines, respectively. **Table 5.11-4** identifies monthly average peak loads for electricity in the State between 1998 and 2000, based on various assumptions of weather conditions and economic and demographic growth in a California Independent System Operator (CAISO) Control Area, which comprises the bulk of California's transmission system. The State of California has been experiencing energy shortages during the last year, with peak demand approaching or reaching daily load supply. During a power shortage, rolling, or rotating blackouts may be ordered that affect entire grids.

Table 5.11-4
Historical Monthly Average Peak Electrical Loads (MW)
CAISO Control Area

Year	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.
1998	N/A	N/A	N/A	N/A	N/A	29,264	36,099	38,824	34,402	28,827	28,841	30,330
1999	29,356	29,276	29,112	28,268	28,621	32,145	35,325	35,722	34,100	32,491	30,619	31,853
2000	31,082	30,600	30,498	29,909	31,689	36,896	36,460	37,658	34,602	30,666	30,838	31,072

Source: CAISO 2001 Summer Assessment, California Independent Operating System, March 22, 2001.

To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Results in the use of substantial amounts of fuel and/or energy; or

- Results in substantial adverse physical impacts associated with the provision of new or physically altered energy transmission facilities, need for new or physically altered energy transmission facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service.

Environmental Impact

Table 5.11-5 depicts the monthly instantaneous peak load forecast for years 2001 through 2010 for the CAISO control area. The table shows that in 2010, monthly peak electrical loads are anticipated to range from a low of approximately 38,000 megawatts (MW) in the late winter months to a high of approximately 56,000 MW in August.

Table 5.11-5
Monthly Instantaneous Peak Electrical Load Forecast (MW)
CAISO Control Area 2001-2010

Year	Jan.	Feb.	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.
2001	32,187	32,842	32,203	37,977	41,977	46,488	45,798	47,703	44,231	36,501	33,247	34,605
2002	32,783	33,450	32,799	38,680	42,754	47,348	46,645	48,586	45,049	37,176	33,862	35,245
2003	33,389	34,068	33,406	39,395	43,545	48,224	47,508	49,484	45,883	37,864	34,489	35,897
2004	34,007	34,699	34,024	40,124	44,350	49,116	48,387	50,400	46,732	38,565	35,127	36,561
2005	34,636	35,341	34,653	40,866	45,171	50,025	49,282	51,332	47,596	39,278	35,776	37,238
2006	35,277	35,994	35,294	41,622	46,006	50,950	50,194	52,282	48,477	40,005	36,438	37,927
2007	35,930	36,660	35,947	42,392	46,857	51,893	51,123	53,249	49,373	40,745	37,112	38,628
2008	36,594	37,338	36,612	43,177	47,724	52,853	52,068	54,234	50,287	41,498	37,799	39,343
2009	37,271	38,029	37,289	43,975	48,687	53,831	53,032	55,237	51,217	42,266	38,498	40,071
2010	37,961	38,733	37,979	44,789	49,506	54,826	54,013	56,259	52,165	43,048	39,210	40,812

Source: CAISO 2001 Summer Assessment, California Independent Operating System, March 22, 2001.

New development within the planning area resulting from implementation of the General Plan will result in an additional demand for fuel and energy. **Tables 5.11-6** and **5.11-7** depict the anticipated increase in demand for electricity and natural gas. The demand for electricity is anticipated to increase by about 7.36 megawatt hours (mwh) per month, while the demand for natural gas is anticipated to increase by about 7.84 million cubic feet (mcf) per month. This represents an increase over current electrical and gas usage of approximately 13.8 and 13.0 percent, respectively.

Although in recent years, the State of California has experienced energy shortages, the increased electricity demand of 7.67 mwh per month is not anticipated to place a significant increase in demand upon the State electricity supply system. Also, the increased natural gas demand of 8.39 mcf is not anticipated to be a significant increase. The General Plan does not involve any uses that are considered to be excessively high energy uses, or wasteful with respect to energy use. No significant impact associated with the use of substantial amounts of fuel and/or energy will occur.

Additionally, the City will implement Implementation Programs COS-7.1.1, COS-7.1.2, and COS-7.2.1. COS-7.1.1 requires the City to enforce State Title 24 building construction requirements and apply standards that promote energy conservation.

Table 5.11-6
Estimated Current and Future Electricity Demand

Land Use	Usage Factor (kwh/month/ du or ksf)	Existing du/ksf	Estimated Existing Annual Usage (mwh/month)	Estimated Usage at Buildout (mwh/month)	Change in Usage (mwh/month)
Single-Family Residential	5,700/du	7,015 du	39.99	43.60	3.61
Multi-Family Residential	3,940/du	3,307 du	13.03	13.79	0.76
Commercial	20/ksf	5,370 ksf	0.11	0.18	0.07
Public & Institutional	8/ksf	6,177 ksf	0.05	0.05	0.00
Mixed Use	3,940/du; 20/ksf	3 du/ 16 ksf	0.01	2.93	2.92
TOTAL			**53.19**	**60.55**	**7.36**

Sources: South Coast Air Quality Management District and Cotton/Bridges/Associates.
Notes:
kwh = kilowatt hours mwh = megawatt hours
du = dwelling unit sf = square feet
ksf = thousand square feet

Table 5.11-7
Estimated Current and Future Natural Gas Demand

Land Use	Usage Factor (cf/month/ du or ksf)	Existing du/ksf	Estimated Existing Usage (mcf/month)	Estimated Usage at Buildout (mcf/month)	Change in Usage (mcf/month)
Single-Family Residential	6,665.0	7,015 du	46.75	50.90	4.24
Multi-Family Residential	4,011.5	3,307 du	13.27	14.04	0.77
Commercial	2.9 ksf	3,560 ksf	0.01	0.03	0.02
Public & Institutional	2.0	6,177 ksf	0.01	0.01	0.00
Mixed Use	4,011.5 du/ 2.9 ksf	3 du/ 7 ksf	0.1	2.92	2.91
TOTAL			**60.06**	**67.90**	**7.84**

Sources: South Coast Air Quality Management District and Cotton/Bridges/Associates.
Notes:
cf = cubic feet du = dwelling unit
sf = square feet mcf = million cubic feet
ksf = thousand square feet

Implementation Plan COS-7.1.2 requires the City to implement energy conservation measures in public buildings through the following actions:

- Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and

- Install energy saving devices in new public buildings and retrofit existing public buildings.

Implementation Plan COS.7.2.1 requires the City to encourage utility companies to provide informational literature about energy conservation at City offices, the Permit Center, and libraries.

PG&E identifies that implementation of the General Plan will have an impact on PG&E's gas and electric systems and may require additions and improvements to the facilities that supply new development. Expansion of distribution and transmission lines and related facilities to provide adequate capacity is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, and distribution and transmission lines. The General Plan Conservation/Open Space Implementation Plan COS-7.1.3 directs the City to require that project proponents coordinate with PG&E early in the development of their project plans. Relocating of PG&E's electric transmission and substation facilities, 50,000 volts and above, may require formal approval from the California Public Utilities Commission.

proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as utilities, may result in potentially significant impact that are addressed by various City policies and mitigation measures included elsewhere in this EIR.

Mitigation Measures

Mitigation measures identified in the other sections of this EIR address the impacts associated with the construction and operation of new development, including utilities.

Level of Significance After Mitigation

Environmental impacts associated with the construction and operation of new development, including utilities are addressed in the other sections of this EIR.

Solid Waste

Environmental Setting

Solid waste generated within Seaside is collected by Seaside Waste Management, a private firm under contract with the City. Collected waste is then disposed of by the Monterey Regional Waste Management District. The District operates the Monterey Peninsula Landfill and Recycling Facility. These facilities service an estimated 170,000 residents of the Monterey Peninsula and in addition to disposing of refuse, the District has the additional role of recovering recyclable materials from the general refuse and is also the recipient of most of Monterey County's sewage sludge. In addition, the landfill facilities house Central California's first landfill gas-to-electrical energy system, which generates more than 2,800 kW of continuous power. The District also accepts and safely recycles or disposes of household hazardous waste.

Seaside participates in the Integrated Waste Management Task Force. The Task Force committee assists in coordinating development of city and county source reduction and recycling elements and to prepare the county-wide sitting elements as required by law. Seaside is one of seven central coast cities and one regional agency compliant with the State's Integrated Waste Management Act requiring cities and counties divert 50 percent of its waste from area landfills. According to the State Integrated Waste Management Board, Seaside diverted 56 percent of its waste in 2000.

Threshold for Determining Significance

For the purpose of this EIR, a significant impact would occur if implementation of the proposed project:

- Is served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs; or

- Does not comply with federal, state, and local statutes and regulations related to solid waste.

Environmental Impact

Implementation of the proposed General Plan will result in new residential and non-residential development, as well as population growth. This new development and population growth will generate an increased demand for solid waste collection and disposal capacity. As shown in **Table 5.11-8** it is estimated that the generation of solid waste is anticipated to increase by about 11,412 pounds per day, for a total of about 175,427 pounds per day at buildout of the proposed General Plan.

The California Integrated Waste Management Act of 1989 (AB939) mandates local governments to develop a long-term strategy for the management and diversion of solid waste, by requiring cities and counties to divert 50 percent of its solid waste. According to the State Integrated Waste Management Board, Seaside diverted 56 percent of its waste in 2000.

Table 5.11-8
Estimated Current and Future Solid Waste Generation

Land Use	Generation Factor (lbs/du or ksf)	Estimated Existing Development	Buildout of General Plan	Increase in Development	Estimated Increase in Solid Waste Generation (lbs/day)
Single-Family Residential	10/du	7,015 du	7,683 du	668 du	6,680
Multi-Family Residential	7/du	3,307 du	3,565	258 du	1,806
Commercial	6/ksf	3,560 ksf	2,738 ksf	<822> ksf	<4,932>
Public & Institutional	8/ksf	6,177 ksf	5,993 ksf	<184> ksf	<1,472>
Mixed Use	6/ksf	3 du/ 7 ksf	720 du/ 825 ksf	723 du/ 832 ksf	9,330
TOTAL					**11,412 lbs/day**

Source: Modified by Cotton/Bridges/Associates from Orange County Sanitation Department
Notes:
du = dwelling units
ksf = thousand square feet
lbs = pounds

The Monterey Peninsula Landfill has a current capacity of 33 million tons and according to the Monterey Regional Waste Management District the capacity is sufficient to meet demand for another 90 years. In addition, the District is currently updating its Site Master Plan, which could result in increased landfill capacity. Since the Monterey Peninsula Landfill has capacity to handle the estimated increase in solid waste according to the General Plan, there is no impact associated with this issue.

While there is no impact associated with this issue, General Plan Implementation Plan LU-7.1.1 requires the City continue to comply with the State's Integrated Waste management Act, which requires cities and counties to divert at least 50 percent of its waste from area landfill, through 1) recycling and reuse educational brochures and 2) working with regional agencies to properly maintain and upgrade the City's recycling center.

The specific environmental impact of constructing or expanding solid waste facilities in the planning area cannot be determined at this General Plan level of analysis; however, development and operation of public facilities, such as local solid waste facilities, may result in potentially significant impacts that are addressed by various General Plan implementation plans and mitigation measures included in this EIR. Additionally, the Monterey Regional Waste Management District is required to analyze the potential impacts associated with expansion of its solid waste facilities as part of its own EIR process.

Mitigation Measures

No mitigation measures are required as no significant impact associated with this issue has been identified.

Level of Significance After Mitigation

Not applicable.

5.12 Transportation

The information presented in this section is summarized from the *City of Seaside General Plan Traffic Analysis Report* (Higgins Associates, September 5, 2003) and *City of Seaside General Plan Traffic Study* (Higgins Associates, June 25, 2003). These reports are provided in Volume II Appendix C of this EIR.

Environmental Setting

Methodology

Traffic forecasts for the City of Seaside's Circulation Element of the General Plan were conducted using the most current information on traffic conditions and future growth in the City. The following information was considered in the preparation of future traffic forecasts.

- Existing Average Daily Traffic Forecasts
- The AMBAG Regional Model
- Population based on the 2000 U.S. Census
- Draft Land Use and Circulation Elements of the General Plan

These forecasts were then applied to three future roadway network scenarios to determine potential impacts to roadway segments within the planning area. Potential impacts to regional roadways and roadways located outside of the planning area are analyzed in *Section 7.0 Analysis of Long-term Effects*.

Level of Service (LOS) Standards

LOS is a qualitative description of traffic operations for roadway facilities. LOS A indicates free flow conditions with little or no delay. LOS F indicates a high level of delay with severe congestion. LOS C indicates moderate delay. LOS D indicates marginally acceptable traffic operations in urban areas. The threshold of LOS E is the theoretical capacity of the street or intersection.

The City of Seaside established an LOS C as an acceptable LOS. Caltrans has established a *policy to maintain target LOS at the transition between LOS C and LOS D on state highway facilities.* ~~the "cusp" between Levels of Service C and D as their LOS standard.~~ Caltrans has intentionally not defined a precise LOS standard. This is to maintain flexibility to apply a more or less stringent standard for individual situations. ~~Consistent with Caltrans standards, it can generally be assumed that LOS "D+" is acceptable on state highways.~~

Table 5.12-1 identifies level of service standards for roadways within the planning area.

Table 5.12-1
Level of Service Threshold Volumes for Various Roadway Types
Total Daily Volumes in Both Directions (ADT)[1]

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E
10-Lane Freeway	64,000	99,000	139,000	160,000	182,000
8-Lane Freeway	51,000	79,000	112,000	136,000	146,000
6-Lane Freeway	39,000	59,000	85,000	102,000	110,000
8-Lane Expressway	35,000	54,000	75,000	90,000	98,000
6-Lane Expressway	28,000	42,000	56,000	67,000	74,000
4-Lane Freeway	26,000	40,000	57,000	69,000	74,000
8-Lane Divided Arterial (w/left-turn lane)	40,000	47,000	54,000	61,000	68,000
6-Lane Divided Arterial (w/left-turn lane)	32,000	38,000	43,000	49,000	54,000
4-Lane Expressway	18,000	27,000	36,000	45,000	50,000
4-Lane Divided Arterial (w/left-turn lane)	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	16,000	19,000	22,000	24,000	27,000
2-Lane Arterial (w/left-turn lane)	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	6,000	7,500	9,000	10,500	12,000
2-Lane Local[2]	1,200	1,400	1,600	1,800	2,000
1-Lane Freeway Ramp[3]	5,000	7,500	10,500	13,000	15,000
2-Lane Freeway Ramp[3]	10,000	15,000	21,000	26,000	28,000

1 Non-directional peak hour traffic volumes are assumed to be 10% of the daily traffic volume. Directional split is assumed 60/40.
All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each level of service listed above may vary depending on a number of factors including curvature and grade, intersection or interchange spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, amount of cross traffic and pedestrians, driveway spacing, etc.

2 The capacity limitation is related to neighborhood quality-of-life rather than the physical capacity of the road. This assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.

3 Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity ratio, not attainable vehicle speed. Level of service will be controlled by freeway level of service if worse than ramp.

Source: *Highway Capacity Manual, Special Report 209,* Transportation Research Board, 2000.

Existing Conditions

Existing Traffic Volumes and Levels of Service

Table 5.12-2 tabulates the major streets including collectors, arterials, rural highways and Highway 1. It includes sections that are freeway and sections that are expressway. This

table indicates each roadway's number of travel lanes, the facility type and the direction of travel (i.e., roadway orientation). Existing average daily traffic (per the model) is also provided. Levels of Service corresponding with the traffic model volumes are provided. Currently, the only major street or highway segment operating deficiently is Highway 1 between Del Monte Avenue in Monterey and Fremont Boulevard in northern Seaside, which operates at LOS E.

Monterey Peninsula Airport

The Monterey Peninsula Airport is located just south of the City limits.

Roadway Design

The General Plan identifies appropriate cross-sections for all roadways within the City. These standards are applied to all new development to ensure adequate safety and emergency access.

