

FINAL
ENVIRONMENTAL IMPACT REPORT

SALINAS
GENERAL PLAN

AUGUST 2002

COTTON/BRIDGES/ASSOCIATES
A Division of P & D Consultants

TABLE OF CONTENTS

Section	Page
1.0 INTRODUCTION	1-1
Legal Requirements	1-1
Purposes of the Program EIR	1-1
Background.....	1-2
Availability of Draft EIR.....	1-2
Comments Requested.....	1-3
Structure of this EIR	1-3
2.0 EXECUTIVE SUMMARY	2-1
The Project.....	2-1
Project Location.....	2-1
Environmental Impacts	2-1
Potential Areas of Controversy.....	2-2
Alternatives to the Proposed Project.....	2-2
3.0 PROJECT DESCRIPTION	3-1
The Project.....	3-1
Regional Setting.....	3-1
Planning Area	3-3
Purpose and Objectives of the General Plan	3-3
Project Characteristics.....	3-5
Intended Uses of the Program EIR	3-8
Alternatives.....	3-9
4.0 ENVIRONMENTAL SETTING	4-1
5.0 ENVIRONMENTAL IMPACT ANALYSIS	5-1
5.1 Land Use and Planning	5.1-1
Environmental Setting	5.1-1
Threshold for Determining Significance	5.1-6
Environmental Impact	5.1-8
Mitigation Measures	5.1-20
Impact After Mitigation.....	5.1-21
5.2 Traffic/Circulation	5.2-1
Environmental Setting	5.2-2
Threshold for Determining Significance	5.2-14
Environmental Impact	5.2-15
Mitigation Measures	5.2-66
Impact After Mitigation.....	5.2-67

TABLE OF CONTENTS
(Cont)

Section	Page
5.3 Noise	5.3-1
Environmental Setting.....	5.3-1
Threshold for Determining Significance.....	5.3-9
Environmental Impact.....	5.3-9
Mitigation Measures	5.3-15
Impact After Mitigation	5.3-16
 5.4 Air Quality	 5.4-1
Environmental Setting.....	5.4-1
Threshold for Determining Significance.....	5.4-8
Environmental Impact.....	5.4-9
Mitigation Measures	5.4-14
Impact After Mitigation	5.4-16
 5.5 Hydrology/Water Quality	 5.5-1
Environmental Setting.....	5.5-1
Threshold for Determining Significance.....	5.5-4
Environmental Impact.....	5.5-4
Mitigation Measures	5.5-7
Impact After Mitigation	5.5-9
 5.6 Hazards/Hazardous Materials	 5.6-1
Environmental Setting.....	5.6-1
Threshold for Determining Significance.....	5.6-8
Environmental Impact.....	5.6-9
Mitigation Measures	5.6-14
Impact After Mitigation	5.6-16
 5.7 Biological Resources	 5.7-1
Environmental Setting.....	5.7-1
Threshold for Determining Significance.....	5.7-15
Environmental Impact.....	5.7-15
Mitigation Measures	5.7-17
Impact After Mitigation	5.7-20
 5.8 Cultural Resources	 5.8-1
Environmental Setting.....	5.8-1
Threshold for Determining Significance.....	5.8-5
Environmental Impact.....	5.8-5
Mitigation Measures	5.8-7
Impact After Mitigation	5.8-8

TABLE OF CONTENTS
(Cont)

Section		Page
5.9	Agricultural Resources	5.9-1
	Environmental Setting	5.9-1
	Threshold for Determining Significance	5.9-6
	Environmental Impact	5.9-6
	Mitigation Measures	5.9-8
	Impact After Mitigation	5.9-9
5.10	Geology/Soils	5.10-1
	Environmental Setting	5.10-1
	Threshold for Determining Significance	5.10-4
	Environmental Impact	5.10-4
	Mitigation Measures	5.10-6
	Impact After Mitigation	5.10-7
5.11	Aesthetics	5.11-1
	Environmental Setting	5.11-1
	Threshold for Determining Significance	5.11-3
	Environmental Impact	5.11-4
	Mitigation Measures	5.11-5
	Impact After Mitigation	5.11-7
5.12	Population/Housing	5.12-1
	Environmental Setting	5.12-1
	Threshold for Determining Significance	5.12-3
	Environmental Impact	5.12-3
	Mitigation Measures	5.12-6
	Impact After Mitigation	5.12-7
5.13	Public Services and Utilities	5.13-1
	Police Protection	
	Environmental Setting	5.13-1
	Threshold for Determining Significance	5.13-3
	Environmental Impact	5.13-3
	Mitigation Measures	5.13-4
	Impact After Mitigation	5.13-4
	Fire Protection and Emergency Services	
	Environmental Setting	5.13-4
	Threshold for Determining Significance	5.13-6
	Environmental Impact	5.13-6
	Mitigation Measures	5.13-8
	Impact After Mitigation	5.13-8

TABLE OF CONTENTS
(Cont)

Section	Page
Education	
Environmental Setting	5.13-8
Threshold for Determining Significance	5.13-12
Environmental Impact.....	5.13-12
Mitigation Measures	5.13-15
Impact After Mitigation	5.13-15
Libraries	
Environmental Setting	5.13-16
Threshold for Determining Significance	5.13-16
Environmental Impact.....	5.13-16
Mitigation Measures	5.13-17
Impact After Mitigation	5.13-17
Parks and Recreation	
Environmental Setting	5.13-17
Threshold for Determining Significance	5.13-22
Environmental Impact.....	5.13-22
Mitigation Measures	5.13-27
Impact After Mitigation	5.13-27
Water	
Environmental Setting	5.13-27
Threshold for Determining Significance	5.13-31
Environmental Impact.....	5.13-32
Mitigation Measures	5.13-35
Impact After Mitigation	5.13-35
Sewer	
Environmental Setting	5.13-36
Threshold for Determining Significance	5.13-36
Environmental Impact.....	5.13-36
Mitigation Measures	5.13-38
Impact After Mitigation	5.13-38
Flood Control	
Environmental Setting	5.13-39
Threshold for Determining Significance	5.13-39
Environmental Impact.....	5.13-39
Mitigation Measures	5.13-40
Impact After Mitigation	5.13-41

TABLE OF CONTENTS
(Cont)

Section	Page
Energy	
Environmental Setting	5.13-41
Threshold for Determining Significance	5.13-41
Environmental Impact	5.13-42
Mitigation Measures.....	5.13-45
Impact After Mitigation.....	5.13-45
Solid Waste	
Environmental Setting	5.13-45
Threshold for Determining Significance	5.13-46
Environmental Impact	5.13-46
Mitigation Measures.....	5.13-48
Impact After Mitigation.....	5.13-49
Communications	
Environmental Setting	5.13-49
Threshold for Determining Significance	5.13-49
Environmental Impact	5.13-50
Mitigation Measures.....	5.13-50
Impact After Mitigation.....	5.13-50
6.0 ALTERNATIVES	6-1
6.1 No Project/Existing General Plan	6-4
6.2 Reduced Acreage - Increased Density in Future Growth Areas	6-9
6.3 Alternative Circulation Plan – No Western Bypass	6-13
6.4 50% Housing Unit Reduction in Future Growth Areas.....	6-16
7.0 ANALYSIS OF LONG-TERM EFFECTS	7-1
7.1 Cumulative Impacts.....	7-1
7.2 Growth Inducing Impacts	7-6
7.3 Significant Irreversible Environmental Changes	7-6
7.4 Unavoidable Significant Environmental Effects.....	7-7
7.5 Areas of Less Than Significant Impact	7-7
8.0 REFERENCES.....	8-1
Persons Responsible for Preparation of the EIR.....	8-1
Persons and Agencies Contacted	8-2
Documents	8-3

APPENDICES

Appendix A Notice of Preparation (NOP) and Responses to the NOP

Appendix B Traffic Report

Appendix C Noise Analysis

Appendix D Biological Resources Report

Appendix E Cultural Resources Report

LIST OF TABLES

Table		Page
2-1	Executive Summary Table	2-3
3-1	Comparison of Existing Land Uses and General Plan Land Uses in 2020... 3-7	
5.1-1	Existing Land Use Summary	5.1-3
5.1-2	Land Use Classification System.....	5.1-13
5.1-3	Comparison of Existing Land Uses and General Plan Land Uses in 2020	5.1-15
5.2-1	Existing Conditions and Model Validation.....	5.2-4
5.2-2	Level of Service Threshold Volumes for Various Roadway Types.....	5.2-15
5.2-3	U.S. 101 Daily Traffic Volume Summary	5.2-18
5.2-4	Roadway Network Improvements.....	5.2-25
5.2-5	General Plan Buildout with Alternative 1 0 ‘210 Scenario’	5.2-31
5.2-6	New Street Network	5.2-36
5.2-7	Additional Needed Improvements.....	5.2-38
5.2-8	General Plan Buildout with Alternative 2 – Prunedale Bypass	5.2-42
5.2-9	General Plan Buildout Scenarios – Comparison of Alternatives	5.2-50
5.2-10	General Plan Buildout with Alternative 3 – Prunedale Bypass and Eastern Expressway	5.2-54
5.2-11	Planned Roadway Modifications Affecting Operational Conditions.....	5.2-60
5.2-12	Summary of Regional Highways	5.2-62
5.3-1	Exterior Noise Standards	5.3-2
5.3-2	Noise/Land Use Compatibility Matrix	5.3-3
5.3-3	Salinas Municipal Airport Noise/Land Use Compatibility Guidelines	5.3-4
5.3-4	Distance to Existing and Future Rail Line Noise Contours.....	5.3-7

LIST OF TABLES
(Continued)

Table	Page
5.4-1 Ambient Air Quality Standards	5.4-4
5.4-2 Salinas Air Quality Monitoring Summary: 1996-2001	5.4-6
5.4-3 Air Pollution Sources and Effects	5.4-7
5.4-4 Thresholds of Significance for Criteria Pollutants of Concern	5.4-8
5.4-5 Roadway Segments with a Significant Deterioration of Level of Service.....	5.4-14
5.7-1 Special Status Plant Species with Potential to Occur in Vicinity of the Project Area	5.7-7
5.12-1 2000 Age Distribution	5.12-1
5.12-2 2000 Race and Ethnicity	5.12-2
5.12-3 2000 Housing Unit Type	5.12-2
5.12-4 Population, Employment, and Housing in Salinas and Surrounding Cities Year 2000	5.12-3
5.13-1 Salinas Fire Department Facilities	5.13-4
5.13-2 Salinas City Elementary School District Schools	5.13-9
5.13-3 Santa Rita Union School District Schools	5.13-10
5.13-4 Alisal Union School District Elementary Schools	5.13-11
5.13-5 Salinas Union High School District	5.13-11
5.13-6 Existing and Planned Park Types Per National Standards	5.13-18
5.13-7 Existing Parks and Recreational Facilities	5.13-18
5.13-8 Future Parks and Recreational Facilities	5.13-23
5.13-9 Existing and Future Park Acreage Needs	5.13-23

LIST OF TABLES
(Continued)

Table	Page
5.13-10 Summary of Alco Water Service.....	5.13-29
5.13-11 Cal Water Well Production 2001	5.13-30
5.13-12 Cal Water Storage Facilities in Salinas	5.13-31
5.13-13 Alco’s Future Facilities.....	5.13-32
5.13-14 Cal Water Future Projects.....	5.13-34
5.13-15 Historical Monthly Average Peak Historical Loads (MW)	5.13-41
5.13-16 Monthly Instantaneous Peak Electrical Load Forecast (MW) CASIO Control Area 2001-2010.....	5.13-42
5.13-17 Estimated Current and Future Electricity Demand	5.13-43
5.13-18 Estimated Current and Future Natural Gas Demand.....	5.13-43
5.13-19 Estimated Current and Future Solid Waste Generation.....	5.13-47
6-1 Comparison of Alternatives to the Proposed Project	6-3
6-2 Comparison of Existing General Plan and Proposed General Plan Capacity	6-5
7-1 Projections for Salinas and Monterey County, 2000 and 2020.....	7-2

LIST OF FIGURES

Section	Page
3-1 Regional Location.....	3-2
5.1-1 Existing Land Use.....	5.1-2
5.1-2 Redevelopment Project Areas.....	5.1-5
5.1-3 Specific Plan Areas	5.1-7
5.1-4 Future Growth/Urban Services Area.....	5.1-9
5.1-5 Sphere of Influence	5.1-10
5.1-6 Focused Growth Areas	5.1-11
5.1-7 Land Use and Circulation Policy Map.....	5.1-13
5.1-8 Mixed Use Neighborhood	5.1-17
5.2-1 Existing (200) ADT Volumes Based on Traffic Counts and Model Validation	5.2-3
5.2-2 Monterey-Salinas Transit Lines.....	5.2-13
5.2-3 Future Roadway Improvements under the \$210 Funding Scenario.....	5.2-24
5.2-4 ADT Volumes under General Plan Buildout with the \$210 Roadway Improvements Scenario.....	5.2-24
5.2-5 Additional Recommended Mitigation on Existing Street Network.....	5.2-30
5.2-6 Additional Future Roadway Improvements under the Prunedale Bypass Scenario	5.2-40
5.2-7 ADT Volumes under General Plan Buildout with the Prunedale Bypass	5.2-41
5.2-8 Additional Future Roadway Improvements under the Eastern Expressway Scenario	5.2-48
5.2-9 ADT Volumes under General Plan Buildout with Eastern Expressway.	5.2-49
5.3-1 Existing Noise Contours.....	5.3-8

LIST OF FIGURES
(Continued)

Figure	Page
5.3-2 Airport Noise Contours.....	5.3-9
5.3-3 Construction Equipment Noise Levels	5.3-11
5.3-4 Future Noise Contours and Noise Impact Areas.....	5.3-13
5.4-1 Air Basin	5.4-2
5.4-2 Air Monitoring Stations	5.4-5
5.6-1 Hazardous Materials Sites.....	5.6-2
5.6-2 Flood Hazards	5.6-5
5.6-3 Salinas Municipal Airport Area of Influence.....	5.6-7
5.7-1 Vegetation Communities	5.7-2
5.8-1 Historic and Architectural Resources	5.8-3
5.9-1 Important Farmlands.....	5.9-2
5.9-2 Existing Agricultural Areas	5.9-4
5.10-1 Seismic Hazards Zones.....	5.10-3
5.11-1 Gateway Overlay Zones.....	5.11-2
5.13-1 Public Facilities	5.13-2
5.13-2 Existing Park Facilities	5.13-21
5.13-3 Future Park Sites	5.13-24
5.13-4 Bicycle Path System.....	5.13-25
5.13-5 Water Purveyor Service Boundaries.....	5.13-28

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 Salinas General Plan by the City of Salinas. The City completed a Draft General Plan in June 2002. 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 Salinas. The City of Salinas 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 Salinas 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 Salinas 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 Salinas 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 Salinas 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 Salinas Planning Commission and City Council in assessing impacts of the proposed project.

Background

In order to define the scope of the investigation of the Program EIR, the City of Salinas 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 the Local Agency Formation Commission (LAFCO) of Monterey County, California Department of Transportation (Caltrans), Santa Rita Union School District, Monterey County, Schoolhouse Services (for Alisal Union School District), Alisal Water Corporation (Alco Water Service), Cal Water, California Regional Water Quality Control Board Central Coast Region, Housing Authority of the County of Monterey, LandWatch Monterey County, Salinas Union High School District, and Monterey Bay Unified Air Pollution Control District.