Parking

Parking problems exist in the central portion of the community both in residential areas and commercial districts. The City enforces parking standards through its Zoning Ordinance.

Alternative Transportation

Public transit (mainly Monterey-Salinas Transit bus service) and bicycle and pedestrian facilities are available in Seaside. While bus service remains the predominate form of public transportation in Seaside, efforts are currently underway to ~~extend Caltrain's commuter rail service along the currently dormant Union Pacific Rail Road tracks~~ *re-establish passenger rail service between San Francisco and the Monterey Peninsula on the Monterey Branch line.*

Threshold for Determining Significance

For the purposes of this EIR, a significant impact would occur if implementation of the proposed project:

- Causes an increase in traffic that exceeds LOS C for roadway segments, as defined in **Table 5.12-1**;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Increases hazards due to a design feature or incompatible uses;
- Results in inadequate emergency access;
- Results in inadequate parking capacity; or
- Conflicts with adopted policies, plans, or programs supporting alternative transportation.

Table 5.12-2
Existing Roadway Traffic Conditions

Loc. Code	Street	From:	To:	Roadway Description	No. of Lanes	1-Way Model Volume	2-Way Model Volume	1-Way PM-Peak Volume	V/C Ratio	1-Way AM-Peak Volume	V/C Ratio	Level of Service	Recommended Improvements
500	LIGHT FIGHTER DRIVE	FIRST STREET	HIGHWAY 1	Divided Roadway	4	6794		767	0.17	467	0.27		
500		HIGHWAY 1	FIRST STREET			6524	13318	583	0.23	638	0.21	A	
501	GENERAL JIM MOORE BL.	GIOLINO ROAD	NORMANDY ROAD	Divided Roadway	4	3463		319	0.26	309	0.29		
501		NORMANDY ROAD	GIOLINO ROAD			3919	7382	403	0.26	303	0.37	A	
502	FREMONT BOULEVARD	HIGHWAY 1	DEL MONTE BOULEVARD	Divided Roadway	4	6910		806	0.31	658	0.29		
502		DEL MONTE BOULEVARD	HIGHWAY 1			7787	16697	859	0.24	669	0.31	A	
503	COE AVENUE	MONTEREY ROAD	NAPIER AVENUE	Collector	2	1907		165	0.29	201	0.24		
503		NAPIER AVENUE	MONTEREY ROAD			1989	3896	223	0.19	136	0.32	A	
504	MONTEREY ROAD	FREMONT BOULEVARD	COE AVENUE	Collector	2	3203		263	0.53	373	0.39		
504		COE AVENUE	FREMONT BOULEVARD			3373	6576	404	0.31	220	0.56	B	
505	CALIFORNIA AVENUE	HIGHWAY 1	PLAYA AVENUE	Collector	2	3267		387	0.16	178	0.35		
505		PLAYA AVENUE	HIGHWAY 1			3625	6892	259	0.35	388	0.24	B	
506	DEL MONTE BOULEVARD	FREMONT BOULEVARD	ORD GROVE AVENUE	Undivided Roadway	4	2693		344	0.05	153	0.12		
506		ORD GROVE AVENUE	FREMONT BOULEVARD			2563	5246	186	0.12	323	0.07	A	
507	MILITARY AVENUE	NOCHE BUENA STREET	FREMONT BOULEVARD	Collector	2	422		38	0.05	52	0.03		
507		FREMONT BOULEVARD	NOCHE BUENA STREET			456	878	45	0.03	35	0.04	A	
508	ORD GROVE AVENUE	NOCHE BUENA STREET	LUXTON AVENUE	Collector	2	1565		158	0.11	120	0.14		
508		LUXTON AVENUE	NOCHE BUENA STREET			1045	2610	97	0.11	117	0.09	A	
509	LA SALLE AVENUE	YOSEMITE STREET	LINCOLN STREET	Collector	2	1681		130	0.19	207	0.12		
509		LINCOLN STREET	YOSEMITE STREET			1575	3256	209	0.09	97	0.19	A	
510	LA SALLE AVENUE	FREMONT BOULEVARD	BAKER STREET	Collector	2	1691		121	0.20	223	0.11		
510		BAKER STREET	FREMONT BOULEVARD			1568	3269	225	0.08	84	0.20	A	
511	SAN PABLO AVENUE	FREMONT BOULEVARD	BAKER STREET	Collector	2	2193		203	0.19	212	0.18		
511		BAKER STREET	FREMONT BOULEVARD			2211	4404	233	0.16	172	0.21	A	
512	YOSEMITE STREET	BROADWAY AVENUE	MINGO AVENUE	Collector	2	1111		93	0.18	124	0.13		
512		MINGO AVENUE	BROADWAY AVENUE			1112	2223	125	0.12	81	0.18	A	
513	BROADWAY AVENUE	YOSEMITE STREET	ANCON STREET	Undivided Roadway	4	2582		283	0.09	203	0.13		
513		ANCON STREET	YOSEMITE STREET			2955	5537	275	0.13	294	0.19	A	
514	BROADWAY AVENUE	NOCHE BUENA STREET	KENNETH STREET	Undivided Roadway	4	5264		427	0.21	597	0.15		
514		KENNETH STREET	NOCHE BUENA STREET			4683	9947	533	0.11	318	0.19	A	
515	BROADWAY AVENUE	FREMONT BOULEVARD	TERRACE STREET	Undivided Roadway	4	5010		381	0.22	619	0.14		
515		TERRACE STREET	FREMONT BOULEVARD			5372	10382	675	0.11	305	0.24	A	
516	BROADWAY AVENUE	DEL MONTE BOULEVARD	HILLSDALE STREET	Undivided Roadway	4	4218		349	0.16	460	0.12		
516		HILLSDALE STREET	DEL MONTE BOULEVARD			4447	8665	520	0.10	262	0.19	A	
517	FREMONT BOULEVARD	BROADWAY AVENUE	OLYMPIA AVENUE	Undivided Roadway	4	11374		1105	0.36	1011	0.39		
517		OLYMPIA AVENUE	BROADWAY AVENUE			10827	22201	1133	0.32	910	0.40	C	
518	NOCHE BUENA STREET	SAN PABLO AVENUE	PHOENIX AVENUE	Collector	2	2309		192	0.22	246	0.17		
518		PHOENIX AVENUE	SAN PABLO AVENUE			2634	4943	292	0.18	193	0.26	A	
519	NOCHE BUENA STREET	BROADWAY AVENUE	PALM AVENUE	Collector	2	2141		199	0.21	226	0.17		
519		PALM AVENUE	BROADWAY AVENUE			2209	4350	246	0.16	171	0.22	A	
520	YOSEMITE STREET	SONOMA AVENUE	WANDA AVENUE	Collector	2	1177		105	0.17	119	0.15		
520		WANDA AVENUE	SONOMA AVENUE			1164	2341	122	0.13	93	0.17	A	

Table 5.12-2
Existing Roadway Traffic Conditions
(continued)

Loc. Code	Street	From:	To:	Roadway Description	No. of Lanes	1-Way Model Volume	2-Way Model Volume	1-Way PM-Peak Volume	V/C Ratio	1-Way AM-Peak Volume	V/C Ratio	Level of Service	Recommended Improvements
521	HILBY AVENUE	FLORES STREET	LUXTON AVENUE	Arterial	2	1133		127	0.08	83	0.12		
521		LUXTON AVENUE	FLORES STREET			1524	2657	123	0.16	190	0.11	A	
522	KIMBALL AVENUE	WHEELER STREET	SHAFER STREET	Collector	2	1606		200	0.13	91	0.29		
522		SHAFER STREET	WHEELER STREET			1486	3092	111	0.27	190	0.16	A	
523	SONOMA AVENUE	FREMONT BOULEVARD	TERRACE STREET	Collector	2	2770		232	0.45	314	0.33		
523		TERRACE STREET	FREMONT BOULEVARD			2889	5659	336	0.28	194	0.48	A	
524	HILBY AVENUE	SUTTER STREET	PLACER STREET	Arterial	2	2444		323	0.12	127	0.29		
524		PLACER STREET	SUTTER STREET			2321	4765	171	0.26	291	0.16	A	
525	FREMONT BOULEVARD	CANYON DEL REY BL. (HWY. 218)	CASANOVA AVENUE	Divided Roadway	4	14885		1704	0.36	1008	0.61		
525		CASANOVA AVENUE	CANYON DEL REY BL. (HWY. 218)			14652	29547	1266	0.54	1525	0.45	C	
526	FREMONT BOULEVARD	BROADWAY AVENUE	PALM AVENUE	Divided Roadway	4	10898		1171	0.31	880	0.42		
526		PALM AVENUE	BROADWAY AVENUE			11322	22220	1065	0.38	1060	0.38	A	
527	DEL MONTE BOULEVARD	CANYON DEL REY BL. (HWY. 218)	ELM AVENUE	Undivided Roadway	4	9621		855	0.35	971	0.31		
527		ELM AVENUE	CANYON DEL REY BL. (HWY. 218)			9002	18623	1059	0.23	832	0.36	B	
528	GENERAL JIM MOORE BL.	SOUTH BOUNDARY ROAD	EUCALYPTUS	Rural Highway	2	2048		162	0.22	239	0.15		
528		EUCALYPTUS	SOUTH BOUNDARY ROAD			2077	4125	252	0.12	129	0.23	B	
529	HILBY AVENUE	FREMONT BOULEVARD	WHEELER STREET	Arterial	2	3767		284	0.43	477	0.26		
529		WHEELER STREET	FREMONT BOULEVARD			3502	7269	440	0.18	202	0.40	A	
530	DEL MONTE BOULEVARD	HEIRZINGER	TIOGA AVENUE	Undivided Roadway	4	5417		683	0.12	337	0.24		
530		TIOGA AVENUE	HEIRZINGER			5995	11412	500	0.22	629	0.18	A	
532	FREMONT BOULEVARD	KIMBALL AVENUE	CANYON DEL REY BL. (HWY. 218)	Divided Roadway	4	13935		1144	0.56	1581	0.41		
532		CANYON DEL REY BL. (HWY. 218)	KIMBALL AVENUE			13453	27388	1614	0.31	869	0.58	C	
533	FIRST AVENUE	LIGHT FIGHTER DRIVE	GIGLING ROAD	Collector	2	1841		195	0.16	110	0.29		
533		GIGLING ROAD	LIGHT FIGHTER DRIVE			1352	3193	118	0.16	111	0.17	A	
534	GENERAL JIM MOORE BL.	LIGHT FIGHTER DRIVE	FIRST STREET	Arterial	2	4530		369	0.50	554	0.34		
534		FIRST STREET	LIGHT FIGHTER DRIVE			4613	9143	577	0.29	307	0.52	A	
536	GIGLING ROAD	GENERAL JIM MOORE BL.	MALMEDY ROAD	Arterial	2	1602		183	0.09	93	0.17		
536		MALMEDY ROAD	GENERAL JIM MOORE BL.			1461	3063	117	0.13	146	0.11	A	
537	NOCHE BUENA STREET	HILBY AVE	KIMBALL AVENUE	Collector	2	1888		165	0.28	198	0.24		
537		KIMBALL AVENUE	HILBY AVE			1938	3826	212	0.21	149	0.30	A	
538	NOCHE BUENA STREET	SAN PABLO AVENUE	LA SALLE AVENUE	Collector	2	2115		175	0.20	225	0.16		
538		LA SALLE AVENUE	SAN PABLO AVENUE			2470	4585	268	0.16	176	0.24	A	
540	CANYON DEL REY BL	DEL MONTE BOULEVARD	KMART DRIVEWAY	Divided Roadway	4	9650		1310	0.35	564	0.27		
540	(HWY. 218)	KMART DRIVEWAY	DEL MONTE BOULEVARD			7691	17341	606	0.20	836	0.33	A	
81	CANYON DEL REY BL	HILBY AVE	FREMONT BOULEVARD	Divided Roadway	4	9334		967	0.26	735	0.35		
81	(HWY. 218)	FREMONT BOULEVARD	HILBY AVE			9792	19126	938	0.31	863	0.34	A	

Environmental Impact

General Plan Buildout Traffic Conditions – Roadway Segments

General Plan Buildout Without Proposed Circulation Element Improvements

The expected increase in development and population in the planning area will result in a corresponding increase in traffic volumes in the buildout condition. Traffic volumes on study street segments for this network scenario are tabulated on Table 2 of the *City of Seaside General Plan Traffic Analysis Report* (September 5, 2003). This network scenario is included in this report as a base condition, which indicates anticipated traffic operations with an unmitigated network. Inherent in the development of much of the anticipated growth is the implementation of major street improvements. This scenario, therefore, will not exist, but is only provided for comparative purposes. As indicated on Table 2 of the *Traffic Analysis Report,* the following roadways are expected to operate below LOS C without the Circulation Improvements proposed by the General Plan (see Tables C-1 and C-2 and Figures C-4 and C-5 of the General Plan Circulation Element, also provided in Volume II Appendix C of this EIR):

1. Highway 1 between Del Monte Boulevard and Fremont Boulevard (LOS E – requires 6 lanes);
2. Fremont Boulevard south of Canyon Del Rey (LOS D – requires capacity improvements at Canyon Del Rey);
3. Del Monte Boulevard immediately east of Canyon Del Rey (LOS E – requires left turn channelization);
4. Second Avenue north of Light Fighter Avenue (LOS E – requires widening to 4 lanes)

Most streets will operate acceptably through General Plan Buildout, even without the circulation improvements proposed in the General Plan. Most of the future growth will occur in the recently annexed areas to the north and east of the original City limits. The growth there will be able to be accommodated for the most part as well. The Fort Ord Reuse Authority (FORA) has developed a Capital Improvement Program and Development Impact Fee for developments within the former Fort Ord to implement the necessary transportation infrastructure within Fort Ord to handle the buildout of the Fort Ord Reuse Plan. The Seaside General Plan is consistent with the FORA plan. These improvements are included in the circulation system analyzed in the following section.

General Plan Buildout Traffic Operations With Circulation Element Improvements Including New Highway 1 / Monterey Road Interchange

This scenario assumes buildout of the General Plan land uses and Circulation Element system proposed in the Seaside Draft General Plan. Specifically, this scenario assumes the circulation system and improvements illustrated in Figures C-4 and C-5 and Tables C-1 and C-2 of the Draft General Plan will be implemented as proposed. These exhibits are provided at the end of Volume II Appendix C for reference purposes.

A tabular summary of all of the major streets in the City of Seaside for this development scenario is provided on **Table 5.12-3. Table 5.12-3** also provides a tabulation of anticipated levels of service on street extensions and new roadways that do not currently exist, but that are proposed by the General Plan Circulation Element. Significant impacts may occur to the following segments:

- Del Monte between Canyon Del Rey and Elm
- Fremont between Casanova and Canyon Del Rey
- Highway 1 between Canyon Del Rey and Del Monte
- Military between Noche Buena and Fremont
- Second between First Street and Lighter

The General Plan is proposed to be self-mitigating with the implementation of the improvements identified in **Table 5.12-3.** If the individual roadway improvements described in the Seaside General Plan Circulation Element and identified in **Table 5.12-3** are implemented when warranted, all of the streets within or in the immediate vicinity of the City of Seaside will operate at acceptable Levels of Service. Implementation of Mitigation Measures T1 through ~~T9~~ *T10* will ensure these improvements are implemented, and that potential impacts associated with this scenario will be reduced to a level less than significant.

General Plan Buildout Traffic Operations With Circulation Element Improvements Without New Highway 1 / Monterey Road Interchange

This scenario assumes buildout of the General Plan land uses and Circulation Element system proposed in the Seaside Draft General Plan except the New Highway 1/Monterey Road interchange would not be completed by Caltrans. This scenario is analyzed because it is possible that Caltrans may remove this interchange from their planned and funded improvements. Table 4 of the *City of Seaside General Plan Traffic Analysis Report* (September 5, 2003) summarizes the street network and resulting daily traffic volumes and segment levels of service in the vicinity of the Highway 1 interchanges with Light Fighter Drive and Fremont Boulevard under General Plan Buildout Conditions without the Highway 1 / Monterey Road interchange included in the recent Highway 1 Corridor Project Study Report. Traffic volumes at the Highway 1 / Fremont Boulevard interchange will increase by about 3,000 vehicles per day. This will require additional intersection capacity improvements and result in somewhat higher congestion than would otherwise occur. Additional conflicts will also occur between commute traffic and traffic at Seaside High School, especially during the morning peak hour. Caltrans will need to thoroughly evaluate the consequences of eliminating the Highway 1 / Monterey Road interchange on the operations on every component of the Highway 1 / Fremont Boulevard interchange and the Seaside street system providing access to this interchange. Traffic volumes will also be slightly higher at the Highway 1 / Light Fighter Drive interchange, although no additional capacity will be needed. Access from the area south of Light Fighter Drive to the Highway 1 / Light Fighter Drive interchange will need to be maximized to minimize the impact of the elimination of the future interchange at Monterey Road from the Caltrans Project Study Report project. Implementation of Mitigation Measures T1 through ~~T9~~ *T10* will reduce potential circulation impacts associated with this scenario to a level less than significant.

Table 5.12-3
Buildout Roadway Traffic Conditions

Loc. No.	Street	From:	To:	2000 1-Way Model Volume	2000 2-Way Model Volume	2020 1-Way Volume	2020 2-Way Volume	20-Year Projected Change In (ADT)	2020 1-Way PM-Peak Volume	V/C Ratio	2020 1-Way AM-Peak Volume	V/C Ratio	Level of Service	Recommended Improvements
1	BROADWAY AVENUE	DEL MONTE BOULEVARD	HILLSDALE STREET	4218		5743			493	0.45	626	0.35		
1		HILLSDALE STREET	DEL MONTE BOULEVARD	4447	8665	5729	11472	32.4%	542	0.28	393	0.39	B	
2	BROADWAY AVENUE	FREMONT BOULEVARD	TERRACE STREET	5010		6143			466	0.30	633	0.17		
2		TERRACE STREET	FREMONT BOULEVARD	5372	10382	6246	12389	19.3%	630	0.13	353	0.3	A	
3	BROADWAY AVENUE	NOCHE BUENA STREET	KENNETH STREET	5264		6459			506	0.30	839	0.18		
3		KENNETH STREET	NOCHE BUENA STREET	4883	9947	5418	11907	19.7%	687	0.12	335	0.25	A	
4	BROADWAY AVENUE	YOSEMITE STREET	ANCON STREET	2582		4139			389	0.22	494	0.16		
4		ANCON STREET	YOSEMITE STREET	2956	5537	3878	8017	44.8%	439	0.16	329	0.2	A	
5	CALIFORNIA AVENUE	HIGHWAY 1	PLAYA AVENUE	3267		4983			596	0.08	272	0.16		
5		PLAYA AVENUE	HIGHWAY 1	3026	6892	4548	9531	38.3%	369	0.21	461	0.16	A	
6	COE AVENUE	MONTEREY ROAD	NAPIER AVENUE	1907		4247			336	0.74	516	0.46		
6		NAPIER AVENUE	MONTEREY ROAD	1999	3896	4484	8731	124.1%	544	0.41	269	0.76	A	
7	CANYON DEL REY BL	DEL MONTE BOULEVARD	HIGHWAY 1	9650		13770			991	0.49	1362	0.65		
7	(HWY. 218)	HIGHWAY 1	DEL MONTE BOULEVARD	7691	17341	13716	27486	58.5%	1752	0.35	992	0.61	C	
8	CANYON DEL REY BL	HILBY AVE	FREMONT BOULEVARD	9334		10665			1067	0.31	879	0.39		
8	(HWY. 218)	FREMONT BOULEVARD	HILBY AVE	9792	19126	11104	21769	13.8%	1089	0.32	909	0.39	A	
9	DEL MONTE BOULEVARD	CANYON DEL REY BL. (HWY. 218)	ELM AVENUE	9621		14450			1269	0.58	1565	0.45		Add left turn
9		ELM AVENUE	CANYON DEL REY BL. (HWY. 218)	9002	18623	12207	26657	43.1%	1240	0.32	993	0.44	E	channelization
10	DEL MONTE BOULEVARD	HEIZINGER PLACE	TIOGA AVENUE	5417		6219			951	0.18	607	0.34		
10		TIOGA AVENUE	HEIZINGER PLACE	5996	11412	7717	16936	39.6%	629	0.32	807	0.22	A	
11	DEL MONTE BOULEVARD	FREMONT BOULEVARD	ORD GROVE AVENUE	2883		4703			601	0.10	272	0.21		
11		ORD GROVE AVENUE	FREMONT BOULEVARD	2563	5246	4648	9351	78.3%	357	0.22	616	0.13	A	
12	FIRST AVENUE	LIGHT FIGHTER DRIVE	GIGLING ROAD	1641		7176			749	0.35	490	0.53		
12		GIGLING ROAD	LIGHT FIGHTER DRIVE	1352	3193	7023	14199	344.7%	597	0.42	597	0.43	C	
13	FREMONT BOULEVARD	CANYON DEL REY BL. (HWY. 218)	CASANOVA AVENUE	14806		16697			2067	0.41	1162	0.74		Capacity Imps. @
13		CASANOVA AVENUE	CANYON DEL REY BL. (HWY. 218)	14652	29547	16587	33284	12.6%	1459	0.61	1702	0.52	D	Fremont/CynDelRey
14	FREMONT BOULEVARD	KIMBALL AVENUE	CANYON DEL REY BL. (HWY. 218)	13936		16269			1369	0.60	1675	0.49		
14		CANYON DEL REY BL. (HWY. 218)	KIMBALL AVENUE	13453	27389	15123	31392	14.6%	1999	0.37	1038	0.7	C	
15	FREMONT BOULEVARD	BROADWAY AVENUE	PALM AVENUE	10998		14099			1654	0.41	1154	0.59		
15		PALM AVENUE	BROADWAY AVENUE	11322	22220	14524	28623	28.8%	1357	0.45	1253	0.48	C	
16	FREMONT BOULEVARD	BROADWAY AVENUE	OLYMPIA AVENUE	11374		14520			1416	0.41	1162	0.51		
16		OLYMPIA AVENUE	BROADWAY AVENUE	10827	22201	14019	28639	29.0%	1459	0.43	1217	0.52	C	
17	FREMONT BOULEVARD	HIGHWAY 1	DEL MONTE BOULEVARD	8910		16293			1501	0.49	1370	0.54		
17		DEL MONTE BOULEVARD	HIGHWAY 1	7787	16697	14259	30552	83.0%	1634	0.38	1076	0.58	C	
18	GENERAL JIM MOORE BL.	SOUTH BOUNDARY ROAD	EUCALYPTUS ROAD	2048		3544			274	0.42	590	0.2		
18		EUCALYPTUS ROAD	SOUTH BOUNDARY ROAD	2077	4125	3473	7017	70.1%	572	0.16	212	0.41	C	
19	GENERAL JIM MOORE BL.	GIGLING ROAD	NORMANDY ROAD	3463		7863			748	0.33	917	0.27		
19		NORMANDY ROAD	GIGLING ROAD	3919	7382	7852	15415	108.8%	998	0.23	636	0.32	A	
20	GENERAL JIM MOORE BL.	LIGHT FIGHTER DRIVE	FIRST STREET	4530		6819			567	1.00	1103	0.52		
20		FIRST STREET	LIGHT FIGHTER DRIVE	4613	9143	8750	16569	70.3%	1181	0.50	547	1.07	A	
21	GIGLING ROAD	6TH DIVISION ROAD	GENERAL JIM MOORE BL.	1433		1626			174	0.11	116	0.16		
21		GENERAL JIM MOORE BL.	6TH DIVISION ROAD	1014	2447	1639	3264	33.4%	167	0.13	148	0.16	A	
22	GIGLING ROAD	GENERAL JIM MOORE BL.	MALMEDY ROAD	1602		2223			268	0.16	165	0.24		
22		MALMEDY ROAD	GENERAL JIM MOORE BL.	1461	3063	2057	4280	39.7%	178	0.20	219	0.16	A	
23	HIGHWAY 1	CANYON DEL REY BL. (HWY. 218)	DEL MONTE AVENUE	37799		44946			3679	0.74	4469	0.36		
23		DEL MONTE AVENUE	CANYON DEL REY BL. (HWY. 218)	39014	76812	49649	94395	23.2%	4955	0.67	3437	0.83	D	
24	HILBY AVENUE	SUTTER STREET	PLACER STREET	2444		2437			308	0.12	131	0.28		

Table 5.12-3
Buildout Roadway Traffic Conditions
(continued)

Loc. No.	Street	From:	To:	2000 1-Way Model Volume	2000 2-Way Model Volume	2020 1-Way Volume	2020 2-Way Volume	20-Year Projected Change in (ADT)	2020 1-Way PM-Peak Volume	V/C Ratio	2020 1-Way AM-Peak Volume	V/C Ratio	Level of Service	Recommended Improvements
24		PLACER STREET	SUTTER STREET	2321	4765	2266	4722	-0.9%	172	0.26	263	0.16	A	
25	HILBY AVENUE	FREMONT BOULEVARD	WHEELER STREET	3787		3673			280	0.42	460	0.25		
25		WHEELER STREET	FREMONT BOULEVARD	3502	7289	3492	7165	-1.4%	442	0.19	206	0.4	A	
26	HILBY AVENUE	FLORES STREET	LUXTON AVENUE	1133		1751			202	0.13	148	0.18		
26		LUXTON AVENUE	FLORES STREET	1524	2657	1983	3734	40.5%	174	0.20	221	0.16	A	
27	KIMBALL AVENUE	WHEELER STREET	SHAFER STREET	1606		1580			206	0.13	93	0.29		
27		SHAFER STREET	WHEELER STREET	1486	3092	1446	3026	-2.1%	110	0.26	183	0.16	A	
28	LA SALLE AVENUE	FREMONT BOULEVARD	BAKER STREET	1681		4670			366	0.48	525	0.33		
28		BAKER STREET	FREMONT BOULEVARD	1598	3289	1532	6202	89.7%	192	0.08	83	0.17	C	
29	LA SALLE AVENUE	YOSEMITE STREET	LINCOLN STREET	1681		1902			157	0.22	243	0.14		
29		LINCOLN STREET	YOSEMITE STREET	1575	3256	1662	3564	9.5%	189	0.10	113	0.17	B	
30	LIGHT FIGHTER DRIVE	FIRST STREET	HIGHWAY 1	6794		13412			1341	0.36	1076	0.48		
30		HIGHWAY 1	FIRST STREET	6524	13318	12967	26379	98.1%	1347	0.44	1241	0.48	C	
31	MILITARY AVENUE	NOCHE BUENA STREET	FREMONT BOULEVARD	422		5337			459	0.61	674	0.42		Add left turn
31		FREMONT BOULEVARD	NOCHE BUENA STREET	456	878	5891	11228	1178.6%	708	0.35	395	0.64	E	channelization
32	MONTEREY ROAD	FREMONT BOULEVARD	COE AVENUE	3203		3361			249	0.72	507	0.36		
32		COE AVENUE	FREMONT BOULEVARD	3373	6576	3334	6695	1.8%	427	0.27	192	0.61	A	
33	NOCHE BUENA STREET	HILBY AVE	KIMBALL AVENUE	1868		2309			199	0.36	250	0.28		
33		KIMBALL AVENUE	HILBY AVE	1938	3826	2267	4576	19.6%	250	0.25	174	0.36	B	
34	NOCHE BUENA STREET	BROADWAY AVENUE	PALM AVENUE	2141		2307			201	0.22	243	0.18		
34		PALM AVENUE	BROADWAY AVENUE	2239	4380	2390	4697	7.2%	259	0.17	190	0.24	B	
35	NOCHE BUENA STREET	SAN PABLO AVENUE	PHOENIX AVENUE	2309		2817			221	0.27	296	0.2		
35		PHOENIX AVENUE	SAN PABLO AVENUE	2634	4943	2822	5639	14.1%	309	0.16	181	0.28	B	
36	NOCHE BUENA STREET	SAN PABLO AVENUE	LA SALLE AVENUE	2116		2833			202	0.25	279	0.16		
36		LA SALLE AVENUE	SAN PABLO AVENUE	2470	4586	2668	5301	15.6%	296	0.15	183	0.27	B	
37	ORD GROVE AVENUE	NOCHE BUENA STREET	LUXTON AVENUE	1565		665			54	0.05	58	0.05		
37		LUXTON AVENUE	NOCHE BUENA STREET	1045	2610	498	1163	-55.4%	52	0.04	47	0.05	A	
38	SAN PABLO AVENUE	FREMONT BOULEVARD	BAKER STREET	2193		2093			190	0.18	198	0.17		
38		BAKER STREET	FREMONT BOULEVARD	2211	4404	2763	4846	10.0%	283	0.19	211	0.26	B	
39	SECOND AVENUE	LIGHT FIGHTER DRIVE	FIRST STREET	1000		5677		-	-	-	-	-		Widen to four lanes
39		FIRST STREET	LIGHT FIGHTER DRIVE	1000	2000	7134	12811	540.6%	-	-	-	-	F	(2 NB, 2 SB)
40	SONOMA AVENUE	FREMONT BOULEVARD	TERRACE STREET	2770		3216			280	0.49	340	0.4		
40		TERRACE STREET	FREMONT BOULEVARD	2889	5659	3303	6519	15.2%	371	0.32	223	0.53	C	
41	YOSEMITE STREET	SONOMA AVENUE	WANDA AVENUE	1177		1203			105	0.17	120	0.15		
41		WANDA AVENUE	SONOMA AVENUE	1164	2341	1201	2404	2.7%	126	0.14	95	0.18	A	
42	YOSEMITE STREET	BROADWAY AVENUE	MINGO AVENUE	1111		737			62	0.12	84	0.09		
42		MINGO AVENUE	BROADWAY AVENUE	1112	2223	819	1556	-30.0%	104	0.09	60	0.15	A	

Monterey Peninsula Airport

The General Plan does not propose any land use pattern or allow building heights that would change or interfere with the operation of or the Monterey Peninsula Airport. Additionally, Circulation Element Implementation Plan C-2.3.1 requires the City to continue to coordinate with the Monterey Peninsula Airport to review projects that may affect and/or be impacted by airport operations. No impact associated with any airport will occur.

Roadway Design

The roadway cross sections identified in the Circulation Element as well as additional requirements contained in the City's Municipal Code will ensure that future projects are designed in a manner that ensure adequate safety and emergency access. No impact associated with roadway design will occur.

Parking

Parking problems exist in the central portion of the community both in residential areas and commercial districts. Circulation improvements in Seaside's central core will need to consider the impact on off-street parking, and additional parking will have to be provided in the commercial and mixed use areas to meet the demands of new development. The City requires the development of additional parking facilities in accordance with the parking standards contained within the Zoning Ordinance, which address size, landscaping, configuration, and ADA accessibility. Circulation Element Implementation Plans C-4.1.1 through C-4.3.1 will ensure adequate parking facilities are provided in Seaside as development and redevelopment occurs. No impact associated with this issue will occur.

Alternative Transportation

The proposed Land Use, Urban Design, Circulation, and Conservation/Open Space Elements identify a variety of policies and programs intended to increase the use of alternative modes of transportation in Seaside. No impact associated with this issue will occur.

Mitigation Measures

T1. The City shall implement Circulation Element Implementation Plan C-1.1.1, which requires the City to continue to update on an annual basis the Capital Improvement Plan to plan for and fund future improvements to the circulation system, as well as other public facilities, including improvements to the existing pedestrian and bicycle system, within the community. Consider the improvements identified in The City of Seaside General Plan Traffic Study and Traffic Analysis Report (Higgins Associates 2003) when developing the CIP.