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 Draft Program EIR is available for public inspection at the City Clerk's Office at City Hall, 200 Lincoln Avenue; Steinbeck Library, 350 Lincoln Avenue; Cesar Chavez Library, 615 Williams Road; and El Gabilan Library, 1400 North Main Street. Documents may be reviewed during regular business hours.

Comments Requested

Comments of all agencies and individuals are invited regarding the information contained in the Draft Program EIR. Where possible, those responding should endeavor to provide the information they feel is lacking in the Draft Program EIR, or should indicate where the information may be found. All comments on the Draft Program EIR should be sent to the following City of Salinas contact:

Jenny Mahoney, AICP, Senior Planner
City of Salinas
Department of Community Development
90 West Alisal Street
Salinas, CA 93901

Following a 45-day period of circulation and review of the Draft Program EIR, all comments and the City's responses to the comments will be incorporated into a Final Program EIR prior to certification of the document by the City of Salinas.

Structure of this EIR

This EIR 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.

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

THE PROJECT

The proposed project analyzed in this Program EIR is the adoption and implementation of a comprehensive update of the City of Salinas 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 City of Salinas is located in northern Monterey County between the Gabilan and Santa Lucia mountain ranges. Located at the northern end of the Salinas Valley, Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 101 miles south of San Francisco and 325 miles north of Los Angeles. The Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the City. The City is located in proximity to regional transportation routes including Highway 101 and Routes 68 and 183, which traverse the City. Unincorporated land under the jurisdiction of the County of Monterey surrounds the City. Land uses in the areas surrounding the City include land in agricultural production, open space, commercial, and very low density rural development.

The City contains approximately 18.8 square miles of land (12,032 gross acres). The planning area consists of the incorporated City, as well as 3,525 gross acres of unincorporated land located to the west and southeast within the City's sphere of influence (SOI), and to the northeast and southeast of the City within unincorporated Monterey County (not currently within the City's SOI). 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 Salinas determined that an EIR is required pursuant to the 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 Salinas finds that the project will result in the following significant project-level and cumulative impacts that cannot be fully mitigated:

- Traffic - Regional Roadway System (project level and cumulative)
- Noise – Vehicular Traffic (project level and cumulative)
- Air Quality - Consistency with the AQMP (project level and cumulative) and Construction (project level)
- Hydrology/Water Quality - Groundwater (project level and cumulative)

- Cultural Resources - Historic and Archaeological Resources (project level and cumulative)
- Agricultural Resources - Loss of Important Farmlands (project level and cumulative)
- Public Services and Utilities - Parkland (cumulative), Solid Waste, and Water Quality and Supply (project level and cumulative)
- Growth Inducing

If the City of Salinas 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. Responses to the NOP indicate potential areas of controversy including:

- Loss of agricultural land
- Growth impacts
- Circulation impacts
- Availability of water
- Impacts of new development on school districts
- Development plans for the Boronda area and potential impacts to utility and service systems in this area
- Impacts on historic resources
- Impacts of development on water quality and beneficial uses
- Impacts of use of Carr Lake as a park
- Potential impacts associated with building within floodplains, wetlands, and riparian areas
- Noise impacts
- Air quality impacts

ALTERNATIVES TO THE PROPOSED PROJECT

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

- No Project/Existing General Plan
- Decreased Acreage - Increased Density in Future Growth Areas
- Alternative Circulation Plan – No Western Bypass
- 50% Housing Unit Reduction in Future Growth Areas

These alternatives are discussed in Section 6.0 of this document.

4.0 ENVIRONMENTAL SETTING

The City of Salinas is located in northern Monterey County between the Gabilan and Santa Lucia mountain ranges. Located at the northern end of the Salinas Valley, Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 101 miles south of San Francisco and 325 miles north of Los Angeles. The Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the City. The City is located in proximity to regional transportation routes including Highway 101 and Routes 68 and 183, which traverse the City. Unincorporated land under the jurisdiction of the County of Monterey surrounds the City. Land uses in the areas surrounding the City include land in agricultural production, open space, commercial, and very low density rural development.

The main existing noise sources within the planning area include vehicular noise from Highway 101, railroad noise from the Union Pacific Rail Road, and airport noise generated by the aircraft utilization on the airport.

In general, there are few geologic hazards in the City other than those related to seismic activity due to the relatively flat topography and geologic setting. Most of the City has slopes of one to 10 percent, although a few areas have slopes from 10 to 30 percent. To the east of the City, topography becomes more varied, as slopes increase toward the Gabilan Mountains. Northeast of the City, slopes from 10 to 30 percent are common. Generally, areas of low and moderate slopes reflect few soil constraints for residential development and road and street construction. Some localized soils constraints related to clay and steeper slopes may occur within the planning area.

Situated in the Salinas Valley, with its rich, fertile soils, Salinas has historically been an agricultural community. Surrounded by prime farmlands, agriculture is a major employer in the Salinas Valley and Monterey County in general.

Water for urban and agricultural use in the planning area is pumped from wells. Located in the Salinas Valley Groundwater Basin, much of the groundwater supply in the planning area is generated through recharge of the basin via the Salinas River. No imported water sources are available and water supplies are limited to the watershed and underlying aquifer. The high dependence on ground water and the growth in water demand by urban and agricultural users has put a strain on ground water resources of the Salinas Valley.

The vegetation habitat types of the undeveloped parcels within the project area include riparian woodland, in-stream and seasonal wetlands, grassland, and oak woodland. Previously disturbed and/or developed areas support non-native landscape trees, row crop agricultural, orchards, and barren areas.

Salinas is in the North Central Coast Air Basin which is comprised of Monterey, San Benito, and Santa Cruz counties. Salinas' climate is moderated by a 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 Salinas is generally very good.

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 this Program EIR consists of a comprehensive update of the City of Salinas General Plan. The proposed City of Salinas General Plan is divided into seven elements. The following six elements together meet the requirements for the seven mandatory elements under state law: 1) land use; 2) housing; 3) conservation/open space (meets State requirements for open space and conservation element); 4) circulation; 5) safety; and 6) noise. The Community Design Element is an optional element that the City elected to include to address the conservation and enhancement of the visual quality and livability of Salinas.

The City of Salinas 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 in 2020.

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 2001 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 planning area. The City of Salinas is located in northern Monterey County between the Gabilan and Santa Lucia mountain ranges. Located at the northern end of the Salinas Valley, Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 101 miles south of San Francisco and 325 miles north of Los Angeles. The Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the City. The City is located in proximity to regional transportation routes including Highway 101, Routes 68 and 183, and the Union Pacific Railroad line, which traverse the City. Unincorporated land under the jurisdiction of the County of Monterey surrounds the City. Land uses in the areas surrounding the City include land in agricultural production, open space, commercial, and very low density rural development.

Figure 3-1
Regional Location and planning area

PLANNING AREA

The City contains approximately 18.8 square miles of land (12,032 gross acres). The planning area consists of the incorporated City, as well as 3,525 gross acres of unincorporated land located to the west and southeast within the City's sphere of influence (SOI), and to the northeast and southeast of the City within unincorporated Monterey County (not currently within the City's SOI). The planning area represents the probable long-term physical boundaries and service area 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 Salinas and expresses the community's long-term goals. Building on the unique history of Salinas, the Vision for the Future provides the foundation of the General Plan and an expression of what the community wants to maintain or become:

“The community of Salinas offers excellent quality of life and a livable community for its residents by maintaining an appropriate balance among its various interests. A compact city form is maintained by revitalizing older neighborhoods through redevelopment, infill development, and selective increases in residential density. High quality mixed-use development provides a variety of land uses close to one another, so that residents can live, work, shop, and play in the community. A variety of housing types is available to meet the needs of all residents.

While allowing for new growth in prescribed areas, agricultural lands are preserved. Agriculture and retail continue to be the primary economic bases for Salinas, although expansion of other industries provides job opportunities that allow greater upward mobility in the community. Upward mobility is also increased by training and educational opportunities creating a more educated work force.

Surrounded by and instilled with natural beauty, the community of Salinas values both the natural and human-made resources that contribute to its character. To protect these resources and community character, management of future growth is important.

As growth occurs, the City provides adequate public services, facilities, and infrastructure to support its population and maintain the community's quality of life. Public safety in Salinas is ensured through a variety of community programs, public services, and community design techniques. Adequate parkland offers recreational opportunities for all. The circulation system provides convenient access for City residents and regional travelers, as well as access for pedestrians and cyclists.”

Over the past fifty years, the community of Salinas has undergone extensive change. Once a small agricultural community of 14,000 persons in 1950, Salinas has expanded to become the largest city in the County with a population of over 143,000. The City's rapid growth has occurred largely over the last thirty years with population more than doubling from 58,896 residents in 1970 to 143,776 in 2000. The City's population is expected to continue to grow at a similar pace over the next twenty to thirty years.

Salinas is also the employment center of Monterey County, supporting about one-third of all jobs in the County. Business services comprise one-third of all jobs in Salinas. The wholesale/retail sector is the second largest group, comprising 26 percent of all jobs. The third sector includes all agricultural related jobs, including manufacturing, and comprises approximately 16 percent of the City's economy. Salinas is projected to receive over 25 percent of the countywide employment growth over the next twenty years. As with the current workforce percentages, most of this employment will occur in the business services, wholesale/retail, and agricultural sectors, with average salaries ranging from a high of approximately \$53,000 annually for managerial and professional occupations to a low of about \$12,000 annually for farm workers.

Likely because of the large percentage of workers in the agricultural field, whose employment is often seasonal, Salinas' unemployment rate was more than double the State average of 5.3 percent in 2001, with even greater spikes in unemployment occurring in the winter months. These weak employment levels serve as an indicator of the City's labor market conditions and point to potential cost-of-living imbalances between housing prices and employment in the community.¹

The City's rapid growth and role as the employment center of Monterey County has placed significant demand on the City's housing supply. Substantial growth in employment opportunities in the Silicon Valley has also placed pressure on the Salinas housing market as persons moving to the Central Coast and Bay Area look to Salinas for more affordable housing opportunities than exist in the Silicon Valley. Also adding pressure has been growth in the tourism/hospitality industry on the Monterey Peninsula without corresponding construction of housing for the workers. This increasing demand has resulted in both steady construction and escalating prices for housing in Salinas.

Higher homeownership and rental prices mixed with high unemployment rates and lower wages has resulted in families and non-family households doubling up to be able to afford their housing payments. It is estimated that overcrowding affects at least 29 percent of all renter households in Salinas and 11 percent of owner households. Overcrowding rates in Salinas are higher in comparison to Monterey County as a whole, where 21 percent of renters and 8 percent of owners lived in overcrowded housing conditions.

These challenges indicate a need for the continued development of a variety of housing and employment opportunities in the community to create more affordable housing opportunities and diversify the types of jobs available. Expansion of the housing and employment opportunities available in the community, which will require expansion of

¹ U.S. Department of Labor, Bureau of Labor Statistics, April 3, 2002

urban development into some areas currently used for agriculture, will help address the cost of living imbalance in the community and provide the housing necessary to meet the future growth projected for Salinas. Addressing this imbalance and providing a variety of housing and employment opportunities will result in a strengthened economy, more affordable housing opportunities and less overcrowding, and will increase quality of life for many residents in the community.

Agriculture is not only the third largest employment sector in the County, it is also the economic base for Salinas. Thus, there needs to be a balance between agricultural land and other land uses that are needed if agriculture is to survive. This includes housing and services for farmworkers and land for agricultural support industries.

PROJECT CHARACTERISTICS

Plan Elements

The updated Salinas General Plan consists of elements that fulfill the state laws for seven subjects related to city planning and an optional community design element. 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, Community Design, 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 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 preservation of community identity, agricultural resources, and open space. The proposed General Plan has 14 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/Office; Light Industrial/Industrial; Public/Semipublic and Other. The Residential categories include three designations that allow for a range of housing types and densities. The non-residential categories include a variety of designations, such as Retail, Office, and Business Park to promote a range of revenue- and employment-generating businesses. Other non-residential designations include Agriculture, Open Space, and Parks. The Public/Semipublic designation allows for the provision of important public facilities. Land use designations in the “Other” category, include Mixed Use and Arterial Frontage.

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 18,397 dwelling units and 28.6 million square feet of non-residential building floor area over existing conditions (as estimated by the Department of Finance and the 2000 Census). A net population increase of approximately 69,287 persons is also anticipated by 2020. Economic development and the provision of public services and facilities are also addressed in the Land Use Element.

Community Design Element

The optional Community Design Element addresses the conservation and enhancement of the visual quality of Salinas' environment. This Element helps to protect and enhance the identity of the community by establishing goals, policies, and plans to address: a) enhancing the City's many entry points and gateways; b) preserving the sharply defined urban/agricultural edges of Salinas; c) preserving the numerous view corridors from Highway 101; d) enhancing and revitalizing residential neighborhoods, older business districts, and important architectural resources; and e) promoting community livability through mixed uses, pedestrian-friendly development, alternative modes of transportation, and the provision and maintenance of public areas and open space.

Housing

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 housing to meet the needs of the community.

Conservation/Open Space

The Conservation/Open Space Element focuses on the protection and enhancement of open space and natural resources, including ground and surface water resources, agricultural resources, cultural resources, biological resources, air quality/energy conservation, and mineral resources. 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.

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 are also addressed in this Element.

**TABLE 3-1
COMPARISON OF EXISTING LAND USES AND GENERAL PLAN LAND USES**

Land Use Designation	Acreage			Dwelling Units			FAR (1000s square feet)			Population		
	Existing	GP Buildout	Change	Existing	GP Buildout	Change ^A	Existing	GP Buildout	Change	Existing	GP Buildout	Change ^A
Open Space Designations												
Agriculture	4,031	22	(4,009)	0	0	0	0	0	0	0	0	0
Open Space	88	611	523	0	0	0	0	0	0	0	0	0
Parks	549	1,272	723	0	0	0	1,195	2,771	1,576	0	0	0
Residential Designations												
Residential Low Density	2,701	3,992	1,291	17,558	25,950	8,392	0	0	0	64,437	95,235	30,798
Residential Medium Density	988	1,414	426	11,608	16,619	5,011	0	0	0	42,600	60,991	18,391
Residential High Density	509	827	318	8,523	13,846	5,323	0	0	0	31,278	50,816	19,538
Commercial/Office Designations												
Retail												
Citywide	553	549	(4)	170	155	(15)	6,020	5,984	(36)	623	570	(53)
Central City	54	9	(45)	80	13	(67)	3,498	586	(2,912)	295	49	(246)
Office												
Citywide	88	126	38	23	42	19	957	1,371	414	83	155	72
Central City	31	42	11	47	63	16	2,026	2,724	698	171	230	59
East Romie Lane Corridor	46	47	1	23	24	1	1,000	1,030	30	84	87	
Light Industrial/Industrial Designations												
Businesspark	63	230	167	0	0	0	959	3,503	2,544	0	0	0
General Commercial/Light Industrial	696	659	(37)	0	0	0	9,097	8,607	(490)	0	0	0
General Industrial	515	1,311	796	0	0	0	6,735	17,136	10,401	0	0	0
Public/Semipublic Designations												
Public/Semipublic	939	1,241	302	0	0	0	10,228	13,513	3,285	0	0	0
Salinas Municipal Airport	620	620	0	0	0	0	1,356	1,351	(5)	0	0	0
Other Designations												
Vacant	796	0	(796)	0	0	0	0	0	0	0	0	0
Mixed Use												
Citywide	0	231	231	0	692	692	0	5,026	5,026	0	2,541	2,541
Central City	0	62	62	0	339	339	0	8,056	8,056	0	1,244	1,244
Arterial Frontage	62	62	0	308	312	4	671	679	8	1,130	1,145	15
TOTAL ESTIMATED	13,328	13,328	0	38,338^A	58,056	19,718^A	43,743	72,337	28,594	140,701^A	213,063	72,362^A
Comparison Used for EIR Analysis^A	N/A			39,659	58,056	18,397^A	N/A			143,776	213,063	69,287^A

Notes: GP = Proposed General Plan; FAR = Floor Area Ratio; Population based on 3.67 persons per household; Net acres measured within City limits; Net acres = gross acres * 0.85 outside City Limits.