T2. The City shall implement Circulation Element Implementation Plan C-1.2.1, which requires the City to review development proposals for potential impacts to the

transportation system. Require a traffic study for projects that generate 100 or more peak hour trips or that have the potential to impact adjacent roadway segments and intersections. The Level of Service Standards established in the Circulation Element will be used to determine the significance of impacts. Intersection level of service will be determined by the Vehicle Delay and the Highway Capacity Manual calculations. Mitigation in the form of physical improvements and/or impact fees will be required for significant impacts. Adequate right-of-way along new roadways will be required to permit pedestrian and bicycle facilities. Proper roadway drainage must be provided to ensure a safe system. *The Seaside Public Works Director, upon consultation with the California Department of Transportation, may require a traffic study for a project that generates additional trips on the State highway or CMP system.*

T3. The City shall implement Circulation Element Implementation Plan C-1.2.2, which requires the City to identify available funding sources and establish a financing plan to guide construction and funding of transportation system improvements. The Plan also requires new development projects to construct and/or fund in whole or in part necessary traffic improvements associated with the proposed project. Transportation improvements include both automotive, as well as alternative means of transportation.

Consider adopting a Traffic Fee Ordinance to reflect projected circulation needs and apply the ordinance to applicable developments. Consider including alternative modes of transportation (bicycle and pedestrian) and public parking as projects eligible for use of Traffic Impact Fees. Consider the improvements identified in The City of Seaside General Plan Traffic Study and Traffic Analysis Report (Higgins Associates 2003) when developing the Traffic Fee Ordinance.

T4. The City shall implement Circulation Element Implementation Plan C-1.4.1, which requires the City to require public and private development projects to install or pay their fair share of the improvements in North Seaside identified on Figure C-4 and Table C-1 of the General Plan (See also Appendix C of this EIR). Major improvements (per Figure C-4 and Table C-1) that will improve access in North Seaside include:

- A-7: Highway 1/Fremont Boulevard Interchange
- A-8: Fremont Boulevard/Del Monte Boulevard/Military Avenue
- A-9: General Jim Moore Boule-vard/Coe Avenue-Eucalyptus Road
- A-13: 1st Avenue/Lightfighter Drive
- A-14: 2nd Avenue/Lightfighter Drive
- A-15: 2nd Avenue/Campus Soccer Field Driveway
- A-16: 2nd Avenue/1st Street
- B-4: Lightfighter Drive
- B-5: Second Avenue north of Light-fighter Drive
- B-6: Gigling Road
- B-7: Eucalyptus Road
- D-1: *Route 1 from Route 218 to Fremont Boulevard* ~~Highway 1 between State Route 218 and North Gateway~~
- D-2: 8th Street

T5. The City shall implement Circulation Element Implementation Plan C-1.4.2, which requires the City to monitor accident history and congestion at the Fremont/Del Monte/Military Avenue intersection for possible signalization.

T6. The City shall implement Circulation Element Implementation Plan C-1.4.3, which requires the City to ensure major east-west corridors such as La Salle, Broadway, Hilby, and Military operate acceptably and connect to General Jim Moore.

T7. The City shall implement Circulation Element Implementation Plan C-2.1.2, which requires the City to coordinate with Caltrans, the Transportation Agency for Monterey County, and adjacent jurisdictions to support the continued improvement of Highway 1.

T8. The City shall implement Circulation Element Implementation Plan C-2.1.3, which requires the City to continue to monitor proposed roadway modifications outside the City and revise the General Plan circulation system, if necessary, to reflect changes in these modifications. In addition, the impacts of discretionary development projects and major transportation projects outside the jurisdiction of the City will be monitored and mitigation may be requested.

T9. The City shall implement Circulation Element Implementation Plan C-2.1.6, which requires the City to continue to work with the U.S. Army and FORA to design and construct the Highway 1 intersection between Lightfighter and Fremont Boulevard.

Impact After Mitigation

Less than significant.

6.0 Alternatives

6.0 *Alternatives*

Rationale For Alternatives Selection

CEQA requires the consideration of alternative development scenarios and the analysis of impacts associated with the alternatives. Through comparison of these alternatives to the proposed project, the advantages of each can be weighed and analyzed. Section 15126.6 of the CEQA Guidelines requires that an EIR, "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

Additionally, Section 15126.6 of the Guidelines states:

- The specific alternative of "no project" shall also be evaluated along with its impact . . . If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (15126.6(e)(1)(2))

- . . . An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. . . . The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly discuss the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. . . Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii), infeasibility[1], or (iii) inability to avoid significant environmental impacts. (15126.6(a)(c))

[1] Section 15364 of the CEQA Guidelines defines feasible as follows: "'Feasible' means capable of being accomplished within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors."

Pursuant to CEQA Guidelines, a range of alternatives to the proposed project is considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides:

1. A description of alternatives considered;
2. An analysis of whether each alternative meets most of the basic objectives of the proposed project as described in Section 3.0 of this EIR; and
3. A comparative analysis of the alternatives under consideration and the proposed project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the project to a less than significant level. **Table 6-1** provides a summary of this analysis.

Table 6-1
Comparison of Alternatives to the Proposed Project

Impact	No Project/Existing General Plan	Alternative Land Use Plan	Increased Water Conservation Plan
Aesthetics	Greater	Less	Greater
Air Quality	Similar	Similar	Similar
Biological Resources	Similar	Less	Similar
Cultural Resources	Similar	Similar	Similar
Geology/Soils	Similar	Similar	Similar
Hazards	Similar	Less	Similar
Water Resources	Similar	Less	Less
Land Use	Similar	Similar	Similar
Noise	Similar	Less	Similar
Population and Housing	Similar	Greater	Similar
Public Services and Utilities	Similar	Less	Less
Transportation	Similar	Similar	Similar
Conclusion	**Environmentally Similar**	**Environmentally Similar**	**Environmentally Superior**

Source: Cotton/Bridges/Associates, 2003.
-- no impact identified as a result of the proposed project

Alternatives Rejected from Consideration

Alternative Location

The CEQA Guidelines recommend considering an alternative location to reduce potential impacts of a proposed project. The proposed General Plan is a plan guiding the growth and development of areas that are located within the jurisdiction of the Seaside. Because no other lands are within the jurisdiction of the City, no alternative location is analyzed.

6.1 No Project/Existing General Plan

This alternative is analyzed within this EIR as it is a required under CEQA Guidelines Section 15126.6(e). According to Section 15126.6(e)(2) of the CEQA Guidelines, the "no project" analysis shall discuss, " . . . what is reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." This alternative assumes that the proposed General Plan would not be adopted and implemented. Instead, the Seaside planning area would be developed according to the land use and circulation plans as well as the other policies and programs of the existing (1988) General Plan.

Description of Alternative

The No Project/Existing General Plan alternative considers the environmental impact associated with development per the City's existing General Plan land use map. This alternative would also leave the existing General Plan in place as the City's primary policy document.

Comparison of Environmental Impacts to Proposed Project

Aesthetics

A similar level of development would occur under this alternative when compared to the proposed Plan. However, implementation of this alternative would result in a greater impact to aesthetics than the proposed General Plan because the Existing General Plan would not implement the policies and programs contained in the proposed Plan that address revitalizing the older areas of the community and visually improving the major southern and northern gateways to the community.

Air Quality

Implementation of this alternative would result in similar air quality impacts associated with vehicular and stationary sources because a similar level of development and thus, a similar number of trips would be generated in the planning area. Overall, this alternative would result in similar impacts associated with air quality.

Biological Resources

Implementation of this alternative would result in a similar impact to biological resources because a similar land area would be disturbed and developed for urban uses. Additionally, development under both plans would be subject to the same State and federal environmental review requirements and regulations.

Cultural Resources

Implementation of this alternative would result in a similar impact to cultural resources because a similar land area would be disturbed and developed for urban uses. Additionally, under both the existing and proposed Plans, the City preserves and enhances cultural resources through the application of CEQA. The cultural resources impact is similar under this alternative.

Geology/Soils

Like the proposed General Plan, several programs and regulations are implemented under the Existing General Plan to protect people and property from geologic and seismic hazards. A similar number of structures and residents would be subject to geologic and seismic hazards under this alternative. Overall, implementation of this alternative would result in a similar impact associated with geology/soils.

Hazards

A similar amount of residential and non-residential development that could potentially produce, use, and store hazardous materials would occur under this alternative. Because a similar amount and type of hazardous materials would likely be present in the planning area under this alternative and a similar number of residents would be exposed to hazards, this alternative would result in a similar hazards impact.

Water Resources

Implementation of this alternative would result in similar impacts to water resources than the proposed General Plan because a similar amount of impervious surfaces would be created in the planning area. Overall a similar amount of pollutants and run-off would be generated under this alternative. Additionally, development under both plans would be subject to local, regional, state, and federal standards for water quality.

Land Use

Implementation of this alternative would avoid the potential impact associated with inconsistencies between the adopted Zoning Ordinance and proposed General Plan land uses. This alternative would also result in population and housing growth that is more consistent with the SCAG Growth Management Plan. However, this alternative would not implement the land use changes proposed, which correct current land use inconsistencies

and allow for mixed uses to help revitalize certain areas. Overall, this alternative is similar with respect to land use impacts.

Noise

Implementation of this alternative would result in a similar amount of residential and non-residential development, thus a similar level of noise associated with both stationary and vehicular sources would be generated. Similar noise impacts would occur under this alternative.

Population and Housing

Implementation of this alternative would not avoid or reduce any population and housing impact because no population and housing impact has been identified. Overall, this alternative would likely result in a similar number of housing units and residents in the planning area.

Public Services and Utilities

This alternative would place a similar level of a demand on the public services and utilities systems because a similar amount of residential and non-residential development would occur that would require service. Overall, a similar level of service and need for the expansion and construction of new facilities would be required under this alternative, resulting in a similar environmental impact.

Transportation

Implementation of this alternative would result in a similar amount of non-residential and residential development in the planning area, thus generating a similar number of trips in the planning area. This alternative would result in similar impacts to intersections and roadway segments in the planning area.

Conclusion

This alternative would allow a similar level of residential and non-residential development to occur in the planning area. This alternative would result in similar environmental impacts to the proposed project, with the exception of impacts to aesthetics, which may be greater. However, because the aesthetics impacts of both the proposed project and this alternative could be reduced to a level less than significant with the implementation of mitigation, this alternative is overall environmentally similar to the proposed project.

6.2 Alternative Land Use Plan

This alternative is analyzed within this EIR as a means of reducing the amount of residential development in the community, thereby reducing the number of average daily vehicle trips generated in the planning area.

Description of Alternative

This alternative would designate the 131-acre area shown on Figure 6-1 as Parks and Open Space rather than the proposed Low-Density Single-Family Residential designation shown on the proposed Land Use Policy Map. This would allow approximately 1,050 fewer homes and 3,448 fewer residents in the planning area than the proposed General Plan.

Comparison of Environmental Impacts to Proposed Project

Aesthetics

Implementation of this alternative would result in less residential development in the southeastern portion of the planning area. This alternative would allow the approximately 131-acre area illustrated on **Figure 6-1** to remain as largely undeveloped open space, preserving the vistas in this area and views from General Jim Moore Boulevard. This alternative would implement the many detailed Implementation Programs contained in the proposed General Plan that address aesthetics in the community. Overall, aesthetics impacts would be less under this alternative.

Air Quality

Because less residential development will occur and because local traffic generation will be less than with the proposed project, local concentrated air quality emissions have the potential to be less than the proposed General Plan. However, the proposed project would not result in significant traffic congestion or concentrated air emissions in the vicinity of the land use alternative area. Therefore, this alternative would not reduce any local air quality impact. Because the same amount of non-residential development would be allowed under this alternative, a similar level of stationary source emissions would be generated in the planning area. Also, reducing the amount of residential development allowed in Seaside will not necessarily affect the overall number of vehicular trips and vehicular miles traveled in the region. Therefore, regional emissions would likely be similar under this alternative. Overall, local and regional air quality impacts would be similar under this alternative.

Biological Resources

Implementation of this alternative would result in less disturbance of approximately 131 acres of chaparral and coastal scrub in the eastern portion of the planning area. This would result in less disturbance to any significant species potentially located in this area. However, this area is assumed for development in the Habitat Management Plan, and development of

Figure 6-1
Land Use Alternative Area

the area as is allowed in the proposed General Plan is consistent with the Habitat Management Plan. Overall, the biological resources impact of this alternative is less than with the proposed project.

Cultural Resources

Implementation of this alternative would result in less disturbance of approximately 131 acres of land in the eastern portion of the planning area. However, this area is not identified as having a high sensitivity for archaeological resources. Overall, this alternative would result in a similar impact to cultural resources.

Geology/Soils

This alternative would implement the policies and programs contained within the proposed General Plan that protect people and property from seismic and geologic hazards. Because this alternative includes such policies and programs, the geology/soils impact of this alternative would be similar to the proposed project.

Hazards

This alternative would allow for a similar level of non-residential development, creating a similar level of commercial hazardous waste. However, the 131-acre area identified in Figure 6-1 is located within a high fire hazard area and in an area expected to have unexploded ordnance. Fewer residential units in this area would place fewer properties and residents in close proximity to these hazards. Overall, hazards/hazardous materials impacts would be less under this alternative.

Water Resources

Implementation of this alternative would result in less of an impact to drainage than the proposed General Plan because it would result in the disturbance of less soils and the development of less impervious surfaces, thereby contributing less runoff to the storm drain system. The demand placed on the water supply system will also be less since less development is expected to occur. Overall, the impacts associated with drainage and hydrology would be less under this alternative.

Land Use

Implementation of this alternative would result in similar impacts associated with related plans and programs, in particular the Habitat Management Plan. As with the proposed Plan, no impact associated with dividing an established community will occur. Overall, land use impacts would be similar under this alternative.

Noise

Less residential development and thus, traffic would be generated under this alternative. With fewer trips generated, noise levels may be lower on roadways in the planning area, particularly those roadways directly adjacent to the area, such as General Jim Moore and

those that would provide east-west access to the area. However, stationary noise sources would be similar under this alternative, and all polices and programs related to reducing noise impacts would be implemented under this alternative. Overall, vehicular noise impacts will be less under this alternative.

Population and Housing

This alternative would allow about 1,000 fewer residences in the community. This would result in a significant population and housing impact because this land use plan would not identify enough vacant sites designated for residential development to fulfill the City's regional housing needs allocation for the 2002-2007 planning period. This alternative would result in a likely finding of non-compliance with state housing element requirements by the Department of Housing and Community Development, and would not hamper efforts to provide a variety of housing opportunities in the region. This alternative will result in a substantially greater population and housing impact.

Public Services and Utilities

Development under this alternative would place less demand on the public services and utilities providers, including water, sewer, schools, fire, and police. Retaining this area as parks and open space would require less infrastructure and facilities to be extended into this area. Overall, public services and utilities impacts (both service levels and environmental impacts associated with the extension and construction of infrastructure) would be less under this alternative.

Transportation

Because this alternative would result in fewer residences and thus, trips generated in the planning area, AM and PM peak hour delays at certain intersection and on certain roadways in the local circulation system may be less than would occur under the proposed General Plan. Regional impacts would be similar because similar uses and a similar regional jobs/housing balance would occur under this alternative. Overall, impacts to local and regional traffic/circulation would be similar under this alternative.

Conclusion

This alternative would result in less impacts associated with aesthetics, biological resources, hazards, water resources, noise, and public services and utilities. However, a substantially greater population/housing impact would occur. When determining the environmental effects of this alternative, the reduction in impacts to the aforementioned categories must be balanced with the substantially greater impact to population and housing. Based on this balance of factors and the severity of the impacts, overall this alternative is determined to be environmentally similar to the proposed project.

6.3 Increased Water Conservation Plan

This alternative is analyzed within this EIR as a means of reducing the impacts associated with a limited supply of water in the planning area.

Description of Alternative

This alternative assumes that the City would adopt strict water conservation policies in the planning area, including requiring the use of recycled water for irrigation purposes in new development and redevelopment areas, and imposing water rationing methods, such as restricting the use (i.e., days, times, quantities) of non-recycled water for landscaping purposes on private and public property.

Comparison of Environmental Impacts to Proposed Project

Aesthetics

Although this alternative includes the policies and programs in the Urban Design Element regarding revitalization activities and design standards, this alternative may result in reduced landscaping in new projects and reduced maintenance of existing landscaping both on residential and non-residential properties. Also, the costs associated with requiring the use of recycled water in new development and redevelopment areas when the infrastructure is not currently in place may result in developers choosing to locate in other communities instead of Seaside. Thus, the areas proposed by the City for new development, redevelopment, and revitalization may be retained in their existing, unimproved condition for the foreseeable future. Overall, aesthetics impacts would likely be greater under this alternative.

Air Quality

Ultimately, this alternative would allow a similar level of development to occur, resulting in a similar number of vehicular trips and vehicular miles traveled within the community. Overall, local and regional air quality impacts would be similar under this alternative because a similar level and type of development could occur.

Biological Resources

Implementation of this alternative would result in a similar impact to biological resources because a similar land area would be disturbed and developed for urban uses. Additionally, development under both plans would be subject to the same State and federal environmental review requirements and regulations.

Cultural Resources

Implementation of this alternative would result in a similar impact to cultural resources because a similar land area would be disturbed and developed for urban uses. Additionally, under both the existing and proposed Plans, the City preserves and enhances cultural resources through the application of CEQA. The cultural resources impact is similar under this alternative.

Geology/Soils

Like the proposed General Plan, several programs and regulations are implemented under the Existing General Plan to protect people and property from geologic and seismic hazards. A similar number of structures and residents would be subject to geologic and seismic hazards under this alternative. Overall, implementation of this alternative would result in a similar impact associated with geology/soils.

Hazards

This alternative would allow for a similar level of non-residential development and housing and population growth, creating a similar level of hazardous waste and exposing a similar number of persons and private property to hazards associated with flooding, fires, and hazardous materials. Overall, hazards/hazardous materials impacts would be similar under this alternative.

Water Resources

Implementation of this alternative would result in similar impacts to water resources than the proposed General Plan because a similar amount of impervious surfaces would be created in the planning area. Overall a similar amount of pollutants and run-off would be generated under this alternative. Additionally, development under both plans would be subject to local, regional, state, and federal standards for water quality.

Land Use

The proposed Land Use Policy Map would be adopted and implemented under this alternative. Thus, implementation of this alternative would result in similar impacts associated with related plans and programs. As with the proposed Plan, no impact associated with dividing an established community will occur. Overall, land use impacts would be similar under this alternative.

Noise

A similar level of development and thus, traffic would be generated under this alternative. Thus, noise associated with vehicular traffic will be similar under this alternative. Overall, stationary and non-stationary noise impacts will be similar under this alternative.

Population and Housing

This alternative would allow the same number of units in the community and the same level of population growth. Like the proposed project, this alternative is unlikely to result in a significant impact associated with the displacement of housing or persons. Overall, population and housing impacts would be similar under this alternative.

Public Services and Utilities

This alternative would allow the same level of residential and non-residential development to occur in the community placing a similar demand on public services and utilities. However, impacts associated with the supply of potable water would be reduced if this alternative were implemented. To implement this alternative, a delivery system would need to be installed for the distribution and use of the recycled water. The installation of this system would require the disturbance of land to install the infrastructure and would require the generation of additional funds through higher user and connection fees than currently exist. These potential service and environmental impacts are balanced against the substantial beneficial effects on ensuring a long-term water supply.

Transportation

Implementation of this alternative would result in a similar level of development and trips generated in the planning area. Impacts to local roadway segments and intersections would be similar. Regional impacts would also be similar because similar uses and a similar jobs/housing balance would occur under this alternative. Overall, impacts to local and regional traffic/circulation would be similar under this alternative.

Conclusion

This alternative would result in similar impacts to all issue areas except aesthetics and water supply. Overall this alternative is environmentally superior; however, implementation of the water conservation and recycled water requirements may not allow the City to achieve the project objectives of spurring economic development and revitalization in the near-term.

7.0 Analysis of Long-Term Effects

7.0 Analysis of Long-Term Effects

The California Environmental Quality Act requires the discussion of the cumulative impacts, growth-inducing impacts, and long-term impacts of proposed projects. The following sections address these issues as they relate to implementation of the City of Seaside General Plan.

7.1 Cumulative Impacts

The California Environmental Quality Act Guidelines define cumulative effects as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." The Guidelines further state that the individual effects can be the various changes related to a single project or the changes involved in a number of other closely related past, present, and reasonably foreseeable future projects (Section 15335). The Guidelines allow for the use of two alternative methods to determine the scope of projects for the cumulative impact analysis:

- List Method - A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

- Regional Growth Projections Method - A summary of projects contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact (Section 15130).

The Seaside General Plan establishes policy to guide future development within the City and implementation is long-term in nature. The Regional Growth Projections Method is appropriate methodology in evaluating cumulative impacts because it provides general growth projections for the region and considers long-term growth.

Regional Growth Projections

The Association of Monterey Bay Area Governments is responsible for estimating regional growth for the Monterey, San Benito, and Santa Cruz Counties area. The last regional population and employment forecast for the region was completed in 1997 and does not reflect the 2000 Census data. **Table 7-1** depicts the 2020 population for Seaside and Monterey County as projected by AMBAG in *1997 Regional Population and Employment Forecast for Monterey, San Benito, and Santa Cruz Counties*. The 2000 projection for the County as a whole (400,907 persons) is fairly accurate when compared to the 2000 Census data, which estimates a population of 401,762 persons. The 2000 AMBAG estimate for Seaside (29,832 persons) however, is 1,864 persons lower than indicated by the 2000 Census number of 31,696 persons.

Table 7-1
AMBAG Projections for Seaside and
Monterey County, 2000 and 2020

	Total Population	
	2000	2020
Seaside	29,832	45,791
Monterey County	400,907	536,609

Source: AMBAG 1997 Regional Population and Employment Forecast for Monterey, San Benito, and Santa Cruz Counties

The *1997 Regional Population and Employment Forecast for Monterey, San Benito, and Santa Cruz Counties* report states that the "...forecasts, which have been guided by approved general plans, are prepared as planning tools and are not an exact prediction of the course of future events. Experience shows that these forecasts are most reliable at the regional and county level and less so for smaller areas like cities and census tracts. Caution should be exercised in relying on these forecasts for such sub-county level areas." As a result, for the purposes of this cumulative analysis, a county-level cumulative analysis is utilized for the majority of the impact analyses. For the purposes of analyzing water quality, the Central Area Watershed Management Area is used for the cumulative impact analysis.

Cumulative Impacts

The following is a discussion of the cumulative impacts of the proposed General Plan. Implementation of the mitigation measures identified in the previous sections of this EIR help to reduce the cumulative impact of the project to the extent feasible. In many cases, the mitigation measures result in reducing the project's cumulative impact to a less than significant level. For other impacts, the implementation of the identified mitigation measures will not avoid a significant cumulative impact. The following section identifies those significant, unavoidable cumulative impacts that will not be reduced to a less than significant level by implementation of the identified mitigation measures.

Aesthetics

New residential and non-residential development will be allowed by the General Plan that has the potential to disrupt public and private scenic vistas of resources such as Monterey Bay, Roberts Lake, the Pacific Ocean, and other important resources. Additionally, new residential and non-residential development allowed by the General Plan, particularly at the North and South Gateways of Seaside, and redevelopment activities within the central core of the City have the potential to obstruct views of scenic resources visible from Highway 1. The Plan will also allow development and redevelopment to occur in areas of the community that were previously used in association with the former Fort Ord. Most of the development will occur in areas that were previously developed with other uses; however, some new development may occur in areas containing resources such as rolling hills, trees, and other natural vegetation. This could result in a potentially significant impact to the visual quality of these areas. The City will continue to review development proposals for aesthetic impacts and require mitigation, as outlined in this EIR, for the identified impacts of each project; as such, future development according to the proposed General Plan will not

result in a cumulatively significant aesthetics impact. The cumulative aesthetics impact is not considered significant as the aesthetics conditions on the peninsula are anticipated to be improved by implementation of the proposed General Plan.

Air Quality

Construction-related air quality impacts will occur periodically throughout implementation of the General Plan. Future development in the City will generate construction impacts associated with the following construction activities: 1) construction equipment exhaust emissions; 2) emissions from worker vehicles traveling to and from construction sites; 3) dust from grading and earth-moving operations; and 4) Reactive Organic Gases (ROG) emissions from the application of architectural coatings and solvent usage. Construction related emissions would have to be evaluated on a project specific basis. Construction of larger scale projects is likely to involve substantial CO emissions. As such, the potential short-term air quality impacts from construction of allowed General Plan land uses are considered significant for CO, SOx and PM_{10}. As the Planning Area is located within a non-attainment air basin, there will continue to be a significant and unavoidable, cumulative short-term air quality impacts due to construction emissions. Projects that will occur from future development pursuant to buildout of the General Plan will contribute to these short-term impacts. Emissions associated with short-term construction activities throughout the basin may continue to be significant.

As recommended by the MBUAPCD, the evaluation of whether the General Plan would lead to significant air quality emissions should be based on whether the population forecasts described in the General Plan update are consistent with the population forecasts used in the AQMP. If the population forecasts described in the General Plan are below the population forecasts in the AQMP, then the General Plan can be considered to be consistent with the AQMP. If the population forecast is higher in the General Plan than in the AQMP, then the General Plan is not considered to be consistent with the AQMP and would result in significant cumulative air pollutant emissions.

The proposed General Plan capacity is 39,179 while the AMBAG population forecast in 2020 is 45,791. Therefore, it can be assumed that the population projections contained in the 1997 Regional Population and Employment Forecast by AMBAG for years 2000 through 2020 for Seaside are higher than will actually occur. Thus, implementation of the General Plan is anticipated to result in less population growth and less emissions than are currently accounted for in the AQMP. Therefore, as per Appendix G of the CEQA Guidelines, the General Plan would not conflict with the applicable air quality plan. The General Plan would not result in a significant cumulative impact associated with the adopted AQMP.

Biological Resources

As development continues to occur in Monterey County, sensitive biological resources will be impacted. Cumulative impacts to biological resources may occur as a result of direct and indirect impacts from construction activities adjacent to sensitive biological resource areas and runoff from urban development. Direct and indirect impacts to biological resources associated with implementation of the proposed General Plan will generally be reduced to a less than significant level through compliance with existing regulations, the Habitat Management Plan (HMP) and implementation of the mitigation measures proposed

in this EIR. Additionally, for individual discretionary development proposals, surveys will be required to determine on-site resources and appropriate site-specific mitigation measures. With the implementation of these measures, the biological impacts of implementing the General Plan will result in a less than significant cumulative impact to biological resources within Monterey County, as environmental conditions will essentially be the same whether or not the proposed project is implemented.

Cultural Resources

Cultural resources in the Monterey County could be cumulatively impacted by future development. However, impacts can be mitigated and reduced to a less than significant level through retaining or mitigating for the loss of historic structures, archaeological, and paleontological resources. Mitigation will occur by implementing County and local resource protection policies. In addition, development proposals will be assessed for impacts according to CEQA and site-specific mitigation measures will be required where necessary. Mitigation and/or avoidance or impacts to cultural resources will reduce the potential cumulative impact to a less than significant level.

Geology/Soils

Future development in Monterey County will increase the number of people exposed to earthquakes and other geologic hazards. Future development will also be constrained by unstable soils, tsunamis and seiches. Erosion rates will be accelerated by earthwork for new construction. Cumulative impacts related to geologic conditions can be mitigated by implementation of local grading ordinances, standard structural regulations, and public safely policies and programs contained in the County of Monterey General Plan and the General Plans of local jurisdictions. Geotechnical studies will be required for any future development projects to identify constraints and develop engineering parameters at a project-specific level. Implementation of the proposed General Plan will not result in a significant cumulative geology/soils impact as the environmental conditions in the region will essentially be the same whether or not the proposed General Plan is implemented.

Hazards

As future development occurs within the City and within the County of Monterey, the population will rise and the number of people exposed to hazards related to hazardous materials, flooding, air transportation, and fires will increase. The cumulative impact of regional development on public safety is potentially significant, but can be reduced to a less than significant level through implementation of the mitigation measures proposed in this EIR, including implementation of the City's emergency preparedness plan. In addition, cumulative hazards impacts will be limited by public safety policies contained within General Plans for other Monterey County jurisdictions. These elements establish policies to ensure that planned land uses are compatible with the surrounding natural and urban environment and hazardous conditions are minimized. Enforcement of state, county, and local hazardous material regulations will reduce significant public health hazards to a less than significant level. As a result, implementation of the proposed General Plan will not result in a significant cumulative hazards impact as the environmental conditions associated with hazards in the region will essentially be the same whether or not the General Plan is implemented.

Hydrology/Water Quality

As development proceeds in the Central Area Watershed Management Area, the amount of pollutants in runoff will increase, also impacting surface and groundwater quality. The amount of impervious surfaces will increase as development proceeds and groundwater recharge rates will consequently decrease. Erosion and sedimentation impacts on surface water will occur during grading and construction activity. The issues of seawater intrusion and nitrate contamination will also continue to impact the region's groundwater. Cumulative impacts to water resources will be reduced by implementing Best Management Practices in accordance with the National Pollutant Discharge Elimination Stormwater Permit, as well as implementation of the other mitigation measures contained in this EIR. However, new development will continue to use the region's groundwater as the main water source. As a result, due to the continued issue of seawater intrusion and nitrate contamination in the region a cumulative groundwater supply and quality impact may occur. A potentially significant, cumulative impact associated with water supply may also occur. As a result, implementation of the proposed General Plan will result in a significant and unavoidable cumulative hydrology/water quality impact.

Land Use and Planning

Development under the General Plan will occur according to the recommended distribution and intensity identified in the Land Use Element. Future development will comply with adopted land use standards, policies, and ordinances and will be compatible with land uses in surrounding areas. The proposed General Plan will not result in any land uses or circulation routes that would physically divide established communities either within the City or surrounding areas. In addition, the General Plan contains policies and implementation programs intended to ensure that development is compatible with existing regional development plans. Therefore, implementation of the proposed General Plan will not contribute to a significant cumulative land use impact on the Monterey Peninsula.

Noise

Anticipated regional development will generate short term noise during the construction process of individual projects. Increased development will also increase traffic volumes and associated noise levels. Significant noise levels already occur along many of the region's transportation corridors. Some existing development is already impacted by vehicular noise, and may continue to experience high noise levels whether or not the project is implemented. Implementing local noise ordinances, constructing buildings according to state acoustical standards, and proper land use planning will reduce cumulative impacts to new noise sensitive land uses to a less than significant level. In addition, the proposed General Plan does not propose any land use that would result in a significant increase to the ambient noise level in the region. Existing development may continue to be impacted by the cumulative vehicular traffic along the region's roadways. As a result, implementation of the General Plan may result in an unavoidable, significant, cumulative noise impact to existing development.

Population and Housing

While implementation of the General Plan will result in an increase in the population of the planning area, the land uses allowed under the General Plan will provide for sufficient land to accommodate the population through the provision of additional housing. As a result, implementation of the General Plan will not result in a significant impact to housing and population since expected growth can be accommodated by the land in the planning area and sufficient housing can be provided to meet the needs of the increase in population. Implementation of the proposed General Plan would not result in the displacement of substantial numbers of existing housing units or persons since the majority of the land designated for future development consists of vacant land or redevelopment of non-residential land. Therefore, the proposed General Plan will not contribute to a significant cumulative housing and population impact in Monterey County.

Public Services and Utilities

Future regional growth will result in increased demand for schools, water service, sewer service, gas and electrical services, solid waste services, police protection, fire protection and emergency services, parks and recreation, and libraries. Service providers must continue to evaluate the levels of service desired and the funding sources available to meet increases in demand. Although the ability of local service providers to provide specific levels of services varies throughout the region, sound local planning to accommodate future growth, along with implementation of the mitigation measures proposed in this EIR, will reduce most of the potential cumulative impacts associated with the provision of services and utilities to a less than significant level. However, a significant impact associated with water supplies may occur. Future climatic and population growth factors affecting water use are unpredictable. Implementation of mitigation measures identified in *Section 5.11 Public Services and Utilities* of this EIR will reduce the impact to an extent feasible; however, the impact associated with water supply will remain significant and unavoidable. Therefore, implementation of the General Plan may contribute to a significant and unavoidable cumulative impact associated with water supplies in Monterey County.