N/A – not applicable

A – For analysis purposes within this EIR, population and housing change is based on the 2000 Census rather than the estimates that were generated prior to release of the 2000 Census data. 2000 Census data identifies a population in Salinas of 143,776. Census 2000 data identifies 39,659 housing units. Actual change in dwelling units and population based on existing conditions determined by the 2000 Census is 18,397 and 69,287, respectively.

B- Acreage is airport proper, Airport Master Plan shows 785 acres in fee title and an additional 60 acres in easements.

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.

Implementation Program

Each General Plan element includes an Implementation Program that serves to ensure the overall direction provided in the General Plan is translated from general terms to specific actions. The Implementation Program provides strategies to implement the adopted policies and plans. The various programs within the Implementation Program of each element serve as a basis for making future programming decisions related to the assignment of staff and the expenditure of City funds. The programs specifically identify individual program responsibility, funding sources, and time-frame for completion.

INTENDED USES OF THE PROGRAM EIR

The Program EIR serves as the basis for environmental review and impact mitigation for adoption and implementation of the City of Salinas 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 the following implementation activities:

- Rezoning of properties;
- Approval of Specific Plans;
- Annexation of land;
- 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;
- Issuance of permits and other approvals necessary for public and private development projects; and,
- Updates and amendments to the City's sphere of influence.

The following lead, responsible, and trustee agencies may use 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 Salinas
- 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
- Alco Water Services
- California Water Service Company (Cal Water)
- Monterey County Water Resources Agency
- Monterey County Local Agency Formation Commission (LAFCo)

ALTERNATIVES

Several alternatives to the proposed General Plan are evaluated in the EIR. The impacts of the alternatives will be compared to the impacts of the proposed General Plan to determine whether any of the alternatives are environmentally superior to the proposed General Plan. Alternatives that will be evaluated in the EIR include, but are not limited to:

- No Project/Existing General Plan
- Decreased Acreage - Increased Density in Future Growth Areas
- Alternative Circulation Plan – No Western Bypass
- 50% Housing Unit Reduction in Future Growth Areas

**TABLE 5.4-1
CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards(1)		Federal Standards (2)		
		Concentration	Method	Primary	Secondary	Method
Ozone (O ₃)	1 Hour	0.09 ppm (180 ug/m ³)	Ultraviolet Photometry	0.12 ppm (235 ug/m ³)	Same as Primary Standard	Ethylene Chemiluminescence
	8 Hour	----		0.08 ppm (157 ug/m ³)		
Respirable Particulate Matter (PM ₁₀)	Annual Geometric Mean	30 ug/m ³	Size Selective Inlet Sampler ARB Method P (8/22/85)	----	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	24 Hour	50 ug/m ³		150 ug/m ³		
	Annual Arithmetic Mean	----		50 ug/m ³		
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		65 ug/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean			15 ug/m ³		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		----		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	----	Gas Phase Chemiluminescence	0.053 ppm (100 ug/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 ug/m ³)		----		
Lead	30 days average	1.5 ug/m ³	AIHL Method 54 (12/74) Atomic Absorption	----	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Calendar Quarter	----		1.5 ug/m ³		
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	----	Fluorescence	0.030 ppm (80 ug/m ³)	0.5 ppm (1300 ug/m ³)	Pararosaniline
	24 Hour	0.04 ppm (105 ug/m ³)		0.14 ppm (365 ug/m ³)		
	3 Hour	----		----		
	1 Hour	0.25 ppm (655 ug/m ³)		----		
Visibility Reducing Particles	8 Hour (10 a.m. to 6 p.m. PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent. Method: ARB Method V (8/18/89).		No Federal Standards		
Sulfates	24 Hour	25 ug/m ³	Turbidimetric Barium Sulfate - AIHL Method 61 (2/76)			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m ³)	Cadmium Hydroxide STRactan			

ppm - parts per million ug/m³ - micrograms per cubic meter mg/m³ - milligrams per cubic meter

(1) CO, SO₂ (1 Hour), NO₂, O₃, PM₁₀ and visibility reducing particles. Standards are not to be exceeded. All other Standards are not to be equaled or exceeded.

(2) Not to be exceeded more than once a year, with the exception of the O₃ standard and the annual standards.

Source: California Air Resources Board (1/25/99)

TABLE 5.2-10
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 3 - PRUNEDALE BYPASS AND EASTERN EXPRESSWAY
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
1	ABBOTT ST S/O JOHN STREET	4	Undivided Arterial	N/S	25,906	E	26,413	E	34,680	F
2	ABBOTT ST N/O SANBORN ROAD	4	Divided Arterial	N/S	22,073	B	23,230	B	30,804	D
3	ABBOTT ST E/O HARKINS ROAD	4	Divided Arterial	N/S	18,932	A	17,528	A	22,275	B
4	ABBOTT ST CITY LIMITS	4	Undivided Arterial	N/S	10,908	A	11,165	A	2,836	A
5	ACACIA STREET E/O DAVIS ROAD	2	Collector	E/W	6,200	B	5,495	A	8,534	C
6	AIRPORT BOULEVARD W/O U.S. 101	4	Undivided Arterial	E/W	18,180	B	17,777	B	15,696	A
7	AIRPORT BOULEVARD W/O MOFFETT STREET	4 (3)	Divided Arterial (Divided Arterial)	E/W	10,000	A	10,719	A	13,724	A
8	W. ALISAL STREET N/O AMBROSE DRIVE	4	Undivided Arterial	N/S	8,207	A	8,179	A	15,867	A
9	W. ALISAL STREET W/O HOMESTEAD AVE.	4	Undivided Arterial	E/W	9,511	A	10,729	A	20,216	C
10	E. ALISAL STREET E/O MONTEREY STREET	4	Undivided Arterial	E/W	14,362	A	16,079	B	24,082	E
11	E. ALISAL STREET E/O FRONT STREET	4	Undivided Arterial	E/W	-	-	15,754	A	19,389	C
12	E. ALISAL STREET E/O WORK STREET	4	Undivided Arterial	E/W	16,956	B	18,172	B	20,823	C
13	E. ALISAL STREET E/O U.S. 101	4	Undivided Arterial	E/W	-	-	15,891	A	20,499	C
14	E. ALISAL STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	10,902	A	11,698	A	14,617	A
15	E. ALISAL STREET E/O SANBORN ROAD	4	Undivided Arterial	E/W	17,221	B	16,775	B	19,926	C
16	E. ALISAL STREET W/O E. MARKET STREET	4 (2)	Undivided Arterial (Arterial)	E/W	8,877	A	8,909	A	4,210	A
17	ALISAL ROAD S/O BARDIN ROAD	4 (2)	Undivided Arterial (Rural Highway)	N/S	-	-	6,786	B	10,870	A
18	E. ALVIN DRIVE E/O CHEROKEE DRIVE	4	Undivided Arterial	E/W	3,220	A	3,273	A	15,797	A
19	E. ALVIN DRIVE W/O MCKINNON STREET	4	Undivided Arterial	E/W	11,089	A	10,824	A	12,490	A
20	E. ALVIN DRIVE W/O NATIVIDAD RD	4	Undivided Arterial	E/W	11,186	A	12,457	A	16,602	B
21	BARDIN ROAD S/O WILLIAMS ROAD	4	Undivided Arterial	N/S	8,654	A	7,927	A	12,785	A
22	BERNAL DRIVE E/O N. MAIN STREET	4 (3)	Undivided Arterial (Divided Arterial)	E/W	12,136	B	12,539	B	17,039	B
23	W. BLANCO ROAD W/O DAVIS ROAD	4 (2)	Expressway (Rural Highway)	E/W	22,086	E	22,900	E	33,229	C
24	W. BLANCO ROAD E/O DAVIS ROAD	4 (2)	Divided Arterial (Arterial)	E/W	19,542	F	19,423	F	30,689	D
25	W. BLANCO ROAD W/O S. MAIN STREET	4	Divided Arterial	E/W	22,272	B	24,223	B	29,498	D
26	E. BLANCO ROAD E/O S. MAIN STREET	4	Divided Arterial	E/W	24,110	B	24,081	B	30,012	D
27	E. BLANCO ROAD E/O LA MESA WAY	4	Divided Arterial	E/W	24,778	B	25,526	C	31,518	D
28	E. BORONDA ROAD									

TABLE 5.2-10
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 3 - PRUNEDALE BYPASS AND EASTERN EXPRESSWAY
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
	E/O U.S. 101	6	Divided Arterial	E/W	42,997	C	42,957	C	35,192	B
29	E. BORONDA ROAD W/O MCKINNON STREET	6 (2)	Divided Arterial (Arterial)	E/W	24,388	F	25,219	F	33,052	B
30	E. BORONDA ROAD E/O MCKINNON STREET	6 (2)	Divided Arterial (Arterial)	E/W	19,566	F	21,116	F	23,567	A
31	E. BORONDA ROAD E/O NATIVIDAD ROAD	6 (2)	Divided Arterial (Arterial)	E/W	21,412	F	20,743	F	22,417	A
32	E. BORONDA ROAD E/O INDEPENDENCE BLVD.	6 (2)	Divided Arterial (Arterial)	E/W	-	-	16,753	E	31,836	A
33	E. BORONDA ROAD E/O CONSTITUTION BLVD.	6 (2)	Divided Arterial (Arterial)	E/W	7,861	A	8,461	A	19,328	A
34	E. BORONDA ROAD W/O WILLIAMS ROAD	6 (2)	Divided Arterial (Arterial)	E/W	4,997	A	5,204	A	22,084	A
35	CENTRAL AVENUE E/O DAVIS ROAD	2	Collector	E/W	3,855	A	3,488	A	1,968	A
36	CONSTITUTION BLVD. N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	15,926	A	16,258	A	23,086	B
37	CONSTITUTION BLVD. S/O E. BORONDA ROAD	4	Divided Arterial	N/S	5,161	A	4,398	A	9,343	A
38	N. DAVIS ROAD S/O BORONDA ROAD	4	Undivided Arterial	N/S	16,948	B	16,755	B	3,670	A
39	N. DAVIS ROAD N/O W. LAUREL DRIVE	4	Divided Arterial	N/S	-	-	21,674	A	18,951	A
40	N. DAVIS ROAD S/O W. LAUREL DRIVE	4	Divided Arterial	N/S	36,944	E	37,685	E	17,895	A
41	N. DAVIS ROAD S/O POST DRIVE	4	Divided Arterial	N/S	-	-	34,174	E	16,748	A
42	N. DAVIS ROAD N/O W. MARKET STREET	4	Divided Arterial	N/S	-	-	30,215	D	8,096	A
43	DAVIS ROAD N/O CENTRAL AVENUE	2	Arterial (Rural Highway)	N/S	-	-	28,912	F	1,918	A
44	DAVIS ROAD N/O W. ACACIA STREET	2	Arterial (Rural Highway)	N/S	27,430	F	27,119	F	1,669	A
45	DAVIS ROAD S/O W. BLANCO ROAD	4 (2)	Undivided Arterial (Rural Highway)	N/S	4,300	B	4,196	B	8,368	A
46	DEL MONTE AVENUE W/O N. SANBORN ROAD	2	Collector	E/W	6,526	B	6,947	B	7,840	C
47	DEL MONTE AVENUE W/O WILLIAMS ROAD	2	Collector	E/W	6,800	B	7,127	B	9,489	D
48	EL DORADO DRIVE S/O E. BORONDA ROAD	2	Collector	N/S	3,433	A	3,465	A	6,208	B
49	ESPINOSA ROAD W/O U.S. 101	4 (2)	Divided Arterial (Rural Highway)	E/W	9,500	C	9,688	C	15,784	A
50	FREEDOM PARKWAY E/O CONSTITUTION BLVD.	4	Undivided Arterial	E/W	7,111	A	6,708	A	12,378	A
51	FREEDOM PARKWAY W/O WILLIAMS ROAD	4	Undivided Arterial	E/W	5,348	A	5,361	A	10,195	A
52	FRONT STREET S/O E. ALISAL STREET	4	Divided Arterial	N/S	17,969	A	19,205	A	28,047	C
53	HARKINS ROAD S/O DAYTON STREET	2	Rural Highway	N/S	6,514	B	6,180	B	10,254	C
54	HARRIS ROAD W/O ABBOTT STREET	2	Rural Highway	N/S	8,120	C	8,779	C	14,494	D
55	HARRISON RD./N. MAIN N/O RUSSELL ROAD	4 (2)	Divided Arterial (Rural Highway)	N/S	-	-	3,160	A	26,319	C