Transportation

The buildout of the Seaside General Plan will generate traffic that will impact major highways and roadways external to the City of Seaside. A portion of City generated traffic will impact state highways and county roads beyond the immediate vicinity of the City of Seaside. County roads include Blanco Road between the City of Marina and the City of Salinas, Hall Road and San Miguel Canyon Road in North Monterey County. State highways that will be impacted by traffic include Highway 1 adjacent to the City of Seaside (as previously discussed in this report), Highway 1 between Castroville and the Santa Cruz County line, Highway 68 between the City of Salinas and the City of Monterey, Highway 101 north of Prunedale, Highway 156 between Castroville and Highway 101, and Highway 183 between the City of Salinas and Highway 1 near Castroville. All of these roadways currently operate deficiently.

Assuming no roadway improvements are implemented, the Monterey County 21st Century General Plan Environmental Impact Report indicates that the above roadways will continue to deteriorate with all of these roadways operating at Level of Service E or F by the year

2020. The existing deficiencies will deteriorate further with no anticipated mitigation. It can therefore be concluded that the City of Seaside will contribute to the cumulative significant traffic impacts in these locations. Implementation of project-level mitigation measures identified in *Section 5.12 Transportation* will help reduce these impacts; however, because funding and some of the required improvements are out of the control of the City of Seaside, these impacts may remain significant and unavoidable.

Some of the necessary roadway improvements may be able to be implemented if the County of Monterey, Transportation Agency for Monterey County and cities within Monterey County are able to develop additional funding sources. A Regional Traffic Impact fee is being considered by TAMC (Transportation Agency for Monterey County) at the present time. The introduction of a sales tax increase has also been proposed but rejected by the voters in the past. If these types of funding programs can be put in place in the future, it is possible that many of the needed roadway improvements will be able to be fully funded and implemented. Because it is speculative to anticipate additional funding at the present time, it must be assumed that no additional funding will be available.

The City is working with other local agencies as well as the Transportation Agency for Monterey County (TAMC) and Caltrans on potential development of a regional traffic impact fee, which will assist in the funding of regional transportation improvements throughout Monterey County. This will serve as a vehicle for the city to participate in accommodating its share of sub-regional and regional traffic. However, it is highly unlikely that all needed major highway improvements will be able to be implemented prior to the buildout of the General Plan. This assumes that a regional traffic impact fee is adopted and imposed on future development. The City of Seaside General Plan will contribute to cumulative regional traffic impacts that will not be fully mitigated. The City of Seaside General Plan Buildout will, therefore, contribute to unavoidable significant cumulative regional impacts.

7.2 Growth Inducing Impacts

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss the growth-inducing impact of the proposed project. Growth-inducement includes, "...ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas)."

The proposed General Plan will allow an increase of approximately 1,550 dwelling units and 446,000 non-residential square footage through buildout, which is generally consistent with regional growth projections. The associated increase in population and employment generating uses allowed under the General Plan has the potential to induce growth in areas outside of the Seaside Planning Area.

7.3 Significant Irreversible Environmental Changes

Development allowed according to the General Plan will result in the consumption of non-renewable energy resources which will have an irreversible effect on such resources. The proposed General Plan will result in development of urban uses in areas that are currently vacant. Once developed, reverting to a less urban use or open space is highly infeasible. Development in the Seaside Planning Area according to the proposed General Plan will also constrain future land use options.

Several irreversible commitments of limited resources would result from implementation of the proposed General Plan. The resources include, but are not limited to the following: lumber and other related forest products; sand; gravel, and concrete; asphalt; petrochemical construction materials; steel, copper, lead and other metals; and water consumption. Buildout of the General Plan represents a long-term commitment to the consumption of fossil fuel oil, natural gas and gasoline. These increased energy demands relate to construction, lighting, heating and cooling of residences, and transportation of people within, to and from the Planning Area.

7.4 Unavoidable Significant Environmental Impacts

Implementation of the General Plan update will result in significant unavoidable project-level and cumulative short-term air quality impact. Implementation of the mitigation measures in *Section 5.2 Air Quality* of this EIR will reduce the air quality impacts to the extent feasible; however, as the Planning Area is located within a non-attainment air basin, there will continue to be a significant and unavoidable short-term air quality impact due to construction emissions that will occur from future development pursuant to buildout of the General Plan.

Implementation of the General Plan will also result in significant unavoidable project-level and cumulative hydrology/water quality and water supply impacts. As increasing levels of urban contaminants, such as fertilizers and pesticides enter groundwater aquifers, groundwater quality will decline over time. Therefore, the proposed General Plan will result in a significant impact associated with groundwater resources. Implementation of mitigation measures identified in *Section 5.7 Hydrology/Water Quality* will reduce this potential impact to a degree; however, the potential impacts (i.e., overdrafting and seawater intrusion) associated with the increased pumping of groundwater will remain significant and unavoidable.

Sustaining a reliable supply of water to Seaside in the long run may be very difficult. Although California has a guaranteed priority use of the Colorado River water, there will not be enough water to serve the needs of the projected population growth and development within California and the adjoining states in the future. While it appears that the law protects the long-term supply, and that water resources are presently adequate, the future climatic and population growth factors affecting water use are unpredictable. A potentially significant impact associated with water supply may occur. Implementation of Mitigation Measures identified in the *Sections 5.7 Hydrology and Water Quality* and *Section 5.11 Public*

Services and Utilities for water service will reduce the impact to the extent feasible; however, the impact associated with water supplies will remain significant and unavoidable.

The buildout of the Seaside General Plan will generate traffic that will impact major highways and roadways external to the City of Seaside. It is highly unlikely that all needed major highway improvements will be able to be implemented prior to the buildout of the General Plan due to funding and other reasons. Because of this, buildout of the General Plan will contribute to a significant and unavoidable cumulative traffic impact.

7.5 Areas of No Significant Impact

The following areas are analyzed as part of this EIR and were found to be less than significant.

- Population and Housing
- Long-Term Air Quality
- Public Services and Utilities (including police protection, fire protection and emergency services, libraries, parks and recreation, sewer service, energy, and solid waste)

Mitigation measures will reduce all other impacts to less than significant levels with the exception of project-level and cumulative air quality (short-term), cumulative noise, project–level and cumulative hydrology/water quality, project-level and cumulative water service (public services and utilities), and cumulative regional traffic impacts which are considered unavoidable.

8.0 References

8.0 References

8.1 Persons Responsible for Preparation of the EIR

Lead Agency

City of Seaside
440 Harcourt Ave
Seaside, California 93955
Contact: Mary Orrison, Planning Services Manager

Preparers of the EIR

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Primary Preparers:

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Tin Cheung, Air Quality Analysis
Mira Ruotsalainen-Cook, Project Environmental Analyst
Richard Brady, Project Environmental Analyst
Enabell Diaz, Graphics

Responsibility: Overall preparation and coordination of EIR.

Subconsultants:

Keith Higgins
Higgins Associates
1335 First Street, Suite A
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(408) 848-3122

Responsibility: Preparation of Traffic Impact Analysis, June 2002.

Mary Doane, B.A., and Gary Breschini, RPA
Archaeological Consulting
P.O. Box 3377
Salians, California 93912
(831) 422-4912

Responsibility: Preparation of *Cultural Resources Background Records Search for the City of Salinas General Plan,* November 16, 2001.

Kathy Lyons
Biotic Resources Group
P.O. Box 14
Santa Cruz, California 95063
(831) 476-4803

Responsibility: Preparation of Biological Assessment, April 2002.

David Wieland
Wieland Associates
23276 South Pointe Drive, Suite 114
Laguna Hills, California 92653
(949) 829-6722

Responsibility: Preparation of Noise Analysis, June 2002.

8.2 Persons and Agencies Contacted

In addition to those persons and agencies that were sent a copy of the Notice of Preparation and Initial Study prepared for this EIR, the following persons and agencies were consulted during the preparation of this document:

1. Carlos Pina, Monterey Peninsula School District, February 2003.
2. Anthony Sollecito, Chief of Police, Salinas Fire Department, February 2003.
3. Leslie Payne, Seaside Public Library, February 2003.
4. Mark Malanka, Monterey Regional Water Pollution Control Agency, February 2003.
5. Jerry Wombacher, Fire Chief, Salinas Fire Department, February 2003.
6. Leo Laska, Marina Coast Water District, September 2002.
7. Beverly Wood, California State University Monterey Bay, September 2002.

8.3 Documents

1. City of Seaside. *Seaside General Plan.*
2. City of Seaside. *Zoning Ordinance*.
3. Fort Ord Reuse Authority (FORA). *Fort Ord Reuse Plan,* 1997.
4. South Coast Air Quality Management District. *CEQA Air Quality* Handbook, 1993.
5. Monterey Bay Unified Air Pollution Control District, *CEQA Air Quality Guidelines*, 2000.
6. County of Monterey. *Draft General Plan* EIR, 2002.
7. Association of Monterey Bay Area Governments (AMBAG). *1997 Regional Population and* Employment Forecast, 1997.
8. Division of Water Quality, State Water Resources Control Board. *Water Quality Monitoring Report No. 99-1*, 1988.

9.0 Responses to Comments

9.0 Responses to Comments

List of Persons, Organizations, and Public Agencies That Commented on the Draft Environmental Impact Report (DEIR)

The Seaside General Plan Draft EIR was circulated for public review for a period of 45 days extending from September 11, 2003 to October 27, 2003. The Draft EIR was distributed to a variety of public agencies and individuals.

In accordance with CEQA Guidelines Section 15088, the City of Seaside has evaluated the comments on environmental issues received from those agencies/parties and has prepared written responses to each pertinent comment relating to the adequacy of the environmental analysis contained in the Draft EIR. There has been good faith, reasoned analysis in response to comments, rather than conclusionary statements unsupported by factual information.

The agencies, organizations, and interested persons listed on the "Response to Comments Index" submitted comments on the Draft EIR during the public review period. Each comment submitted in writing is included, along with a written response where determined necessary. Each comment letter is identified with a letter in the upper right corner of the first page of the letter. The individual comments have been given reference numbers, which appear in the right margin next to the bracketed comment. For example, Letter A will have comment numbers A1, A2, etc.

In response to comments received, certain revisions have been made in the EIR. All revisions are marked in ~~strikeout~~/underline format. These revisions to the EIR are generally minor text changes that do not constitute significant additional information that changes the outcome of the environmental analysis or require recirculation of the document (Guidelines Section 15088.5). All such changes are noted in the responses to comments.

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The agencies, organizations, and individuals that submitted comments on the Draft EIR are identified in Table 9-1 Responses to Comments Index. The comment letters and responses are provided on the following pages.

Table 9-1
Responses to Comments Index

Name	Address	Letter Reference
Federal Agencies		
No Federal agency commented on the Draft EIR		
State Agencies		
Governor's Office of Planning and Research	1400 Tenth Street, P.O. Box 3044 Sacramento, CA 95812-3044	A1
Department of Transportation (Caltrans), District 5	50 Higuera Street, San Luis Obispo, CA 93403	B1 – B14
Department of Transportation (Caltrans), Division of Aeronautics	Division of Aeronautics – M.S. #40 1120 N Street, P.O. Box 942873 Sacramento, CA 94273-0001	C1 – C3
Public Utilities Commission	505 Van Ness Avenue, San Francisco, CA 94102	D1
County, City, and Other Public Agencies		
Association of Monterey Bay Area Governments (AMBAG)	445 Reservation Road, Suite G, Marina, CA 93933-0809	E1
Monterey Bay Unified Air Pollution Control District	24580 Silver Cloud Court, Monterey, CA 93940	F1 – F8
Monterey-Salinas Transit (MST) (Letter 1)	One Ryan Ranch Road, Monterey, CA 93940	G1
Monterey-Salinas Transit (MST) (Letter 2)	One Ryan Ranch Road, Monterey, CA 93940	P1
Marina Coast Water District (Letter 1)	11 Reservation Road, Marina, CA 93933-0299	H1
Marina Coast Water District (Letter 2)	11 Reservation Road, Marina, CA 93933-0299	L1 – L4
Monterey Peninsula Water Management District (MPWMD)	5 Harris Court, Building G, P.O. Box 85, Monterey, CA 93942-0085	I1 – I4
Transportation Agency for Monterey County (TAMC)	55-B Plaza Circle, Salinas, CA 93901-2902	J1 – J12
LAFCO of Monterey County	132 W. Gabilan Street, Suite 102 Salinas, CA 93901	K1
Monterey Peninsula Unified School District	700 Pacific Street, P.O. Box 1031, Monterey, CA 93942	M1 – M2
Organizations		
Quality Transmissions	2019 Del Monte Blvd., Seaside, CA 93955	N1
Individuals		
Lina and Todd Hill	6693 Blackhawk Lane, Clovis, CA 93611	O1

RESPONSE TO LETTER A:
Governor's Office of Planning and Research
October 28, 2003

A1: This letter acknowledges that the City has complied with the State Clearinghouse review requirements for the EIR pursuant to the California Environmental Quality Act. No further response is required.

RESPONSE TO LETTER B:
Department of Transportation (Caltrans) – District 5
October 27, 2003

B1: This comment addresses the content of the General Plan and does not question the content or adequacy of the EIR. However, revisions will be made to the General Plan text on page C-9 and *Implementation Program C-1.2.1 Traffic Studies and Impact Assessments* on page C-32 to add the following sentence as suggested by Caltrans and TAMC (See Letter J):

"The Seaside Public Works Director, upon consultation with the California Department of Transportation, may require a traffic study for a project that generates additional trips on the State highway or CMP system."

This revision does not change any impact assessment or conclusion in the EIR. However, Mitigation Measure T2, which was based on General Plan Implementation Program C-1.2.1, will also be revised to include this language.

B2: No timeline has been established for creating a traffic impact fee program in Seaside. If a traffic impact fee is exacted from a developer, the fee will be applied to the roadway system that the project impacts, including the State highway system.

B3: The traffic analysis and General Plan Buildout forecast network do not assume the Canyon del Rey Boulevard and Route 68 projects are built. Additionally, the forecast work only included constrained projects outside of the City of Seaside. The improvements identified in the General Plan and EIR are recommended improvements necessary to mitigate traffic impacts to an acceptable level. The City plans on including the improvements shown in Table 3-1 in the next Regional Transportation Plan.

B4: Comment noted. References to Circulation Improvement Items A2 and D1 have been revised to read "widen Route 1 to six lanes from Route 218 to Fremont Boulevard" because the section between Del Monte Boulevard and Route 218 is already six lanes. This change does not change the analysis or conclusions of the EIR.

B5: This comment indicates that the Army does not support construction of the proposed Route 1/Monterey Road interchange; thus, the improvement and mitigation measure proposing this interchange should be deleted from the General Plan and EIR. Despite the position of the Army, the City of Seaside maintains support for this interchange, and will retain the interchange as a Planned Improvement within the Circulation Element, as well as retain goals and polices supporting the construction of this interchange in the City's 20-year General Plan. However, because the City was aware of the possibility of this improvement not being constructed by buildout of the General Plan, the General Plan EIR included a traffic impact assessment that did not assume the New Highway 1/Monterey Road interchange in the model. As indicated in the EIR, deletion of this new interchange will require additional intersection capacity at other intersections in the City and

access from the area south of Light Fighter Drive to the Highway 1/Light Fighter Drive interchange will need to be maximized as a result of not providing this new interchange. Because the City continues to support this interchange, the policies in the General Plan and Mitigation Measure T9, which supports working with the Army and FORA to develop this interchange, will be retained. Because the City understands that the funding and construction of this and other regional improvements are not guaranteed, the EIR identified a cumulatively significant impact to regional facilities, such as Highway 1. No change to the EIR analysis or General Plan is required as a result of this comment.