TABLE 5.2-10
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 3 - PRUNEDAILE BYPASS AND EASTERN EXPRESSWAY
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
56	HEBERT/EASTSIDE EXP. E/O SAN JUAN GRADE RD.	4 (2)	Expressway (Rural Highway)	N/S	4,472	B	4,686	B	32,219	C
57	INDEPENDENCE BLVD. S/O E. BORONDA ROAD	4	Undivided Arterial	N/S	6,473	A	7,106	A	9,320	A
58	JOHN STREET E/O S. MAIN STREET	4	Undivided Arterial	E/W	-	-	10,465	A	10,274	A
59	JOHN STREET W/O ABBOTT STREET	4	Undivided Arterial	E/W	11,112	A	11,204	A	12,249	A
60	JOHN STREET E/O ABBOTT STREET	4	Undivided Arterial	E/W	23,450	D	24,147	E	28,095	F
61	JOHN STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	10,075	A	9,760	A	11,123	A
62	LAS CASITAS DRIVE S/O CONSTITUTION BLVD.	2	Collector	E/W	5,801	A	6,290	B	7,555	C
63	W. LAUREL DRIVE W/O U.S. 101	6	Divided Arterial	E/W	41,544	C	43,399	D	33,349	B
64	W. LAUREL DRIVE E/O U.S. 101	6 (4)	Divided Arterial (Undivided Arterial)	E/W	24,501	E	22,982	D	18,271	A
65	E. LAUREL DRIVE W/O LOMA DRIVE	4	Undivided Arterial	E/W	21,178	C	19,849	C	20,672	C
66	E. LAUREL DRIVE W/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	31,936	D	31,325	D	42,385	F
67	E. LAUREL DRIVE E/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	20,990	A	21,787	A	28,344	C
68	N. MAIN STREET S/O E. BORONDA ROAD	4	Divided Arterial	N/S	15,730	A	16,272	A	14,931	A
69	N. MAIN STREET S/O SAN JUAN GRADE ROAD	6	Divided Arterial	N/S	-	-	20,810	A	35,148	B
70	N. MAIN STREET S/O ALVIN DRIVE	6	Divided Arterial	N/S	26,766	A	26,838	A	31,436	A
71	N. MAIN STREET N/O LAUREL DRIVE	6	Divided Arterial	N/S	29,729	A	30,591	A	33,996	B
72	N. MAIN STREET S/O LAUREL DRIVE	6	Divided Arterial	N/S	29,127	A	27,324	A	34,702	B
73	N. MAIN STREET N/O U.S. 101	5	Divided Arterial	N/S	36,382	D	32,590	C	43,657	E
74	N. MAIN STREET N/O MARKET	6 (4)	Divided Arterial (Divided Arterial)	N/S	32,187	D	34,097	E	40,964	C
75	S. MAIN STREET S/O JOHN STREET	4	Divided Arterial	N/S	25,763	E	25,659	E	31,131	D
76	S. MAIN STREET N/O ROMIE LANE	4	Divided Arterial	N/S	26,727	C	28,113	C	33,887	E
77	S. MAIN STREET N/O BLANCO ROAD	4	Divided Arterial	N/S	26,097	C	24,436	B	28,799	C
78	S. MAIN STREET S/O BLANCO ROAD	4	Expressway	N/S	33,230	C	33,212	C	37,734	D
79	W. MARKET STREET E/O DAVIS ROAD	4	Divided Arterial	E/W	19,477	A	18,419	A	20,378	A
80	W. MARKET STREET W/O LINCOLN AVENUE	4	Divided Arterial	E/W	22,306	B	21,384	A	25,473	C
81	E. MARKET STREET W/O MONTEREY STREET	4	Divided Arterial	E/W	20,990	A	20,384	A	21,925	A
82	E. MARKET STREET E/O MONTEREY STREET	4	Divided Arterial	E/W	-	-	23,211	B	21,257	A
83	E. MARKET STREET									

TABLE 5.2-10
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 3 - PRUNEDALE BYPASS AND EASTERN EXPRESSWAY
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
	E/O SHERWOOD DRIVE	4	Undivided Arterial	E/W	18,600	B	17,572	B	21,546	C
84	E. MARKET STREET E/O U.S. 101	4	Divided Arterial	E/W	21,485	A	23,208	B	25,988	C
85	E. MARKET STREET E/O HEBBRON AVE.	4	Undivided Arterial	E/W	17,102	B	18,615	B	20,942	C
86	E. MARKET STREET E/O N. SANBORN ROAD	4	Undivided Arterial	E/W	10,418	A	10,890	A	12,473	A
87	McKINNON STREET S/O E. BORONDA ROAD	2	Collector	N/S	8,488	C	7,182	B	15,137	F
88	MONTEREY STREET N/O E. GABILAN STREET	3	One-Way Arterial	N/S	13,294	A	12,738	A	16,363	B
89	MONTEREY STREET S/O E. ALISAL STREET	3	One-Way Arterial	N/S	11,554	A	11,561	A	14,431	A
90	NATIVIDAD ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Rural Highway)	N/S	7,131	C	7,246	C	15,033	A
91	NATIVIDAD ROAD S/O ARCADIA WAY	6	Divided Arterial	N/S	10,093	A	9,881	A	20,420	A
92	NATIVIDAD ROAD S/O E. ALVIN DRIVE	6	Divided Arterial	N/S	24,487	A	27,742	A	37,652	B
93	NATIVIDAD ROAD N/O E. LAUREL DRIVE	6	Divided Arterial	N/S	26,246	A	28,994	A	37,479	B
94	NATIVIDAD ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	30,516	D	29,328	D	39,836	F
95	OLD STAGE/EASTSIDE EX. S/O NATIVIDAD ROAD	4 (2)	Expressway (Rural Highway)	N/S	1,225	A	1,155	A	27,111	C
96	POST DRIVE W/O DAVIS ROAD	4	Undivided Arterial	E/W	10,000	A	10,324	A	3,402	A
97	ROMIE LANE E/O LOS PALOS DR.	4	Undivided Arterial	E/W	8,878	A	8,564	A	9,841	A
98	ROSSI STREET E/O DAVIS ROAD	4 (2)	Divided Arterial (Arterial)	E/W	9,885	A	9,439	A	10,212	A
99	RUSSELL ROAD E/O U.S. 101	4 (2)	Divided Arterial (Arterial)	E/W	4,201	A	4,288	A	16,111	A
100	RUSSELL ROAD E/O VAN BUREN AVENUE	4 (2)	Divided Arterial (Arterial)	E/W	7,447	A	7,736	A	24,941	B
101	SALINAS STREET S/O W. ALISAL STREET	3	One-Way Arterial	N/S	12,887	A	11,036	A	14,714	A
102	S. SANBORN ROAD S/O U.S. 101	6 (4)	Divided Arterial (Divided Arterial)	E/W	26,892	C	24,127	B	28,837	A
103	S. SANBORN ROAD N/O U.S. 101	6 (4)	Divided Arterial (Divided Arterial)	N/S	26,619	C	26,000	C	29,054	A
104	N. SANBORN ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	22,476	B	21,180	A	23,098	B
105	N. SANBORN ROAD S/O DEL MONTE AVENUE	4	Undivided Arterial	N/S	11,238	A	10,857	A	12,026	A
106	N. SANBORN ROAD W/O FREEDOM PKWY.	4	Divided Arterial	N/S	4,297	A	4,473	A	7,297	A
107	SAN JUAN GRADE ROAD N/O RUSSELL ROAD	4 (2)	Divided Arterial (Arterial)	N/S	13,000	C	11,905	B	17,352	A
108	SAN JUAN GRADE ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Arterial)	N/S	14,700	D	14,766	D	13,701	A
109	SAN JUAN GRADE ROAD S/O E. BORONDA ROAD	4	Divided Arterial	N/S	-	-	12,199	A	15,199	A
110	SHERWOOD DRIVE N/O U.S. 101	4	Divided Arterial	N/S	22,135	B	22,417	B	26,611	C

TABLE 5.2-10
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 3 - PRUNEDALE BYPASS AND EASTERN EXPRESSWAY
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
111	TOWT STREET W/O FREEDOM PKWY.	2	Collector	E/W	1,914	A	1,959	A	1,900	A
112	U.S. 101 N/O RUSSELL-ESPINOSA	6 (4)	Freeway (Expressway)	N/S	57,093	F	59,381	F	57,556	B
113	U.S. 101 N/O BORONDA ROAD	6 (4)	Freeway (Freeway)	N/S	-	-	68,540	D	57,556	B
114	U.S. 101 N/O LAUREL DRIVE	4	Freeway	N/S	-	-	56,500	C	48,138	B
115	U.S. 101 S/O LAUREL DRIVE	4	Freeway	N/S	55,430	C	53,121	C	52,679	B
116	U.S. 101 S/O N. MAIN STREET	4	Freeway	N/S	-	-	54,375	C	47,999	B
117	U.S. 101 S/O AIRPORT BLVD.	4	Freeway	N/S	26,107	B	26,997	B	20,443	A
118	WILLIAMS ROAD N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	-	-	17,171	A	34,427	E
119	WILLIAMS ROAD S/O DEL MONTE DRIVE	4	Divided Arterial	N/S	17,656	A	17,116	A	33,774	E
120	WILLIAMS ROAD S/O FREEDOM PARKWAY	4 (3)	Divided Arterial (Divided Arterial)	N/S	9,897	A	10,590	A	24,079	B
121	WILLIAMS ROAD N/O FREEDOM PARKWAY	4 (2)	Divided Arterial (Arterial)	N/S	5,698	A	5,609	A	20,430	A
122	WILLIAMS ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Arterial)	N/S	2,340	A	2,154	A	1,584	A
123	WORK STREET S/O JOHN STREET	4	Undivided Arterial	N/S	3,500	A	3,505	A	6,779	A
124	WORK STREET W/O S. SANBORN ROAD	4	Undivided Arterial	N/S	-	-	3,675	A	6,773	A

NOTES:

1. Traffic volumes collected in 1999 through 2001, as provided by the City of Salinas and Caltrans. These more recent counts are used for model validation.
2. Land Use Sources: The 2000 US Census and the California Employment Development Department.
3. Traffic Network: Based on observations by staff of Monterey County, City of Salinas and Higgins Associates.
4. Number of Lanes and Facility Type shown are as proposed under this alternative. Existing lanes and facility type are shown in parentheses, if different from this alternative.
5. Highlighted segments operate at a deficient level of service under this alternative.

**TABLE 5.2-9
GENERAL PLAN BUILDOUT SCENARIOS - COMPARISON OF ALTERNATIVES
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	ANNUAL AVERAGE DAILY TRAFFIC												RECOMM- ENDED IMPROVE- MENTS	
		TRAFFIC MODEL													
		BUILDOUT - ALTERNATIVE 1				BUILDOUT - ALTERNATIVE 2				BUILDOUT - ALTERNATIVE 3					
LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS				
1	ABBOTT ST S/O JOHN STREET	4	Undivided Arterial	34,662	F	4	Undivided Arterial	34,858	F	4	Undivided Arterial	34,680	F	Add LT Channelization	0
2	ABBOTT ST N/O SANBORN ROAD	4	Divided Arterial	30,810	D	4	Divided Arterial	30,938	D	4	Divided Arterial	30,804	D		1700
3	ABBOTT ST E/O HARKINS ROAD	4	Divided Arterial	22,294	B	4	Divided Arterial	22,619	B	4	Divided Arterial	22,275	B		1900
4	ABBOTT ST CITY LIMITS	4	Undivided Arterial	2,857	A	4	Undivided Arterial	2,867	A	4	Undivided Arterial	2,836	A		3100
5	ACACIA STREET E/O DAVIS ROAD	2	Collector	8,495	C	2	Collector	8,520	C	2	Collector	8,534	C		3400
6	AIRPORT BOULEVARD W/O U.S. 101	4	Undivided Arterial	16,004	B	4	Undivided Arterial	16,031	B	4	Undivided Arterial	15,696	A		4600
7	AIRPORT BOULEVARD W/O MOFFETT STREET	4	Divided Arterial	13,916	A	4	Divided Arterial	13,950	A	4	Divided Arterial	13,724	A		5100
8	W. ALISAL STREET N/O AMBROSE DRIVE	4	Undivided Arterial	15,860	A	4	Undivided Arterial	15,854	A	4	Undivided Arterial	15,867	A		6000
9	W. ALISAL STREET W/O HOMESTEAD AVE.	4	Undivided Arterial	20,251	C	4	Undivided Arterial	20,267	C	4	Undivided Arterial	20,216	C		6200
10	E. ALISAL STREET E/O MONTEREY STREET	4	Undivided Arterial	24,261	E	4	Undivided Arterial	24,129	E	4	Undivided Arterial	24,082	E	Add LT Channelization	6900
11	E. ALISAL STREET E/O FRONT STREET	4	Undivided Arterial	19,376	C	4	Undivided Arterial	19,350	C	4	Undivided Arterial	19,389	C		7500
12	E. ALISAL STREET E/O WORK STREET	4	Undivided Arterial	20,866	C	4	Undivided Arterial	20,762	C	4	Undivided Arterial	20,823	C		8500
13	E. ALISAL STREET E/O U.S. 101	4	Undivided Arterial	20,527	C	4	Undivided Arterial	20,454	C	4	Undivided Arterial	20,499	C		9000
14	E. ALISAL STREET W/O SANBORN ROAD	4	Undivided Arterial	14,603	A	4	Undivided Arterial	14,593	A	4	Undivided Arterial	14,617	A		9400
15	E. ALISAL STREET E/O SANBORN ROAD	4	Undivided Arterial	19,905	C	4	Undivided Arterial	19,905	C	4	Undivided Arterial	19,926	C		10000
16	E. ALISAL STREET W/O E. MARKET STREET	4	Undivided Arterial	4,202	A	4	Undivided Arterial	4,198	A	4	Undivided Arterial	4,210	A		11100
17	ALISAL ROAD S/O BARDIN ROAD	4	Undivided Arterial	12,115	A	4	Undivided Arterial	12,113	A	4	Undivided Arterial	10,870	A		11450
18	E. ALVIN DRIVE E/O CHEROKEE DRIVE	4	Undivided Arterial	15,869	A	4	Undivided Arterial	15,792	A	4	Undivided Arterial	15,797	A		12000
19	E. ALVIN DRIVE W/O MCKINNON STREET	4	Undivided Arterial	12,491	A	4	Undivided Arterial	12,479	A	4	Undivided Arterial	12,490	A		12500
20	E. ALVIN DRIVE W/O NATIVIDAD RD	4	Undivided Arterial	16,616	B	4	Undivided Arterial	16,582	B	4	Undivided Arterial	16,602	B		12700
21	BARDIN ROAD S/O WILLIAMS ROAD	4	Undivided Arterial	13,937	A	4	Undivided Arterial	13,906	A	4	Undivided Arterial	12,785	A		13950
22	BERNAL DRIVE E/O N. MAIN STREET	4	Undivided Arterial	17,092	B	4	Undivided Arterial	17,061	B	4	Undivided Arterial	17,039	B		14100
23	W. BLANCO ROAD W/O DAVIS ROAD	4	Expressway	31,869	C	4	Expressway	33,212	C	4	Expressway	33,229	C		14500
24	W. BLANCO ROAD E/O DAVIS ROAD	4	Divided Arterial	30,803	D	4	Divided Arterial	30,618	D	4	Divided Arterial	30,689	D		16000
25	W. BLANCO ROAD W/O S. MAIN STREET	4	Divided Arterial	29,624	D	4	Divided Arterial	29,424	D	4	Divided Arterial	29,498	D		17050
26	E. BLANCO ROAD E/O S. MAIN STREET	4	Divided Arterial	29,777	D	4	Divided Arterial	29,780	D	4	Divided Arterial	30,012	D		17800
27	E. BLANCO ROAD E/O LA MESA WAY	4	Divided Arterial	31,295	D	4	Divided Arterial	31,294	D	4	Divided Arterial	31,518	D		18000
28	E. BORONDA ROAD E/O U.S. 101	6	Divided Arterial	37,704	B	6	Divided Arterial	35,361	B	6	Divided Arterial	35,192	B		19000
29	E. BORONDA ROAD W/O MCKINNON STREET	6	Divided Arterial	35,980	B	6	Divided Arterial	33,120	B	6	Divided Arterial	33,052	B		19900
30	E. BORONDA ROAD E/O MCKINNON STREET	6	Divided Arterial	26,354	A	6	Divided Arterial	23,592	A	6	Divided Arterial	23,567	A		20550
31	E. BORONDA ROAD E/O NATIVIDAD ROAD	6	Divided Arterial	25,346	A	6	Divided Arterial	22,748	A	6	Divided Arterial	22,417	A		21500
32	E. BORONDA ROAD E/O INDEPENDENCE BLVD.	6	Divided Arterial	32,360	B	6	Divided Arterial	32,364	B	6	Divided Arterial	31,836	A		22000
33	E. BORONDA ROAD E/O CONSTITUTION BLVD.	6	Divided Arterial	19,568	A	6	Divided Arterial	19,594	A	6	Divided Arterial	19,328	A		22400

**TABLE 5.2-9
GENERAL PLAN BUILDOUT SCENARIOS - COMPARISON OF ALTERNATIVES**
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	ANNUAL AVERAGE DAILY TRAFFIC												RECOMM- ENDED IMPROVE- MENTS
		TRAFFIC MODEL												
		BUILDOUT - ALTERNATIVE 1				BUILDOUT - ALTERNATIVE 2				BUILDOUT - ALTERNATIVE 3				
LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS			
34	E. BORONDA ROAD W/O WILLIAMS ROAD	6	Divided Arterial	24,288	A	6	Divided Arterial	24,335	A	6	Divided Arterial	22,084	A	
35	CENTRAL AVENUE E/O DAVIS ROAD	2	Collector	1,973	A	2	Collector	1,988	A	2	Collector	1,968	A	
36	CONSTITUTION BLVD. N/O E. LAUREL DRIVE	4	Divided Arterial	23,612	B	4	Divided Arterial	23,555	B	4	Divided Arterial	23,086	B	
37	CONSTITUTION BLVD. S/O E. BORONDA ROAD	4	Divided Arterial	11,148	A	4	Divided Arterial	9,655	A	4	Divided Arterial	9,343	A	
38	N. DAVIS ROAD S/O BORONDA ROAD	4	Undivided Arterial	3,294	A	4	Undivided Arterial	3,690	A	4	Undivided Arterial	3,670	A	
39	N. DAVIS ROAD N/O W. LAUREL DRIVE	4	Divided Arterial	19,040	A	4	Divided Arterial	18,975	A	4	Divided Arterial	18,951	A	
40	N. DAVIS ROAD S/O W. LAUREL DRIVE	4	Divided Arterial	17,795	A	4	Divided Arterial	17,891	A	4	Divided Arterial	17,895	A	
41	N. DAVIS ROAD S/O POST DRIVE	4	Divided Arterial	16,624	A	4	Divided Arterial	16,726	A	4	Divided Arterial	16,748	A	
42	N. DAVIS ROAD N/O W. MARKET STREET	4	Divided Arterial	7,916	A	4	Divided Arterial	8,063	A	4	Divided Arterial	8,096	A	
43	DAVIS ROAD N/O CENTRAL AVENUE	2	Arterial	1,932	A	2	Arterial	1,927	A	2	Arterial	1,918	A	
44	DAVIS ROAD N/O W. ACACIA STREET	2	Arterial	1,664	A	2	Arterial	1,675	A	2	Arterial	1,669	A	
45	DAVIS ROAD S/O W. BLANCO ROAD	4	Undivided Arterial	8,442	A	4	Undivided Arterial	8,410	A	4	Undivided Arterial	8,368	A	
46	DEL MONTE AVENUE W/O N. SANBORN ROAD	2	Collector	7,869	C	2	Collector	7,852	C	2	Collector	7,840	C	
47	DEL MONTE AVENUE W/O WILLIAMS ROAD	2	Collector	9,811	D	2	Collector	9,793	D	2	Collector	9,489	D	
48	EL DORADO DRIVE S/O E. BORONDA ROAD	2	Collector	6,279	B	2	Collector	6,229	B	2	Collector	6,208	B	
49	ESPINOSA ROAD W/O U.S. 101	4	Divided Arterial	9,946	A	4	Divided Arterial	15,868	A	4	Divided Arterial	15,784	A	
50	FREEDOM PARKWAY E/O CONSTITUTION BLVD.	4	Undivided Arterial	11,918	A	4	Undivided Arterial	11,951	A	4	Undivided Arterial	12,378	A	
51	FREEDOM PARKWAY W/O WILLIAMS ROAD	4	Undivided Arterial	7,176	A	4	Undivided Arterial	7,190	A	4	Undivided Arterial	10,195	A	
52	FRONT STREET S/O E. ALISAL STREET	4	Divided Arterial	28,067	C	4	Divided Arterial	28,247	C	4	Divided Arterial	28,047	C	
53	HARKINS ROAD S/O DAYTON STREET	2	Rural Highway	10,295	C	2	Rural Highway	10,278	C	2	Rural Highway	10,254	C	
54	HARRIS ROAD W/O ABBOTT STREET	2	Rural Highway	15,130	D	2	Rural Highway	14,444	D	2	Rural Highway	14,494	D	Widen to 4 Lanes
55	HARRISON RD./N. MAIN N/O RUSSELL ROAD	4	Undivided Arterial	19,606	C	4	Divided Arterial	27,388	C	4	Divided Arterial	26,319	C	
56	HEBERT/EASTSIDE EXP. E/O SAN JUAN GRADE RD.	2	Rural Highway	689	A	2	Rural Highway	637	A	4	Expressway	32,219	C	
57	INDEPENDENCE BLVD. S/O E. BORONDA ROAD	4	Undivided Arterial	9,344	A	4	Undivided Arterial	9,368	A	4	Undivided Arterial	9,320	A	
58	JOHN STREET E/O S. MAIN STREET	4	Undivided Arterial	10,357	A	4	Undivided Arterial	10,306	A	4	Undivided Arterial	10,274	A	
59	JOHN STREET W/O ABBOTT STREET	4	Undivided Arterial	12,282	A	4	Undivided Arterial	12,225	A	4	Undivided Arterial	12,249	A	
60	JOHN STREET E/O ABBOTT STREET	4	Undivided Arterial	28,007	F	4	Undivided Arterial	28,151	F	4	Undivided Arterial	28,095	F	Add LT Channelization
61	JOHN STREET W/O SANBORN ROAD	4	Undivided Arterial	11,107	A	4	Undivided Arterial	11,099	A	4	Undivided Arterial	11,123	A	
62	LAS CASITAS DRIVE S/O CONSTITUTION BLVD.	2	Collector	7,535	C	2	Collector	7,558	C	2	Collector	7,555	C	
63	W. LAUREL DRIVE W/O U.S. 101	6	Divided Arterial	33,293	B	6	Divided Arterial	33,373	B	6	Divided Arterial	33,349	B	
64	W. LAUREL DRIVE E/O U.S. 101	6	Divided Arterial	18,144	A	6	Divided Arterial	18,453	A	6	Divided Arterial	18,271	A	
65	E. LAUREL DRIVE W/O LOMA DRIVE	4	Undivided Arterial	20,794	C	4	Undivided Arterial	20,813	C	4	Undivided Arterial	20,672	C	
66	E. LAUREL DRIVE W/O CONSTITUTION BLVD.	4	Divided Arterial	42,683	F	4	Divided Arterial	42,451	F	4	Divided Arterial	42,385	F	Widen to 6 Lanes

92000
102000
110000
120000

**TABLE 5.2-9
GENERAL PLAN BUILDOUT SCENARIOS - COMPARISON OF ALTERNATIVES
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	ANNUAL AVERAGE DAILY TRAFFIC												RECOMM- ENDED IMPROVE- MENTS
		TRAFFIC MODEL												
		BUILDOUT - ALTERNATIVE 1				BUILDOUT - ALTERNATIVE 2				BUILDOUT - ALTERNATIVE 3				
LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS			
67	E. LAUREL DRIVE E/O CONSTITUTION BLVD.	4	Divided Arterial	28,601	C	4	Divided Arterial	28,400	C	4	Divided Arterial	28,344	C	
68	N. MAIN STREET S/O E. BORONDA ROAD	4	Divided Arterial	14,968	A	4	Divided Arterial	14,884	A	4	Divided Arterial	14,931	A	
69	N. MAIN STREET S/O SAN JUAN GRADE ROAD	6	Divided Arterial	35,537	B	6	Divided Arterial	35,111	B	6	Divided Arterial	35,148	B	
70	N. MAIN STREET S/O ALVIN DRIVE	6	Divided Arterial	31,760	A	6	Divided Arterial	31,392	A	6	Divided Arterial	31,436	A	
71	N. MAIN STREET N/O LAUREL DRIVE	6	Divided Arterial	34,368	C	6	Divided Arterial	33,988	B	6	Divided Arterial	33,996	B	
72	N. MAIN STREET S/O LAUREL DRIVE	6	Divided Arterial	34,785	E	6	Divided Arterial	34,685	B	6	Divided Arterial	34,702	B	
73	N. MAIN STREET N/O U.S. 101	5	Divided Arterial	43,610	E	5	Divided Arterial	43,630	E	5	Divided Arterial	43,657	E	Widen to 6 Lanes
74	N. MAIN STREET N/O MARKET	6	Divided Arterial	40,453	C	6	Divided Arterial	40,965	C	6	Divided Arterial	40,964	C	
75	S. MAIN STREET S/O JOHN STREET	4	Divided Arterial	30,894	D	4	Divided Arterial	31,165	D	4	Divided Arterial	31,131	D	
76	S. MAIN STREET N/O ROMIE LANE	4	Divided Arterial	33,695	E	4	Divided Arterial	33,954	E	4	Divided Arterial	33,887	E	Signal Timing
77	S. MAIN STREET N/O BLANCO ROAD	4	Divided Arterial	28,588	C	4	Divided Arterial	28,856	C	4	Divided Arterial	28,799	C	
78	S. MAIN STREET S/O BLANCO ROAD	4	Expressway	37,222	D	4	Expressway	37,400	D	4	Expressway	37,734	D	
79	W. MARKET STREET E/O DAVIS ROAD	4	Divided Arterial	19,953	A	4	Divided Arterial	20,407	A	4	Divided Arterial	20,378	A	
80	W. MARKET STREET W/O LINCOLN AVENUE	4	Divided Arterial	25,100	C	4	Divided Arterial	25,519	C	4	Divided Arterial	25,473	C	
81	E. MARKET STREET W/O MONTEREY STREET	4	Divided Arterial	21,617	A	4	Divided Arterial	21,966	A	4	Divided Arterial	21,925	A	
82	E. MARKET STREET E/O MONTEREY STREET	4	Divided Arterial	20,975	A	4	Divided Arterial	21,284	A	4	Divided Arterial	21,257	A	
83	E. MARKET STREET E/O SHERWOOD DRIVE	4	Undivided Arterial	21,418	C	4	Undivided Arterial	21,513	C	4	Undivided Arterial	21,546	C	
84	E. MARKET STREET E/O U.S. 101	4	Divided Arterial	25,933	C	4	Divided Arterial	26,163	C	4	Divided Arterial	25,988	C	
85	E. MARKET STREET E/O HEBBRON AVE.	4	Undivided Arterial	20,952	C	4	Undivided Arterial	21,117	C	4	Undivided Arterial	20,942	C	
86	E. MARKET STREET E/O N. SANBORN ROAD	4	Undivided Arterial	12,516	A	4	Undivided Arterial	12,605	A	4	Undivided Arterial	12,473	A	
87	McKINNON STREET S/O E. BORONDA ROAD	2	Collector	15,130	F	2	Collector	15,173	F	2	Collector	15,137	F	Add LT Channelization
88	MONTEREY STREET N/O E. GABILAN STREET	3	One-Way Arterial	16,065	B	3	One-Way Arterial	16,454	B	3	One-Way Arterial	16,363	B	
89	MONTEREY STREET S/O E. ALISAL STREET	3	One-Way Arterial	14,244	A	3	One-Way Arterial	14,519	A	3	One-Way Arterial	14,431	A	
90	NATIVIDAD ROAD N/O E. BORONDA ROAD	4	Divided Arterial	14,986	A	4	Divided Arterial	14,343	A	4	Divided Arterial	15,033	A	
91	NATIVIDAD ROAD S/O ARCADIA WAY	6	Divided Arterial	20,783	A	6	Divided Arterial	20,063	A	6	Divided Arterial	20,420	A	
92	NATIVIDAD ROAD S/O E. ALVIN DRIVE	6	Divided Arterial	38,024	C	6	Divided Arterial	37,302	B	6	Divided Arterial	37,652	B	
93	NATIVIDAD ROAD N/O E. LAUREL DRIVE	6	Divided Arterial	37,881	B	6	Divided Arterial	37,157	B	6	Divided Arterial	37,479	B	
94	NATIVIDAD ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	40,436	F	4	Divided Arterial	39,978	F	4	Divided Arterial	39,836	F	Widen to 6 Lanes
95	OLD STAGE/EASTSIDE EX. S/O NATIVIDAD ROAD	2	Rural Highway	9,644	C	2	Rural Highway	6,837	B	4	Expressway	27,111	C	
96	POST DRIVE W/O DAVIS ROAD	4	Undivided Arterial	3,413	A	4	Undivided Arterial	3,413	A	4	Undivided Arterial	3,402	A	
97	ROMIE LANE E/O LOS PALOS DR.	4	Undivided Arterial	9,867	A	4	Undivided Arterial	9,842	A	4	Undivided Arterial	9,841	A	
98	ROSSI STREET E/O DAVIS ROAD	4	Divided Arterial	10,179	A	4	Divided Arterial	10,232	A	4	Divided Arterial	10,212	A	
99	RUSSELL ROAD E/O U.S. 101	4	Divided Arterial	10,242	A	4	Divided Arterial	16,191	A	4	Divided Arterial	16,111	A	