B6: Due to this comment, the following changes have been made on page 5.12-1 of the EIR:

"The City of Seaside established an LOS C as an acceptable LOS. Caltrans has established a *policy to maintain target LOS at the transition between LOS C and LOS D on state highway facilities (i.e., not worse than LOS C) on State highways.* ~~the "cusp" between Levels of Service C and D as their LOS standard.~~ Consistent with Caltrans and City standards, it can generally be assumed that LOS C is acceptable on State highways." This revision does not change any impact assessment or conclusion in the EIR.

Deleted: Caltrans has intentionally not defined a precise LOS standard. This is to maintain flexibility to apply a more or less stringent standard for individual situations.

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B7: The General Plan Buildout traffic conditions analyzed in the report indicate the improvements that are recommended to generally mitigate traffic impacts to acceptable levels of services. The forecast work included only constrained projects outside the City of Seaside. For example, Highway 68 is assumed to be two lanes. The Highway 68 Bypass is not included in the General Plan Buildout forecast network. No change to the EIR analysis or General Plan is required as a result of this comment. AMBAG has reviewed the Draft EIR and submitted no written comments on the modeling or methodology used (see Comment Letter E); however, the City has had discussions with AMBAG regarding the modeling used for this project.

B8: Please refer to response to comment B5 above.

B9: Please refer to response to comment B1 above.

B10: This comment does not require any change to the proposed mitigation because no potential impact associated with this issue has been identified; however, text has been added to page UD-13 *Streetscapes and Viewsheds* of the Urban Design Element to clarify that plantings and other aesthetic improvements within a State right-of-way require an encroachment permit from the Department of Transportation. This falls under the purview of the many statements throughout the General Plan and EIR that the City will coordinate with Caltrans for improvements to the regional circulation system.

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B11: Comment noted. In response to this comment, the following note has been added to Table 5.3-1:

"The table does not include California Species of Special Concern or California Native Plant Society Rare Plants."

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B12: Mitigation Measure C1 has been revised as follows in response to this comment:

C1. The City shall implement the General Plan Conservation/Open Space Element Implementation Plan COS-5.1.1, which requires the City to continue to assess development proposals and require mitigation for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

a) For structures that potentially have historic significance, require that a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modification of the project and/or mitigation measures to avoid any impact to a historic structure, when feasible.

b) Assess development proposals for potential impacts to significant archaeological and paleontological resources pursuant to of the California Environmental Quality Act Guidelines. If the project involves earthworks, the City may require a study conducted by a professional archaeologist and/or paleontologist to determine if archaeological and/or paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the archaeological and/or paleontological materials, or require mitigation measures to mitigate the impacts.

This revision does not change any conclusion of the EIR.

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B13: This comment does not require any change to the proposed mitigation because no potential impact associated with this issue has been identified; however, text has been added to General Plan *Implementation Plan LU-8.2.1 Adequate Drainage Systems* as follows:

Implementation Plan LU-8.2.1 Adequate Drainage Systems. Apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentary ponds with new construction. To ensure the best flood control facilities are provided and maintained, require new development to provide facilities that are visually attractive and ecologically beneficial. Require all drainage improvements to be constructed and maintained to the standards of the appropriate agency, and that all necessary encroachment permits are obtained from the City and Caltrans. Ensure the development funds the on-going maintenance of the facilities.

Responsible Agency/Department: Public Works, Community Development, Caltrans
Funding: user fees, development fees, private funds
Time Frame: Ongoing

B14: In response to this comment, Mitigation Measure N4 has been changed on pages 2-16, 5.9-12, and 5.9-17 of the EIR as follows:

> "N4. The City shall implement the General Plan Noise Element Implementation Plan N-2.1.1, which requires the City to reduce noise impacts from transportation activity to enhance the quality of the community. Incorporate noise control measure, such as sound walls and berms, into roadway improvement projects to mitigate impacts to adjacent development. Request Cal-trans and the Monterey County Transportation Agencies to provide noise control for roadway projects within the community. Particularly advocate reducing noise impacts from the ~~list~~ *City's* major noise sources.

These transportation-related, stationary, and construction-related noise sources are described throughout the General Plan and EIR, as well as illustrated in the Noise Contours tables and figure of the General Plan and EIR. This revision does not change any conclusion within the EIR.

B15: This letter is referenced by Caltrans in comment B5. Please refer to response to comment B5 for a response to this letter.

RESPONSE TO LETTER C:
Department of Transportation (Caltrans) – Division of Aeronautics
October 9, 2003

C1: Comment noted.

C2: The following changes have been made on page 5.9-12 of the EIR:

"Additionally, the General Plan Noise Element Implementation Plan N-2.1.3 requires the City to upon any update of the Monterey Peninsula Airport Master Plan, the County Airport Land Use Plan, or California Airport Land Use Planning Handbook, review and revise as necessary the goals, policies, and noise plan within the General Plan Noise Element to correspond with the updated County Airport ~~Master~~ Land Use Plan. Additionally, structural heights must be in accordance with the Federal Aviation Administration (FAA), Federal Aviation Regulations Part 77 as depicted in the adopted Comprehensive Land Use Plan for Monterey Peninsula Airport."

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This revision does not change any conclusion of the EIR.

Additionally, the ALUC was sent a copy of the Seaside Draft General Plan and EIR. The ALUC did not submit any comments on either the EIR or General Plan.

C3: As described on page 5.6-13 of the EIR, "Aircraft activities at Monterey Peninsula Airport do not significantly affect Seaside, since the approach and takeoff areas are over rural areas to the east and Monterey Bay to the west. Additionally, the City's General Plan Safety Element Implementation Plan S-2.3.2 requires the City to minimize the potential for accidents related to aircraft operation by coordinating with the Monterey County Airport Land Use Commission (ALUC) to review development proposals for compatibility with the Monterey Peninsula Airport Master Plan, Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook for comprehensive airport land use planning."

The review of structural heights would be part of this coordination with the ALUC. Therefore, no significant safety impact associated with the airport is anticipated to occur.

C4: Comment noted. This comment does not address the content or adequacy of the EIR.

RESPONSE TO LETTER D:
Public Utilities Commission
September 17, 2003

D1: Comment noted. This comment does not address the content or adequacy of the EIR. However, *D1, Implementation Plan C-3.1.2 Rail Service* has been revised as follows to address this comment and comment J5 by TAMC:

Implementation Plan C-3.1.2: Rail Service. Support the re-establishment of regional rail service on the existing Monterey Branch Line right-of-way. In consideration of this, the City shall consider the following factors during the review of development proposals:

- The need for grade separations at major thoroughfares-railroad crossings
- The need for improvements to existing at-grade highway-rail crossings due to increased traffic volume
- The need for fencing or other barriers to limit access by pedestrians and bicyclists

Responsible Agency/Department: Community Development, Public Works, TAMC, Union Pacific Rail Road, MST, PUC
Funding Source: State and federal funds
Time Frame: Ongoing

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RESPONSE TO LETTER E:
Association of Monterey Bay Governments
October 9, 2003

E1: Comment noted. No further response is necessary.

RESPONSE TO LETTER F:
Monterey Bay Unified Air Pollution Control District
September 30, 2003

F1: Comment noted. The proposed implementation plans addressing bicycle and pedestrian facilities identify state and federal funds as the funding source for these programs. This includes AB2766 funds.

F2: Comment noted. The text on page COS-12 has been revised as follows:

The City of Seaside is located within the North Central Coast Air Basin, a non-attainment area for state ozone and PM_{10} standards.

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This revision does not change any analysis or conclusion within the EIR.

F3: Comment noted. A hard return was added erroneously in the first paragraph. The commenter will find the remainder of the paragraph just below the currently truncated sentence. This typo will be corrected in the Final General Plan.

F4: In response to this comment, the following changes have been made on page 5.2-1 of the EIR:

"However, according to the Monterey Bay Air Pollution Control District (MBUAPCD), the District will be redesigned from a "non-attainment transitional" area to a "nonattainment" area in November 2003 due to the number of exceedances of the ozone standard in 2002. ~~The State Air Resources Board does not recognize the "nonattainment transitional" designation until it has validated the data. There has been a downward trend in the number of ozone exceedances within the last 13 years. However, the "nonattainment" transitional designation is based on one year of ambient pollutant data and does not reflect the variability of meteorological conditions. Because meteorological conditions can lead to variability in air pollutant formation, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) can remain on the borderline of attainment and non-attainment for several years until there is a sufficient reduction in the generation of ozone precursors to overcome the variability caused by meteorological conditions.~~ "

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This revision does not change any analysis or conclusion in the EIR.

F5: In response to this comment, Table 5.2-1 *Applicable Federal and State Ambient Air Quality Standards*, on page 5.2-3 of the EIR, has been updated from the AQMP 1997 data to the most recent data. The $PM_{2.5}$ standards are included in the updated table. This revision does not change any analysis or conclusion in the EIR.

F6: In response to this comment, the following text has been added to page 5.2-4 of the EIR:

"Since Ozone is a regional pollutant, Table 5.2-2a has been prepared to depict the number of days the State and federal standards were exceeded for O_3 in the NCCAB."

Additionally, the following table has been added to page 5.2-6 of the EIR:

Table 5.2-2a
Highest 4 Daily Maximum Hourly Ozone Measurements and Number of Days Above the Hourly Standards in the North Central Coast Air Basin (1998-2001)
(parts per million)

Year	1998	1999	2000	2001
High	Jul 18 - 0.124	Aug 25 - 0.107	May 20 - 0.098	May 30 - 0.108
2nd High	Jul 15 - 0.113	Aug 28 - 0.105	Jun 14 - 0.096	Jul 02 - 0.100
3rd High	Aug 03 - 0.110	Oct 21 - 0.097	Jul 31 - 0.096	May 08 - 0.095
4th High	Aug 28 - 0.109	Sept 05 - 0.094	Jun 13 - 0.094	Aug 16 - 0.092
*Days over State Standard	10	3	3	3
*Days over National Standard	0	0	0	0
**Year Coverage	100	99	100	100

Source: California Air Resources Board, 2003.
* The number of days at least one measurement was greater than the level of the state hourly standard (0.09 parts per million) of the national hourly standard (0.12 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.
** Year Coverage indicates how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutants concentrations are expected. For the current year, Year Coverage will be 0 at the beginning year and will increase as the data for the year become available. Year Coverage is blank when the data history at the site is insufficient to determine when high concentrations are expected.

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This revision does not change any analysis or conclusion in the EIR.

F7: In response to this comment, the following text changes have been made on page 5.2-4 of the EIR:

"The MBUAPCD ~~in cooperation with the Association of Monterey Bay Area Governments (AMBAG)~~ prepares air quality plans that address attainment of the State ozone ambient air quality standards (AAQS). *The federal plans are a cooperative effort between AMBAG and the MBUAPCD.* ~~and maintenance of federal AAQS.~~ The *2000 Air Quality Management Plan (AQMP) for the Monterey Bay Region* (MBUAPCD 2001) mandates a variety of measures to reduce traffic congestion and improve air quality."

This revision does not change any analysis or conclusion in the EIR.

F8: Pages 5.2-8 and 5.2-9 of the EIR identify PM_{10}, NO_X and VOC, diesel fuel, CO and SO_X as potential emissions from construction activities. Because some construction equipment generates CO and SO_X, emissions that may not be addressed by the equipment list used in the SIP, the City feels these emissions should be retained in the construction activity impact assessment in this EIR. Also, as stated on page 5.2-9 of the EIR, the City agrees that "construction related emissions would have to be

evaluated on a project specific basis." No revision to the EIR is required as a result of this comment.

RESPONSE TO LETTER G:
Monterey-Salinas Transit (MST)
September 10, 2003

G1: Comment noted. The comments that follow generally address the General Plan and not the content or adequacy of the EIR.

G2: Please refer to responses to comments G3 through G13 for an explanation of the City's response to MST's specific suggestions on the General Plan. Many of the policies and programs suggested by MST are too detailed to include in the General Plan or are already addressed in proposed policies and implementation plans in other locations in the General Plan. However, where practical, revisions have been made to the General Plan to address the following comments.

G3: The City has added *Implementation Plan C-3.1.5: Emerging Technologies in Public Transit* as follows:

> **"Implementation Plan C-3.1.5: Emerging Technologies in Public Transit.** The City will coordinate with MST to pursue upcoming technologies in transportation systems.
>
> ***Responsible Agency/Department:*** Community Development, Public Works, Redevelopment Agency, MST
> ***Funding Source:*** Development fees, traffic impact fees, State and federal funds
> ***Time Frame:*** Ongoing"

G4: Comment noted. Proposed *Implementation Plan C-3.1.4 Transit Plans for Specific Plan Areas* and *Implementation Plan C-3.3.1 Transit Oriented Development* already address this comment. No change has been made to the General Plan or EIR as a result of this comment.

G5: Comment noted. Proposed *Implementation Plan C-3.1.3 Transit Facilities* on page C-38 of the Circulation Element already addresses this comment. No change has been made to the General Plan or EIR as a result of this comment.

G6: Comment noted. *Implementation Plan C-3.2.1 Special Transit Services* on page C-38 of the Circulation Element already addresses this comment. No change has been made to the General Plan or EIR as a result of this comment.

G7: Comment noted. Proposed *Implementation Plan C-3.1.4 Transit Plans for Specific Plan Areas* and *Implementation Plan C-3.3.1 Transit Oriented Development* already address this comment. No change has been made to the General Plan or EIR as a result of this comment.

G8: Proposed *Implementation Plan C-3.1.3 Transit Facilities* on page C-38 of the Circulation Element already addresses this comment. No change has been made to the General Plan or EIR as a result of this comment.

G9: Comment noted. This is not a General Plan or EIR issue. However, Seaside will continue to invite MST to the City's Utility Committee meetings.

G10: Comment noted. The City of Seaside looks forward to working with MST to implement improved transit service in Seaside through its many transit-oriented Implementation Plans.

G11: Comment noted. *Implementation Plans C-3.2.1 Special Transit Services* and *C-3.4.2 Pedestrian and Bicycle Facilities* already address this comment. No change has been made to the General Plan or EIR as a result of this comment.

G12: The Circulation Element identifies several planned improvements to north-south roadways in the community, including but not limited to General Jim Moore Boulevard, Fremont Boulevard, Del Monte Boulevard and Second Avenue.

G13: Comment noted. As described in response to comment D1, *Implementation Plan C-3.1.2 Rail Service* has been revised to better address future rail service plans.

RESPONSE TO LETTER H:
Marina Coast Water District
September 18, 2003

H1: Comment noted. This does not conflict with the information presented in the General Plan and EIR.

H2: Comment noted. This information does not conflict with the information presented in the General Plan and EIR.

H3: The discussion on page LU-22 has been revised to address this potential potable water augmentation. Additionally, *Implementation Plan LU-5.2.2 Regional Urban Water Augmentation Project* has been added to the General Plan Land Use Element as follows:

Implementation Plan LU-5.2.2: Regional Urban Water Augmentation Project: Support efforts by the Marina Coast Water District to provide an augmented water source for the former Fort Ord, which may include desalinated water and/or recycled water. Once a new water source is created, cooperate with FORA and other agencies to approve the project's water allocation.

Responsible Agency/Department: Community Development, Public Works, MPWMD, MCWD
Funding: General fund, developer fees
Time Frame: Ongoing

This revision does not change any analysis or conclusion in the EIR.

H4: The following sentence has been added to page LU-25:

"All development projects in North Seaside shall also comply with the Marina Coast Water District Water Code."

This revision does not change any analysis or conclusion in the EIR.

H5: The text on page LU-25 has been revised as follows:

Seaside is responsible for the collection of wastewater within Seaside Proper and this sewer system is owned, maintained and operated by the Seaside County Sanitation District. In North Seaside, the Marina Coast Water District is responsible for the collection of wastewater using the sewer system that is owned, operated, and maintained by the Marina Coast Water District.

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This revision does not change any analysis or conclusion in the EIR.

H6: The City agrees with this comment. Please refer to response to comment H3 above.