**TABLE 5.2-9
GENERAL PLAN BUILDOUT SCENARIOS - COMPARISON OF ALTERNATIVES**
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	ANNUAL AVERAGE DAILY TRAFFIC												RECOMM- ENDED IMPROVE- MENTS
		TRAFFIC MODEL												
		BUILDOUT - ALTERNATIVE 1				BUILDOUT - ALTERNATIVE 2				BUILDOUT - ALTERNATIVE 3				
LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS	LANES	FACILITY	VOLUME	LOS			
100	RUSSELL ROAD E/O VAN BUREN AVENUE	4	Divided Arterial	21,633	A	4	Divided Arterial	25,319	C	4	Divided Arterial	24,941	B	
101	SALINAS STREET S/O W. ALISAL STREET	3	One-Way Arterial	14,608	A	3	One-Way Arterial	14,670	A	3	One-Way Arterial	14,714	A	
102	S. SANBORN ROAD S/O U.S. 101	6	Divided Arterial	28,656	A	6	Divided Arterial	28,591	A	6	Divided Arterial	28,837	A	
103	S. SANBORN ROAD N/O U.S. 101	6	Divided Arterial	28,978	A	6	Divided Arterial	28,848	A	6	Divided Arterial	29,054	A	
104	N. SANBORN ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	23,124	B	4	Divided Arterial	23,073	B	4	Divided Arterial	23,098	B	
105	N. SANBORN ROAD S/O DEL MONTE AVENUE	4	Undivided Arterial	12,033	A	4	Undivided Arterial	11,999	A	4	Undivided Arterial	12,026	A	
106	N. SANBORN ROAD W/O FREEDOM PKWY.	4	Divided Arterial	7,224	A	4	Divided Arterial	7,200	A	4	Divided Arterial	7,297	A	
107	SAN JUAN GRADE ROAD N/O RUSSELL ROAD	4	Divided Arterial	17,755	A	4	Divided Arterial	16,945	A	4	Divided Arterial	17,352	A	
108	SAN JUAN GRADE ROAD N/O E. BORONDA ROAD	4	Divided Arterial	14,063	A	4	Divided Arterial	13,843	A	4	Divided Arterial	13,701	A	
109	SAN JUAN GRADE ROAD S/O E. BORONDA ROAD	4	Divided Arterial	15,251	A	4	Divided Arterial	15,161	A	4	Divided Arterial	15,199	A	
110	SHERWOOD DRIVE N/O U.S. 101	4	Divided Arterial	27,105	C	4	Divided Arterial	26,736	C	4	Divided Arterial	26,611	C	
111	TOWT STREET W/O FREEDOM PKWY.	2	Collector	2,051	A	2	Collector	2,056	A	2	Collector	1,900	A	
112	U.S. 101 N/O RUSSELL-ESPINOSA	6	Freeway	75,703	C	6	Freeway	77,536	C	6	Freeway	57,556	B	
113	U.S. 101 N/O BORONDA ROAD	6	Freeway	74,342	C	6	Freeway	77,536	C	6	Freeway	57,556	B	
114	U.S. 101 N/O LAUREL DRIVE	6	Freeway	65,668	C	6	Freeway	68,173	C	4	Freeway	48,138	B	
115	U.S. 101 S/O LAUREL DRIVE	6	Freeway	68,843	C	6	Freeway	72,547	C	4	Freeway	52,679	B	
116	U.S. 101 S/O N. MAIN STREET	6	Freeway	67,310	C	6	Freeway	67,768	C	4	Freeway	47,999	B	
117	U.S. 101 S/O AIRPORT BLVD.	6	Freeway	36,860	B	6	Freeway	39,414	B	4	Freeway	20,443	A	
118	WILLIAMS ROAD N/O E. LAUREL DRIVE	4	Divided Arterial	34,366	E	4	Divided Arterial	34,427	E	4	Divided Arterial	34,427	E	Widen to 6 Lanes
119	WILLIAMS ROAD S/O DEL MONTE DRIVE	4	Divided Arterial	34,426	E	4	Divided Arterial	34,230	E	4	Divided Arterial	33,774	E	Widen to 6 Lanes
120	WILLIAMS ROAD S/O FREEDOM PARKWAY	4	Divided Arterial	23,786	B	4	Divided Arterial	23,608	B	4	Divided Arterial	24,079	B	
121	WILLIAMS ROAD N/O FREEDOM PARKWAY	4	Divided Arterial	19,943	A	4	Divided Arterial	19,749	A	4	Divided Arterial	20,430	A	
122	WILLIAMS ROAD N/O E. BORONDA ROAD	4	Divided Arterial	5,905	A	4	Divided Arterial	3,536	A	4	Divided Arterial	1,584	A	
123	WORK STREET S/O JOHN STREET	4	Undivided Arterial	6,744	A	4	Undivided Arterial	6,824	A	4	Undivided Arterial	6,779	A	
124	WORK STREET W/O S. SANBORN ROAD	4	Undivided Arterial	6,771	A	4	Undivided Arterial	6,803	A	4	Undivided Arterial	6,773	A	

NOTES:

1. Land Use Sources: The 2000 US Census and the California Employment Development Department.
2. Traffic Network: Based on observations by staff of Monterey County, City of Salinas and Higgins Associates.
3. Highlighted segments operate at a deficient level of service under the respective scenarios.

**TABLE 5.2-8
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 2 - PRUNEDALE BYPASS**

**Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
1	ABBOTT ST S/O JOHN STREET	4	Undivided Arterial	N/S	25,906	E	26,413	E	34,858	F
2	ABBOTT ST N/O SANBORN ROAD	4	Divided Arterial	N/S	22,073	B	23,230	B	30,938	D
3	ABBOTT ST E/O HARKINS ROAD	4	Divided Arterial	N/S	18,932	A	17,528	A	22,619	B
4	ABBOTT ST CITY LIMITS	4	Undivided Arterial	N/S	10,908	A	11,165	A	2,867	A
5	ACACIA STREET E/O DAVIS ROAD	2	Collector	E/W	6,200	B	5,495	A	8,520	C
6	AIRPORT BOULEVARD W/O U.S. 101	4	Undivided Arterial	E/W	18,180	B	17,777	B	16,031	B
7	AIRPORT BOULEVARD W/O MOFFETT STREET	4 (3)	Divided Arterial (Divided Arterial)	E/W	10,000	A	10,719	A	13,950	A
8	W. ALISAL STREET N/O AMBROSE DRIVE	4	Undivided Arterial	N/S	8,207	A	8,179	A	15,854	A
9	W. ALISAL STREET W/O HOMESTEAD AVE.	4	Undivided Arterial	E/W	9,511	A	10,729	A	20,267	C
10	E. ALISAL STREET E/O MONTEREY STREET	4	Undivided Arterial	E/W	14,362	A	16,079	B	24,129	E
11	E. ALISAL STREET E/O FRONT STREET	4	Undivided Arterial	E/W	-	-	15,754	A	19,350	C
12	E. ALISAL STREET E/O WORK STREET	4	Undivided Arterial	E/W	16,956	B	18,172	B	20,762	C
13	E. ALISAL STREET E/O U.S. 101	4	Undivided Arterial	E/W	-	-	15,891	A	20,454	C
14	E. ALISAL STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	10,902	A	11,698	A	14,593	A
15	E. ALISAL STREET E/O SANBORN ROAD	4	Undivided Arterial	E/W	17,221	B	16,775	B	19,905	C
16	E. ALISAL STREET W/O E. MARKET STREET	4 (2)	Undivided Arterial (Arterial)	E/W	8,877	A	8,909	A	4,198	A
17	ALISAL ROAD S/O BARDIN ROAD	4 (2)	Undivided Arterial (Rural Highway)	N/S	-	-	6,786	B	12,113	A
18	E. ALVIN DRIVE E/O CHEROKEE DRIVE	4	Undivided Arterial	E/W	3,220	A	3,273	A	15,792	A
19	E. ALVIN DRIVE W/O McKINNON STREET	4	Undivided Arterial	E/W	11,089	A	10,824	A	12,479	A
20	E. ALVIN DRIVE W/O NATIVIDAD RD	4	Undivided Arterial	E/W	11,186	A	12,457	A	16,582	B
21	BARDIN ROAD S/O WILLIAMS ROAD	4	Undivided Arterial	N/S	8,654	A	7,927	A	13,906	A
22	BERNAL DRIVE E/O N. MAIN STREET	4 (3)	Undivided Arterial (Divided Arterial)	E/W	12,136	B	12,539	B	17,061	B
23	W. BLANCO ROAD W/O DAVIS ROAD	4 (2)	Expressway (Rural Highway)	E/W	22,086	E	22,900	E	33,212	C
24	W. BLANCO ROAD E/O DAVIS ROAD	4 (2)	Divided Arterial (Arterial)	E/W	19,542	F	19,423	F	30,618	D
25	W. BLANCO ROAD W/O S. MAIN STREET	4	Divided Arterial	E/W	22,272	B	24,223	B	29,424	D
26	E. BLANCO ROAD E/O S. MAIN STREET	4	Divided Arterial	E/W	24,110	B	24,081	B	29,780	D
27	E. BLANCO ROAD E/O LA MESA WAY	4	Divided Arterial	E/W	24,778	B	25,526	C	31,294	D
28	E. BORONDA ROAD E/O U.S. 101	6	Divided Arterial	E/W	42,997	C	42,957	C	35,361	B

**TABLE 5.2-8
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 2 - PRUNEDALE BYPASS
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
29	E. BORONDA ROAD W/O MCKINNON STREET	6 (2)	Divided Arterial (Arterial)	E/W	24,388	F	25,219	F	33,120	B
30	E. BORONDA ROAD E/O MCKINNON STREET	6 (2)	Divided Arterial (Arterial)	E/W	19,566	F	21,116	F	23,592	A
31	E. BORONDA ROAD E/O NATIVIDAD ROAD	6 (2)	Divided Arterial (Arterial)	E/W	21,412	F	20,743	F	22,748	A
32	E. BORONDA ROAD E/O INDEPENDENCE BLVD.	6 (2)	Divided Arterial (Arterial)	E/W	-	-	16,753	E	32,364	B
33	E. BORONDA ROAD E/O CONSTITUTION BLVD.	6 (2)	Divided Arterial (Arterial)	E/W	7,861	A	8,461	A	19,594	A
34	E. BORONDA ROAD W/O WILLIAMS ROAD	6 (2)	Divided Arterial (Arterial)	E/W	4,997	A	5,204	A	24,335	A
35	CENTRAL AVENUE E/O DAVIS ROAD	2	Collector	E/W	3,855	A	3,488	A	1,988	A
36	CONSTITUTION BLVD. N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	15,926	A	16,258	A	23,555	B
37	CONSTITUTION BLVD. S/O E. BORONDA ROAD	4	Divided Arterial	N/S	5,161	A	4,398	A	9,655	A
38	N. DAVIS ROAD S/O BORONDA ROAD	4	Undivided Arterial	N/S	16,948	B	16,755	B	3,690	A
39	N. DAVIS ROAD N/O W. LAUREL DRIVE	4	Divided Arterial	N/S	-	-	21,674	A	18,975	A
40	N. DAVIS ROAD S/O W. LAUREL DRIVE	4	Divided Arterial	N/S	36,944	E	37,685	E	17,891	A
41	N. DAVIS ROAD S/O POST DRIVE	4	Divided Arterial	N/S	-	-	34,174	E	16,726	A
42	N. DAVIS ROAD N/O W. MARKET STREET	4	Divided Arterial	N/S	-	-	30,215	D	8,063	A
43	DAVIS ROAD N/O CENTRAL AVENUE	2	Arterial (Rural Highway)	N/S	-	-	28,912	F	1,927	A
44	DAVIS ROAD N/O W. ACACIA STREET	2	Arterial (Rural Highway)	N/S	27,430	F	27,119	F	1,675	A
45	DAVIS ROAD S/O W. BLANCO ROAD	4 (2)	Undivided Arterial (Rural Highway)	N/S	4,300	B	4,196	B	8,410	A
46	DEL MONTE AVENUE W/O N. SANBORN ROAD	2	Collector	E/W	6,526	B	6,947	B	7,852	C
47	DEL MONTE AVENUE W/O WILLIAMS ROAD	2	Collector	E/W	6,800	B	7,127	B	9,793	D
48	EL DORADO DRIVE S/O E. BORONDA ROAD	2	Collector	N/S	3,433	A	3,465	A	6,229	B
49	ESPINOSA ROAD W/O U.S. 101	4 (2)	Divided Arterial (Rural Highway)	E/W	9,500	C	9,688	C	15,868	A
50	FREEDOM PARKWAY E/O CONSTITUTION BLVD.	4	Undivided Arterial	E/W	7,111	A	6,708	A	11,951	A
51	FREEDOM PARKWAY W/O WILLIAMS ROAD	4	Undivided Arterial	E/W	5,348	A	5,361	A	7,190	A
52	FRONT STREET S/O E. ALISAL STREET	4	Divided Arterial	N/S	17,969	A	19,205	A	28,247	C
53	HARKINS ROAD S/O DAYTON STREET	2	Rural Highway	N/S	6,514	B	6,180	B	10,278	C
54	HARRIS ROAD W/O ABBOTT STREET	2	Rural Highway	N/S	8,120	C	8,779	C	14,444	D
55	HARRISON RD./N. MAIN N/O RUSSELL ROAD	4 (2)	Divided Arterial (Rural Highway)	N/S	-	-	3,160	A	27,388	C
56	HEBERT ROAD E/O SAN JUAN GRADE RD.	2	Rural Highway	N/S	4,472	B	4,686	B	637	A

**TABLE 5.2-8
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 2 - PRUNEDALE BYPASS
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
57	INDEPENDENCE BLVD. S/O E. BORONDA ROAD	4	Undivided Arterial	N/S	6,473	A	7,106	A	9,368	A
58	JOHN STREET E/O S. MAIN STREET	4	Undivided Arterial	E/W	-	-	10,465	A	10,306	A
59	JOHN STREET W/O ABBOTT STREET	4	Undivided Arterial	E/W	11,112	A	11,204	A	12,225	A
60	JOHN STREET E/O ABBOTT STREET	4	Undivided Arterial	E/W	23,450	D	24,147	E	28,151	F
61	JOHN STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	10,075	A	9,760	A	11,099	A
62	LAS CASITAS DRIVE S/O CONSTITUTION BLVD.	2	Collector	E/W	5,801	A	6,290	B	7,558	C
63	W. LAUREL DRIVE W/O U.S. 101	6	Divided Arterial	E/W	41,544	C	43,399	D	33,373	B
64	W. LAUREL DRIVE E/O U.S. 101	6 (4)	Divided Arterial (Undivided Arterial)	E/W	24,501	E	22,982	D	18,453	A
65	E. LAUREL DRIVE W/O LOMA DRIVE	4	Undivided Arterial	E/W	21,178	C	19,849	C	20,813	C
66	E. LAUREL DRIVE W/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	31,936	D	31,325	D	42,451	F
67	E. LAUREL DRIVE E/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	20,990	A	21,787	A	28,400	C
68	N. MAIN STREET S/O E. BORONDA ROAD	4	Divided Arterial	N/S	15,730	A	16,272	A	14,884	A
69	N. MAIN STREET S/O SAN JUAN GRADE ROAD	6	Divided Arterial	N/S	-	-	20,810	A	35,111	B
70	N. MAIN STREET S/O ALVIN DRIVE	6	Divided Arterial	N/S	26,766	A	26,838	A	31,392	A
71	N. MAIN STREET N/O LAUREL DRIVE	6	Divided Arterial	N/S	29,729	A	30,591	A	33,988	B
72	N. MAIN STREET S/O LAUREL DRIVE	6	Divided Arterial	N/S	29,127	A	27,324	A	34,685	B
73	N. MAIN STREET N/O U.S. 101	5	Divided Arterial	N/S	36,382	D	32,590	C	43,630	E
74	N. MAIN STREET N/O MARKET	6 (4)	Divided Arterial (Divided Arterial)	N/S	32,187	D	34,097	E	40,965	C
75	S. MAIN STREET S/O JOHN STREET	4	Divided Arterial	N/S	25,763	E	25,659	E	31,165	D
76	S. MAIN STREET N/O ROMIE LANE	4	Divided Arterial	N/S	26,727	C	28,113	C	33,954	E
77	S. MAIN STREET N/O BLANCO ROAD	4	Divided Arterial	N/S	26,097	C	24,436	B	28,856	C
78	S. MAIN STREET S/O BLANCO ROAD	4	Expressway	N/S	33,230	C	33,212	C	37,400	D
79	W. MARKET STREET E/O DAVIS ROAD	4	Divided Arterial	E/W	19,477	A	18,419	A	20,407	A
80	W. MARKET STREET W/O LINCOLN AVENUE	4	Divided Arterial	E/W	22,306	B	21,384	A	25,519	C
81	E. MARKET STREET W/O MONTEREY STREET	4	Divided Arterial	E/W	20,990	A	20,384	A	21,966	A
82	E. MARKET STREET E/O MONTEREY STREET	4	Divided Arterial	E/W	-	-	23,211	B	21,284	A
83	E. MARKET STREET E/O SHERWOOD DRIVE	4	Undivided Arterial	E/W	18,600	B	17,572	B	21,513	C
84	E. MARKET STREET E/O U.S. 101	4	Divided Arterial	E/W	21,485	A	23,208	B	26,163	C

TABLE 5.2-8
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 2 - PRUNEDALE BYPASS
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
85	E. MARKET STREET E/O HEBBRON AVE.	4	Undivided Arterial	E/W	17,102	B	18,615	B	21,117	C
86	E. MARKET STREET E/O N. SANBORN ROAD	4	Undivided Arterial	E/W	10,418	A	10,890	A	12,605	A
87	McKINNON STREET S/O E. BORONDA ROAD	2	Collector	N/S	8,488	C	7,182	B	15,173	F
88	MONTEREY STREET N/O E. GABILAN STREET	3	One-Way Arterial	N/S	13,294	A	12,738	A	16,454	B
89	MONTEREY STREET S/O E. ALISAL STREET	3	One-Way Arterial	N/S	11,554	A	11,561	A	14,519	A
90	NATIVIDAD ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Rural Highway)	N/S	7,131	C	7,246	C	14,343	A
91	NATIVIDAD ROAD S/O ARCADIA WAY	6	Divided Arterial	N/S	10,093	A	9,881	A	20,063	A
92	NATIVIDAD ROAD S/O E. ALVIN DRIVE	6	Divided Arterial	N/S	24,487	A	27,742	A	37,302	B
93	NATIVIDAD ROAD N/O E. LAUREL DRIVE	6	Divided Arterial	N/S	26,246	A	28,994	A	37,157	B
94	NATIVIDAD ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	30,516	D	29,328	D	39,978	F
95	OLD STAGE ROAD S/O NATIVIDAD ROAD	2	Rural Highway	N/S	1,225	A	1,155	A	6,837	B
96	POST DRIVE W/O DAVIS ROAD	4	Undivided Arterial	E/W	10,000	A	10,324	A	3,413	A
97	ROMIE LANE E/O LOS PALOS DR.	4	Undivided Arterial	E/W	8,878	A	8,564	A	9,842	A
98	ROSSI STREET E/O DAVIS ROAD	4 (2)	Divided Arterial (Arterial)	E/W	9,885	A	9,439	A	10,232	A
99	RUSSELL ROAD E/O U.S. 101	4 (2)	Divided Arterial (Arterial)	E/W	4,201	A	4,288	A	16,191	A
100	RUSSELL ROAD E/O VAN BUREN AVENUE	4 (2)	Divided Arterial (Arterial)	E/W	7,447	A	7,736	A	25,319	C
101	SALINAS STREET S/O W. ALISAL STREET	3	One-Way Arterial	N/S	12,887	A	11,036	A	14,670	A
102	S. SANBORN ROAD S/O U.S. 101	6 (4)	Divided Arterial (Divided Arterial)	E/W	26,892	C	24,127	B	28,591	A
103	S. SANBORN ROAD N/O U.S. 101	6 (4)	Divided Arterial (Divided Arterial)	N/S	26,619	C	26,000	C	28,848	A
104	N. SANBORN ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	22,476	B	21,180	A	23,073	B
105	N. SANBORN ROAD S/O DEL MONTE AVENUE	4	Undivided Arterial	N/S	11,238	A	10,857	A	11,999	A
106	N. SANBORN ROAD W/O FREEDOM PKWY.	4	Divided Arterial	N/S	4,297	A	4,473	A	7,200	A
107	SAN JUAN GRADE ROAD N/O RUSSELL ROAD	4 (2)	Divided Arterial (Arterial)	N/S	13,000	C	11,905	B	16,945	A
108	SAN JUAN GRADE ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Arterial)	N/S	14,700	D	14,766	D	13,843	A
109	SAN JUAN GRADE ROAD S/O E. BORONDA ROAD	4	Divided Arterial	N/S	-	-	12,199	A	15,161	A
110	SHERWOOD DRIVE N/O U.S. 101	4	Divided Arterial	N/S	22,135	B	22,417	B	26,736	C
111	TOWT STREET W/O FREEDOM PKWY.	2	Collector	E/W	1,914	A	1,959	A	2,056	A
112	U.S. 101 N/O RUSSELL-ESPINOSA	6 (4)	Freeway (Expressway)	N/S	57,093	F	59,381	F	77,536	C

**TABLE 5.2-8
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 2 - PRUNEDALE BYPASS
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
113	U.S. 101 N/O BORONDA ROAD	6 (4)	Freeway (Freeway)	N/S	-	-	68,540	D	77,536	C
114	U.S. 101 N/O LAUREL DRIVE	6 (4)	Freeway (Freeway)	N/S	-	-	56,500	C	68,173	C
115	U.S. 101 S/O LAUREL DRIVE	6 (4)	Freeway (Freeway)	N/S	55,430	C	53,121	C	72,547	C
116	U.S. 101 S/O N. MAIN STREET	6 (4)	Freeway (Freeway)	N/S	-	-	54,375	C	67,768	C
117	U.S. 101 S/O AIRPORT BLVD.	6 (4)	Freeway (Freeway)	N/S	26,107	B	26,997	B	39,414	B
118	WILLIAMS ROAD N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	-	-	17,171	A	34,427	E
119	WILLIAMS ROAD S/O DEL MONTE DRIVE	4	Divided Arterial	N/S	17,656	A	17,116	A	34,230	E
120	WILLIAMS ROAD S/O FREEDOM PARKWAY	4 (3)	Divided Arterial (Divided Arterial)	N/S	9,897	A	10,590	A	23,608	B
121	WILLIAMS ROAD N/O FREEDOM PARKWAY	4 (2)	Divided Arterial (Arterial)	N/S	5,698	A	5,609	A	19,749	A
122	WILLIAMS ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Arterial)	N/S	2,340	A	2,154	A	3,536	A
123	WORK STREET S/O JOHN STREET	4	Undivided Arterial	N/S	3,500	A	3,505	A	6,824	A
124	WORK STREET W/O S. SANBORN ROAD	4	Undivided Arterial	N/S	-	-	3,675	A	6,803	A

NOTES:

1. Traffic volumes collected in 1999 through 2001, as provided by the City of Salinas and Caltrans. These more recent counts are used for model validation.
2. Land Use Sources: The 2000 US Census and the California Employment Development Department.
3. Traffic Network: Based on observations by staff of Monterey County, City of Salinas and Higgins Associates.
4. Number of Lanes and Facility Type shown are as proposed under this alternative. Existing lanes and facility type are shown in parentheses, if different from this alternative.
5. Highlighted segments operate at a deficient level of service under this scenario.

**TABLE 5.2-6
NEW STREET NETWORK
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	IMPROVE- MENT NUMBER	STREET NAME	ANNUAL AVERAGE DAILY TRAFFIC								
			TRAFFIC MODEL								
			BUILDOUT - ALTERNATIVE 1			BUILDOUT - ALTERNATIVE 2			BUILDOUT - ALTERNATIVE 3		
			LANES	VOLUME	LOS	LANES	VOLUME	LOS	LANES	VOLUME	LOS
1	23	ALISAL STREET EXTENSION ALISAL-BARDIN TO WILLIAMS - RUSSELL COLLECTOR	2	1,897	A	2	1,891	A	2	1,890	A
2	27	ALVIN DRIVE EXTENSION CHEROKEE TO WESTSIDE BYPASS	4	12,702	A	4	12,742	A	4	12,719	A
3	33	BERNAL DRIVE EXTENSION NATIVIDAD TO CONSTITUTION WEST EXTENSION	2	2,734	A	2	2,733	A	2	2,731	A
4	17	CONSTITUTION BOULEVARD EAST EXTENSION BORONDA TO OLD STAGE	4	6,421	A	4	4,837	A	4	4,724	A
5	34	CONSTITUTION BOULEVARD WEST EXTENSION LAUREL TO KERN	4	5,730	A	4	5,716	A	4	5,721	A
6	24	EASTSIDE BYPASS U.S. 101 TO MOFFET EXTENSION	4	18,513	B	4	16,472	A	4	35,277	C
7	24	EASTSIDE BYPASS MOFFET EXTENSION TO ALISAL RD.	4	21,083	B	4	18,976	B	4	38,104	C
8	24	EASTSIDE BYPASS ALISAL RD. TO BORONDA	4	15,858	A	4	13,704	A	4	32,991	C
9	49	EASTSIDE EXPRESSWAY BORONDA TO OLD STAGE	-	-	-	-	-	-	4	21,534	B
10	49	EASTSIDE EXPRESSWAY OLD STAGE TO SAN JUAN GRADE	-	-	-	-	-	-	4	32,242	C
11	49	EASTSIDE EXPRESSWAY SAN JUAN GRADE TO U.S. 101 PRUNEDALE BYPASS	-	-	-	-	-	-	4	31,682	C
12	10	EL DORADO EXTENSION BORONDA TO ROGGE	2	875	A	2	910	A	2	912	A
13	16	HEMINGWAY DRIVE EXTENSION BORONDA TO RUSSELL EXTENSION	2	11,722	B	2	12,943	C	2	13,138	C
14	15	INDEPENDENCE BOULEVARD EXTENSION BORONDA TO RUSSELL EXTENSION	4	9,852	A	4	12,473	A	4	12,285	A
15	44	MAIN STREET EXTENSION (HARRISON ROAD) RUSSELL TO EL CAMINO INTERCHANGE	4	19,606	A	4	27,388	C	4	26,319	C
16	11	MCKINNON STREET EXTENSION BORONDA TO ROGGE	2	1,839	A	2	1,751	A	2	1,751	A
17	25	MOFFET STREET EXTENSION VANDENBERG TO EASTSIDE BYPASS	4	13,447	A	4	13,436	A	4	13,573	A
18	26	ROSSI STREET EXTENSION DAVIS TO WESTSIDE BYPASS	4	9,544	A	4	9,560	A	4	9,563	A
19	8	RUSSELL ROAD EXTENSION SAN JUAN GRADE TO OLD STAGE	4	20,595	A	4	23,668	B	4	23,108	B
20	14	SAN JUAN - NATIVIDAD COLLECTOR SAN JUAN GRADE TO NATIVIDAD	2	673	A	2	669	A	2	672	A
21	21	SANBORN ROAD EXTENSION BORONDA TO OLD STAGE	4	5,631	A	4	5,622	A	4	5,828	A
22	42	U.S. 101 PRUNEDALE BYPASS RUSSELL TO EASTSIDE EXPRESSWAY	-	-	-	4	44,115	C	4	22,991	A
23	42	U.S. 101 PRUNEDALE BYPASS EASTSIDE EXPRESSWAY TO CRAZY HORSE	-	-	-	4	44,115	C	4	54,637	C
24	26	WESTSIDE BOULEVARD EXTENSION DAVIS TO ALVIN EXTENSION	4	15,149	A	4	14,877	A	4	14,854	A
25	26	WESTSIDE BYPASS BLANCO TO MARKET	4	28,852	C	4	30,091	C	4	30,184	C
26	26	WESTSIDE BYPASS MARKET TO ROSSI	4	25,477	B	4	26,813	B	4	26,848	B

TABLE 5.2-6
NEW STREET NETWORK
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	IMPROVE- MENT NUMBER	STREET NAME	ANNUAL AVERAGE DAILY TRAFFIC								
			TRAFFIC MODEL								
			BUILDOUT - ALTERNATIVE 1			BUILDOUT - ALTERNATIVE 2			BUILDOUT - ALTERNATIVE 3		
			LANES	VOLUME	LOS	LANES	VOLUME	LOS	LANES	VOLUME	LOS
27	26	WESTSIDE BYPASS ROSSI TO ALVIN	4	20,395	B	4	21,697	B	4	21,740	B
28	26	WESTSIDE BYPASS ALVIN TO BORONDA	4	23,470	B	4	24,772	B	4	24,794	B
29	19	WILLIAMS - RUSSELL COLLECTOR WILLIAMS TO RUSSELL EXTENSION	2	2,971	A		2,953	A	2	3,264	A

NOTES:

1. Land Use Sources: The 2000 US Census and the California Employment Development Department.
2. LOS = Level of Service.

TABLE 5.2-5
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 1 - '210 SCENARIO'
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
1	ABBOTT ST S/O JOHN STREET	4	Undivided Arterial	N/S	25,906	E	26,413	E	34,662	F
2	ABBOTT ST N/O SANBORN ROAD	4	Divided Arterial	N/S	22,073	B	23,230	B	30,810	D
3	ABBOTT ST E/O HARKINS ROAD	4	Divided Arterial	N/S	18,932	A	17,528	A	22,294	B
4	ABBOTT ST CITY LIMITS	4	Undivided Arterial	N/S	10,908	A	11,165	A	2,857	A
5	ACACIA STREET E/O DAVIS ROAD	2	Collector	E/W	6,200	B	5,495	A	8,495	C
6	AIRPORT BOULEVARD W/O U.S. 101	4	Undivided Arterial	E/W	18,180	B	17,777	B	16,004	B
7	AIRPORT BOULEVARD W/O MOFFETT STREET	4 (3)	Divided Arterial (Divided Arterial)	E/W	10,000	A	10,719	A	13,916	A
8	W. ALISAL STREET N/O AMBROSE DRIVE	4	Undivided Arterial	N/S	8,207	A	8,179	A	15,860	A
9	W. ALISAL STREET W/O HOMESTEAD AVE.	4	Undivided Arterial	E/W	9,511	A	10,729	A	20,251	C
10	E. ALISAL STREET E/O MONTEREY STREET	4	Undivided Arterial	E/W	14,362	A	16,079	B	24,261	E
11	E. ALISAL STREET E/O FRONT STREET	4	Undivided Arterial	E/W	-	-	15,754	A	19,376	C
12	E. ALISAL STREET E/O WORK STREET	4	Undivided Arterial	E/W	16,956	B	18,172	B	20,866	C
13	E. ALISAL STREET E/O U.S. 101	4	Undivided Arterial	E/W	-	-	15,891	A	20,527	C
14	E. ALISAL STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	10,902	A	11,698	A	14,603	A
15	E. ALISAL STREET E/O SANBORN ROAD	4	Undivided Arterial	E/W	17,221	B	16,775	B	19,905	C
16	E. ALISAL STREET W/O E. MARKET STREET	4 (2)	Undivided Arterial (Arterial)	E/W	8,877	A	8,909	A	4,202	A
17	ALISAL ROAD S/O BARDIN ROAD	4 (2)	Undivided Arterial (Rural Highway)	N/S	-	-	6,786	B	12,115	A
18	E. ALVIN DRIVE E/O CHEROKEE DRIVE	4	Undivided Arterial	E/W	3,220	A	3,273	A	15,869	A
19	E. ALVIN DRIVE W/O MCKINNON STREET	4	Undivided Arterial	E/W	11,089	A	10,824	A	12,491	A
20	E. ALVIN DRIVE W/O NATIVIDAD RD	4	Undivided Arterial	E/W	11,186	A	12,457	A	16,616	B
21	BARDIN ROAD S/O WILLIAMS ROAD	4	Undivided Arterial	N/S	8,654	A	7,927	A	13,937	A
22	BERNAL DRIVE E/O N. MAIN STREET	4 (3)	Undivided Arterial (Divided Arterial)	E/W	12,136	B	12,539	B	17,092	B
23	W. BLANCO ROAD W/O DAVIS ROAD	4 (2)	Expressway (Rural Highway)	E/W	22,086	E	22,900	E	31,869	C
24	W. BLANCO ROAD E/O DAVIS ROAD	4 (2)	Divided Arterial (Arterial)	E/W	19,542	F	19,423	F	30,803	D
25	W. BLANCO ROAD W/O S. MAIN STREET	4	Divided Arterial	E/W	22,272	B	24,223	B	29,624	D
26	E. BLANCO ROAD E/O S. MAIN STREET	4	Divided Arterial	E/W	24,110	B	24,081	B	29,777	D
27	E. BLANCO ROAD E/O LA MESA WAY	4	Divided Arterial	E/W	24,778	B	25,526	C	31,295	D
28	E. BORONDA ROAD									