H7: The City agrees with this comment. The following Implementation Plan has been added to the General Plan:

Implementation Plan LU-5.3.2: MCWD Water Conservation Requirements. Where applicable, require development and redevelopment projects to incorporate water conservation measures per the Marina Coast Water District Water Code.

Responsible Agency/Department: Community Development, Public Works, MCWD
Funding: General fund, developer fees
Time Frame: Ongoing

This revision does not change any analysis or conclusion in the EIR.

H8: Comment noted. The Marina Coast Water District has been added as a responsible agency to *Implementation Plan LU-6.2.1 Adequate Sewer Facilities*. This revision does not change any analysis or conclusion in the EIR.

H9: Comment noted. Please refer to response to comments H1 and H2 above.

H10: Comment noted. The following sentence has been revised on page COS-10:

The City will continue to require new public and private development and redevelopment projects to install and utilize water conservation measures in accordance with the Seaside Municipal Code and, where applicable, the Marina Coast Water District Water Code.

This revision does not change any analysis or conclusion in the EIR.

H11: The General Plan does not identify responsible agencies for implementation of its policies. Where appropriate, the associated implementation plans include "water districts" as the responsible agency.

H12: The Housing Element is a final document, which was approved by the State Department of Housing and Community Development in June 2003 No revisions to the Housing Element will be made at this time.

RESPONSE TO LETTER I:
Monterey Peninsula Water Management District
November 3, 2003

I1: Comment noted. The City currently complies with applicable MPWMD Rules and Regulations

I2: Comment noted. The City generally supports this idea with *Implementation Plan LU-5.4.1 Recycled Water*.

I3: Comment noted. MPWMD has been added as a responsible agency to Mitigation Measures WR-9, 10 and 11 (Implementation Plans COS-3.1.1 through COS-3.1.3).

I4: Repetition of mitigation in Section 5.7 is not necessary, as the City will be required to implement the referenced mitigation (PSU1-4) as part of the Mitigation Monitoring and Reporting Program. However, the following revision has been made to page 5.7-9:

Implementation of Mitigation Measures WR1 through WR13 below and Mitigation Measures PSU1-4 in *Section 5.11 Public Services and Utilities* will encourage water conservation in the Planning Area; however, the impact associated with water supplies will remain significant and unavoidable.

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RESPONSE TO LETTER J:
Transportation Agency for Monterey County (TAMC)
November 3, 2003

J1: Comment noted. Please see response B1.

J2: Please refer to response to comment B3.

J3: Comment noted. Please refer to response to comment B5.

J4: Comment noted. The text on page C-13 will be revised as follows:

While bus service remains the predominate form of public transportation in Seaside, efforts are currently underway to re-establish passenger rail service between San Francisco and the Monterey Peninsula on the Monterey Branch line. A commuter terminal may be located in North Seaside. The City supports the re-establishment of passenger rail service between San Francisco and the Monterey Peninsula.

Deleted: extend Caltrain's commuter rail service along the Union Pacific rail Road tracks

Deleted: extension of commuter rail to Seaside and the location of a commuter terminal within the community

J5: Please see response to comment D1.

J6: Comment noted. Most Circulation Element Implementation Plans, particularly Implementation Plan C-1.2.2 Transportation Financing and Traffic Fee Ordinance, identify traffic fees as a possible funding source. No change is required as a result of this comment.

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J7: Comment noted.

J8: The City does not agree that all of the specific plan areas will be appropriate for transit-oriented development. However, *Implementation Plan C-3.3.1 Transit-Oriented Development* has been revised as follows:

Implementation Plan C-3.3.1: Transit-Oriented Development. Through the Specific Plan process, encourage transit-oriented development in the Gigling Specific Plan area (near CSUMB), the Broadway Corridor, the North and South Gateways, and other appropriate areas.

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Responsible Agency/Department: Community Development, Redevelopment Agency, MST
Funding Source: Development fees, traffic impact fees, State and federal funds
Time Frame: Ongoing

J9: The following discussion has been added to Figure UD-1 describing Activity Nodes and Focal Intersections:

Activity Node – An area appropriate for civic and/or other development that attracts a lot of AM and PM employment, recreation, and shopping activity.

Focal Intersection – An intersection requiring special traffic, landscape, or other improvements to enhance adjacent development and redevelopment.

J10: Please refer to response to comment B5.

J11: The text on page 5.12-3 will be revised as follows:

While bus service remains the predominate form of public transportation in Seaside, efforts are currently underway to re-establish passenger rail service between San Francisco and the Monterey Peninsula on the Monterey Branch line.

Deleted: extend Caltrain's commuter rail service along the Union Pacific rail Road tracks

J12: Please refer to response to comment B3.

RESPONSE TO LETTER K:
LAFCO of Monterey County
November 3, 2003

K1: Comment noted. No further response is necessary.

RESPONSE TO LETTER L:
Marina Coast Water District
November 3, 2003

L1a: Second sentence under *California Water Code Sections 10910-10915* refers to all current Urban Management Plans including the Marina Coast Water District's Urban Management Plan (2001).

L1b: The following table identifies the estimated buildout of North Seaside (i.e., Seaside's portion of Ford Ord).

Seaside Development Capacity Table

Land Use Designations	Net Acres	Projected Dwelling Units	Projected Non-Residential Square Feet (Thousands)	Projected Population
Open Space and Recreation				
POS - Parks and Open Space	112	0	24	0
HM - Habitat Management	0	0	0	0
RC - Recreational Commercial	4	0	17	0
Residential				
RLS - Low Density Single-Family	424	2,460	0	8,096
RMS - Medium Density Single-Family	320	2,562	0	8,432
RM - Medium Density	49	591	0	1,945
RH - High Density	62	1,093	0	3,595
Commercial				
CC - Community Commercial	54	0	824	0
RGC - Regional Commercial	99	0	4,299	0
HC - Heavy Commercial	1	0	21	0
BP - Business Park	0	0	0	0
Public/Institutional				
PI - Public/Institutional	80	0	871	0
M - Military	0	0	0	0
Other				
FOCUS - Focus Area	0	–	--	--
MX - Mixed Use	38	13	86,276	43
PD - Planned Development	0	0	0	0
TOTAL	***1,244***	***6,719***	***92,333***	***22,113***

L1c: Please refer to response to comment H1.

L1d: Please refer to response to comment H2.

L1e: Please refer to response to comment H3.

L1f: Please refer to response to comment H4.

L1g: Please refer to response to comment H5.

L1h: The following changes have been made on page LU-43 of the General Plan:

1) Ensure the water districts approve the planning and design documents which address the potential impact of the project on water supply and distribution and sewer facilities ~~are consulted regarding the potential impact of the project on water supplies and sewage treatment facilities.~~
2) Ensure the project applicant has paid the required water district fees prior to occupancy of any new development.
3) Require water conservation devices and xeriscape landscaping in new public and private development and redevelopment projects and ensure compliance with the water district's water conservation code.

L1i: The following changes have been made on page LU-43 of the General Plan:

Implementation Plan LU-5.2.1 MPWMD Water Supply Project. Support the Marina Coast Water District (MCWD) and the Fort Ord Reuse Authority with approving and monitoring projects within the City's water allocation. ~~Support the Monterey Peninsula Water Management District (MPWMD) in its plans for water supply programs and projects to address the current water supply shortfall that has been determined by the California State Water Resources Control Board Order 95-10.~~

L1j: Please refer to response to comment H6.

L1k: Please refer to response to comment H7.

L1l: The following change has been made on page LU-43 of the General Plan:

Implementation Plan LU-6.2.1 Adequate Sewer Facilities. During the processing of development proposals, have City staff verify that adequate sewer collection and treatment facilities are available to meet the needs of the development without negatively impacting the existing community. Additionally, all sewer collection facilities shall receive approval from the Marina Coast Water District. Where determined appropriate, use Redevelopment Agency funds to improve the sewage collection system and/or payment of appropriate sewage hook-up fees by the developer.

L1m: Please refer to response to comment H8.

L1n: Please refer to response to comment L1a.

L1o: Please refer to responses to comments L1c, L1d, and L1e.

L1p: Please refer to response to comment L1k.

L1q. Please refer to response to comment H11.

L1r. Please refer to response to comment H12.

L2: Please refer to response to comment H8.

L3: Due to this comment, the following change has been made on page 5.7-9 and in Table 2-1of the EIR:

"WR3. The City shall implement the General Plan Safety Element Implementation Plan S-1.2.4, which requires the City to continue to implement and update the City's Sewer and Drainage Master Plan as necessary and provide data to the Marina Coast Water District during development and implementation of the MCWD Wastewater Collection System Master Plan and Sewer System Management Plan."

L4: Please refer to response to comment H7.

L5: This is not appropriate language to be included in this mitigation measure. Please refer to response to comment L3 above.

L6: The MCWD is already included under the purview of "water service providers" in this mitigation measure.

L7: In response to this comment, the following change has been made on page 5.7-11 and in Table 2-1 of the EIR:

"WR12. The City shall implement the General Plan Land Use Element Implementation Plan LU-5.3.1, which requires the City to continue to require new public and private development and redevelopment projects to install and utilize water conservation measures per Section 13.18.010 of the Seaside Municipal Code. Section 13.18.010 requires:

- The installation of low water-use plumbing fixtures, and low water-use landscape materials in new construction;
- The installation of low water-use plumbing fixtures in existing hotels and motels; ~~and~~
- The retrofitting of plumbing fixtures in all existing residential buildings at the tie of change of ownership or physical expansion, or in the cases of commercial property, at the time of change of ownership, or change or expansion of use; and
- Support the implementation of Marina Coast Water District's Water Conservation Program."

L8: Comment noted. Mitigation Measure WR13 requires coordination with both agencies, the MPWMD and the MCWD, when extending recycled water infrastructure and determine user and connection fees. No change to the EIR is required as a result of this comment.

L9: Comment noted. See response to comment H3.

L10: Implementation Measure PSU-3 already refers to the Urban Water Management Plans of each agency. No specific Management Plans need to be identified.

L11: Please refer to response to comment H7. No change to the EIR is required as a result of this comment.

L12: See responses to comments H7, and L6 in regard to comments A11 and WR11, respectively. In response to comment A10, please refer to response to comment H3. No change is required in the EIR.

L13: For A10, please refer to comment H3. For WR11, please refer to response to comment L6 above. No change to the EIR is required.

L14: Please refer to response to comment H7. No change is required to the EIR.

L15: This comment discusses changes to the General Plan Implementation Programs regarding planning and new development. Mitigation Measure PSU-8 discusses in general how to educate the public on water conservation techniques. Therefore, no change to Mitigation Measure PSU-8 is necessary.

L16: Comment noted. See response to comment H3. In addition, the discussion on page 5.11-17 of the EIR has been revised to reflect this comment.

RESPONSE TO LETTER M:
Monterey Peninsula Unified School District
November 4, 2003

M1: Pages 5.11-8 and 5.11-9 of the Draft EIR contain a discussion of the impacts on schools resulting from the population growth from implementation of the proposed General Plan. The discussion analyzes the potential impacts to the extent known at this time, and as based on consultation with the school district during preparation of the EIR. Because the school district indicated that they were revising their student generation factors, and that the current State standard of 0.7 K-12 students per household was not a realistic measurement of expected student generation, no specific student generation factor was identified. However, based on the State standard, it can be expected that approximately 1,152 students would be generated in the planning area during buildout of the General Plan. As stated in the impact analysis that follows, this would generate a need for expansion of existing schools and staff within the school district. No change to the EIR is required as a result of this comment.

For the commenter's reference, the impacts on school facilities as they were discussed in the Draft EIR are as follows:

> "Implementation of the General Plan will result in an increase in development and population in the planning area. With the increase in population and new development, new or expanded education facilities will be required to achieve the City's acceptable education levels. The specific location of school sites will be determined by the Monterey Peninsula Unified School District as future development is proposed.
>
> Based on the school district's student generation rate and projected number of dwelling units within the planning area, an estimate can be created of how many students would be generated in the planning area by the implementation of the General Plan. However, the total number of students would be divided between the seven schools that currently serve Seaside depending on the location and type of students, and capacity of nearby schools. Implementation of the General Plan will result in approximately 1,646 additional dwelling units within the planning area, which would generate a need for expansion of existing schools and staff within the school district.
>
> Funding of school facilities has been impacted by the passing of SB 50. The new law limits the impact fees and site dedication that school districts can require of developers to off-set the impact of new development on the school system and avoid a significant, unavoidable impact. School sites are to be identified and donated concurrently with new development and compliance with SB 50 requirements. The school district and City of Seaside will require developers to provide for adequate educational facilities, to the extent allowed by law.

> Additionally, the City will implement Implementation Plans LU-11.1.1, LU-11.1.2, and LU-11.2.1. Implementation Plan LU.11.1.1 requires the City to, during the review of development proposals, mitigate all potential impacts to schools in accordance with State laws and impact fee limits. Implementation Plan LU-11.1.2 requires the City to maintain communication with local school district and assist when necessary in identifying new sites. Implementation Plan LU-11.2.1 requires the City to incorporate elements to support the development of vocational schools and learning centers at California State University at Monterey Bay (CSUMB) in the Specific Plan for the mixed-use development adjacent to CSUMB.
>
> The specific environmental impact of constructing new schools in the planning area cannot be determined at this General Plan level of analysis because no specific projects are proposed; however, like the development of other uses allowed under the General Plan, development and operation of public facilities, such as schools, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in other sections of this EIR or are the responsibility of the various school districts."

The cumulative impact on water resources associated with school facilities is discussed on page 7-6 as follows:

> "Future regional growth will result in increased demand for schools, water service, sewer service, gas and electrical services, solid waste services, police protection, fire protection and emergency services, parks and recreation, and libraries. Service providers must continue to evaluate the levels of service desired and the funding sources available to meet increases in demand. Although the ability of local service providers to provide specific levels of services varies throughout the region, sound local planning to accommodate future growth, along with implementation of the mitigation measures proposed in this EIR, will reduce most of the potential cumulative impacts associated with the provision of services and utilities to a less than significant level. However, a significant impact associated with water supplies may occur. Future climatic and population growth factors affecting water use are unpredictable. Implementation of mitigation measures identified in *Section 5.11 Public Services and Utilities* of this EIR will reduce the impact to an extent feasible; however, the impact associated with water supply will remain significant and unavoidable. Therefore, implementation of the General Plan may contribute to a significant and unavoidable cumulative impact associated with water supplies in Monterey County."

M2: In response to this comment, the following sentence has been added on page 5.11-9 of the EIR:

> <u>"The Monterey Unified School District is currently working on increasing developer fees to ensure that such fees best reflect the actual impact of residential development upon school development."</u>
>
> This revision does not change any analysis or conclusion in the EIR.

RESPONSE TO LETTER N:
Quality Transmissions
October 24, 2003

N1: These comments do not relate directly to any environmental issues associated with the Draft General Plan EIR. Therefore, no further response is necessary. However, it is unclear where the commenter viewed the term "low end" in reference to auto-related businesses or any other businesses in the community. This term was not intentionally used anywhere in the Plan to refer to businesses, their employees, or customers. *Note: Since submission of this comment letter, City staff has met with the auto related businesses and no outstanding issues remain. (Please see attached letter that follows)*

RESPONSE TO LETTER O:
Lina and Todd Hill
October 31, 2003

O1: These comments do not relate directly to any environmental issues associated with the Draft General Plan EIR. Therefore, no further response is necessary. However, please note that the proposed General Plan does not effectively change the zoning on these properties. Any zone change on these properties will have to be made as a result of an amendment to the Zoning Code. These properties and a majority of those encompassed by Wheeler and Noche Buena and Kimball and Hilby, were, however, determined to be appropriate for detached single family development in the future, and were thus designated Low Density Single-Family Residential on the Land Use Policy Map. No change to the General Plan or EIR has been made as a result of this comment.

RESPONSE TO LETTER P:
Monterey-Salinas Transit (MST)
October 3, 2003

P1: Please refer to responses to comments G2 and G3.

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