**TABLE 5.2-5
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 1 - '210 SCENARIO'
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
	E/O U.S. 101	6	Divided Arterial	E/W	42,997	C	42,957	C	37,704	B
29	E. BORONDA ROAD W/O MCKINNON STREET	6 (2)	Divided Arterial (Arterial)	E/W	24,388	F	25,219	F	35,980	B
30	E. BORONDA ROAD E/O MCKINNON STREET	6 (2)	Divided Arterial (Arterial)	E/W	19,566	F	21,116	F	26,354	A
31	E. BORONDA ROAD E/O NATIVIDAD ROAD	6 (2)	Divided Arterial (Arterial)	E/W	21,412	F	20,743	F	25,346	A
32	E. BORONDA ROAD E/O INDEPENDENCE BLVD.	6 (2)	Divided Arterial (Arterial)	E/W	-	-	16,753	E	32,360	B
33	E. BORONDA ROAD E/O CONSTITUTION BLVD.	6 (2)	Divided Arterial (Arterial)	E/W	7,861	A	8,461	A	19,568	A
34	E. BORONDA ROAD W/O WILLIAMS ROAD	6 (2)	Divided Arterial (Arterial)	E/W	4,997	A	5,204	A	24,288	A
35	CENTRAL AVENUE E/O DAVIS ROAD	2	Collector	E/W	3,855	A	3,488	A	1,973	A
36	CONSTITUTION BLVD. N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	15,926	A	16,258	A	23,612	B
37	CONSTITUTION BLVD. S/O E. BORONDA ROAD	4	Divided Arterial	N/S	5,161	A	4,398	A	11,148	A
38	N. DAVIS ROAD S/O BORONDA ROAD	4	Undivided Arterial	N/S	16,948	B	16,755	B	3,294	A
39	N. DAVIS ROAD N/O W. LAUREL DRIVE	4	Divided Arterial	N/S	-	-	21,674	A	19,040	A
40	N. DAVIS ROAD S/O W. LAUREL DRIVE	4	Divided Arterial	N/S	36,944	E	37,685	E	17,795	A
41	N. DAVIS ROAD S/O POST DRIVE	4	Divided Arterial	N/S	-	-	34,174	E	16,624	A
42	N. DAVIS ROAD N/O W. MARKET STREET	4	Divided Arterial	N/S	-	-	30,215	D	7,916	A
43	DAVIS ROAD N/O CENTRAL AVENUE	2 (2)	Arterial (Rural Highway)	N/S	-	-	28,912	F	1,932	A
44	DAVIS ROAD N/O W. ACACIA STREET	2 (2)	Arterial (Rural Highway)	N/S	27,430	F	27,119	F	1,664	A
45	DAVIS ROAD S/O W. BLANCO ROAD	4 (2)	Undivided Arterial (Rural Highway)	N/S	4,300	B	4,196	B	8,442	A
46	DEL MONTE AVENUE W/O N. SANBORN ROAD	2	Collector	E/W	6,526	B	6,947	B	7,869	C
47	DEL MONTE AVENUE W/O WILLIAMS ROAD	2	Collector	E/W	6,800	B	7,127	B	9,811	D
48	EL DORADO DRIVE S/O E. BORONDA ROAD	2	Collector	N/S	3,433	A	3,465	A	6,279	B
49	ESPINOSA ROAD W/O U.S. 101	4 (2)	Divided Arterial (Rural Highway)	E/W	9,500	C	9,688	C	9,946	A
50	FREEDOM PARKWAY E/O CONSTITUTION BLVD.	4	Undivided Arterial	E/W	7,111	A	6,708	A	11,918	A
51	FREEDOM PARKWAY W/O WILLIAMS ROAD	4	Undivided Arterial	E/W	5,348	A	5,361	A	7,176	A
52	FRONT STREET S/O E. ALISAL STREET	4	Divided Arterial	N/S	17,969	A	19,205	A	28,067	C
53	HARKINS ROAD S/O DAYTON STREET	2	Rural Highway	N/S	6,514	B	6,180	B	10,295	C
54	HARRIS ROAD W/O ABBOTT STREET	2	Rural Highway	N/S	8,120	C	8,779	C	15,130	D
55	HARRISON ROAD N/O RUSSELL ROAD	4 (2)	Undivided Arterial (Rural Highway)	N/S	-	-	3,160	A	19,606	C

TABLE 5.2-5
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 1 - '210 SCENARIO'
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
56	HEBERT ROAD E/O SAN JUAN GRADE RD.	2	Rural Highway	N/S	4,472	B	4,686	B	689	A
57	INDEPENDENCE BLVD. S/O E. BORONDA ROAD	4	Undivided Arterial	N/S	6,473	A	7,106	A	9,344	A
58	JOHN STREET E/O S. MAIN STREET	4	Undivided Arterial	E/W	-	-	10,465	A	10,357	A
59	JOHN STREET W/O ABBOTT STREET	4	Undivided Arterial	E/W	11,112	A	11,204	A	12,282	A
60	JOHN STREET E/O ABBOTT STREET	4	Undivided Arterial	E/W	23,450	D	24,147	E	28,007	F
61	JOHN STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	10,075	A	9,760	A	11,107	A
62	LAS CASITAS DRIVE S/O CONSTITUTION BLVD.	2	Collector	E/W	5,801	A	6,290	B	7,535	C
63	W. LAUREL DRIVE W/O U.S. 101	6	Divided Arterial	E/W	41,544	C	43,399	D	33,293	B
64	W. LAUREL DRIVE E/O U.S. 101	6 (4)	Divided Arterial (Undivided Arterial)	E/W	24,501	E	22,982	D	18,144	A
65	E. LAUREL DRIVE W/O LOMA DRIVE	4	Undivided Arterial	E/W	21,178	C	19,849	C	20,794	C
66	E. LAUREL DRIVE W/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	31,936	D	31,325	D	42,683	F
67	E. LAUREL DRIVE E/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	20,990	A	21,787	A	28,601	C
68	N. MAIN STREET S/O E. BORONDA ROAD	4	Divided Arterial	N/S	15,730	A	16,272	A	14,968	A
69	N. MAIN STREET S/O SAN JUAN GRADE ROAD	6	Divided Arterial	N/S	-	-	20,810	A	35,537	B
70	N. MAIN STREET S/O ALVIN DRIVE	6	Divided Arterial	N/S	26,766	A	26,838	A	31,760	A
71	N. MAIN STREET N/O LAUREL DRIVE	6	Divided Arterial	N/S	29,729	A	30,591	A	34,368	C
72	N. MAIN STREET S/O LAUREL DRIVE	6	Divided Arterial	N/S	29,127	A	27,324	A	34,785	E
73	N. MAIN STREET N/O U.S. 101	5	Divided Arterial	N/S	36,382	D	32,590	C	43,610	E
74	N. MAIN STREET N/O MARKET	6 (4)	Divided Arterial (Divided Arterial)	N/S	32,187	D	34,097	E	40,453	C
75	S. MAIN STREET S/O JOHN STREET	4	Divided Arterial	N/S	25,763	E	25,659	E	30,894	D
76	S. MAIN STREET N/O ROMIE LANE	4	Divided Arterial	N/S	26,727	C	28,113	C	33,695	E
77	S. MAIN STREET N/O BLANCO ROAD	4	Divided Arterial	N/S	26,097	C	24,436	B	28,588	C
78	S. MAIN STREET S/O BLANCO ROAD	4	Expressway	N/S	33,230	C	33,212	C	37,222	D
79	W. MARKET STREET E/O DAVIS ROAD	4	Divided Arterial	E/W	19,477	A	18,419	A	19,953	A
80	W. MARKET STREET W/O LINCOLN AVENUE	4	Divided Arterial	E/W	22,306	B	21,384	A	25,100	C
81	E. MARKET STREET W/O MONTEREY STREET	4	Divided Arterial	E/W	20,990	A	20,384	A	21,617	A
82	E. MARKET STREET E/O MONTEREY STREET	4	Divided Arterial	E/W	-	-	23,211	B	20,975	A
83	E. MARKET STREET									

TABLE 5.2-5
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 1 - '210 SCENARIO'
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
	E/O SHERWOOD DRIVE	4	Undivided Arterial	E/W	18,600	B	17,572	B	21,418	C
84	E. MARKET STREET E/O U.S. 101	4	Divided Arterial	E/W	21,485	A	23,208	B	25,933	C
85	E. MARKET STREET E/O HEBBRON AVE.	4	Undivided Arterial	E/W	17,102	B	18,615	B	20,952	C
86	E. MARKET STREET E/O N. SANBORN ROAD	4	Undivided Arterial	E/W	10,418	A	10,890	A	12,516	A
87	McKINNON STREET S/O E. BORONDA ROAD	2	Collector	N/S	8,488	C	7,182	B	15,130	F
88	MONTEREY STREET N/O E. GABILAN STREET	3	One-Way Arterial	N/S	13,294	A	12,738	A	16,065	B
89	MONTEREY STREET S/O E. ALISAL STREET	3	One-Way Arterial	N/S	11,554	A	11,561	A	14,244	A
90	NATIVIDAD ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Rural Highway)	N/S	7,131	C	7,246	C	14,986	A
91	NATIVIDAD ROAD S/O ARCADIA WAY	6	Divided Arterial	N/S	10,093	A	9,881	A	20,783	A
92	NATIVIDAD ROAD S/O E. ALVIN DRIVE	6	Divided Arterial	N/S	24,487	A	27,742	A	38,024	C
93	NATIVIDAD ROAD N/O E. LAUREL DRIVE	6	Divided Arterial	N/S	26,246	A	28,994	A	37,881	B
94	NATIVIDAD ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	30,516	D	29,328	D	40,436	F
95	OLD STAGE ROAD S/O NATIVIDAD ROAD	2	Rural Highway	N/S	1,225	A	1,155	A	9,644	C
96	POST DRIVE W/O DAVIS ROAD	4	Undivided Arterial	E/W	10,000	A	10,324	A	3,413	A
97	ROMIE LANE E/O LOS PALOS DR.	4	Undivided Arterial	E/W	8,878	A	8,564	A	9,867	A
98	ROSSI STREET E/O DAVIS ROAD	4 (2)	Divided Arterial (Arterial)	E/W	9,885	A	9,439	A	10,179	A
99	RUSSELL ROAD E/O U.S. 101	4 (2)	Divided Arterial (Arterial)	E/W	4,201	A	4,288	A	10,242	A
100	RUSSELL ROAD E/O VAN BUREN AVENUE	4 (2)	Divided Arterial (Arterial)	E/W	7,447	A	7,736	A	21,633	A
101	SALINAS STREET S/O W. ALISAL STREET	3	One-Way Arterial	N/S	12,887	A	11,036	A	14,608	A
102	S. SANBORN ROAD S/O U.S. 101	6 (4)	Divided Arterial (Divided Arterial)	E/W	26,892	C	24,127	B	28,656	A
103	S. SANBORN ROAD N/O U.S. 101	6 (4)	Divided Arterial (Divided Arterial)	N/S	26,619	C	26,000	C	28,978	A
104	N. SANBORN ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	22,476	B	21,180	A	23,124	B
105	N. SANBORN ROAD S/O DEL MONTE AVENUE	4	Undivided Arterial	N/S	11,238	A	10,857	A	12,033	A
106	N. SANBORN ROAD W/O FREEDOM PKWY.	4	Divided Arterial	N/S	4,297	A	4,473	A	7,224	A
107	SAN JUAN GRADE ROAD N/O RUSSELL ROAD	4 (2)	Divided Arterial (Arterial)	N/S	13,000	C	11,905	B	17,755	A
108	SAN JUAN GRADE ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Arterial)	N/S	14,700	D	14,766	D	14,063	A
109	SAN JUAN GRADE ROAD S/O E. BORONDA ROAD	4	Divided Arterial	N/S	-	-	12,199	A	15,251	A
110	SHERWOOD DRIVE N/O U.S. 101	4	Divided Arterial	N/S	22,135	B	22,417	B	27,105	C

**TABLE 5.2-5
GENERAL PLAN BUILDOUT WITH ALTERNATIVE 1 - '210 SCENARIO'
Daily Volumes and Associated Levels of Service on
on Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT		TRAFFIC MODEL			
					(99, 00 & 01) ¹ COUNT	LEVEL OF SERVICE	2000 VOLUME	LEVEL OF SERVICE	BUILDOUT VOLUME	LEVEL OF SERVICE
111	TOWT STREET W/O FREEDOM PKWY.	2	Collector	E/W	1,914	A	1,959	A	2,051	A
112	U.S. 101 N/O RUSSELL-ESPINOSA	6 (4)	Freeway (Expressway)	N/S	57,093	F	59,381	F	75,703	C
113	U.S. 101 N/O BORONDA ROAD	6 (4)	Freeway (Freeway)	N/S	-	-	68,540	D	74,342	C
114	U.S. 101 N/O LAUREL DRIVE	6 (4)	Freeway (Freeway)	N/S	-	-	56,500	C	65,668	C
115	U.S. 101 S/O LAUREL DRIVE	6 (4)	Freeway (Freeway)	N/S	55,430	C	53,121	C	68,843	C
116	U.S. 101 S/O N. MAIN STREET	6 (4)	Freeway (Freeway)	N/S	-	-	54,375	C	67,310	C
117	U.S. 101 S/O AIRPORT BLVD.	6 (4)	Freeway (Freeway)	N/S	26,107	B	26,997	B	36,860	B
118	WILLIAMS ROAD N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	-	-	17,171	A	34,366	E
119	WILLIAMS ROAD S/O DEL MONTE DRIVE	4	Divided Arterial	N/S	17,656	A	17,116	A	34,426	E
120	WILLIAMS ROAD S/O FREEDOM PARKWAY	4 (3)	Divided Arterial (Divided Arterial)	N/S	9,897	A	10,590	A	23,786	B
121	WILLIAMS ROAD N/O FREEDOM PARKWAY	4 (2)	Divided Arterial (Arterial)	N/S	5,698	A	5,609	A	19,943	A
122	WILLIAMS ROAD N/O E. BORONDA ROAD	4 (2)	Divided Arterial (Arterial)	N/S	2,340	A	2,154	A	5,905	A
123	WORK STREET S/O JOHN STREET	4	Undivided Arterial	N/S	3,500	A	3,505	A	6,744	A
124	WORK STREET W/O S. SANBORN ROAD	4	Undivided Arterial	N/S	-	-	3,675	A	6,771	A

NOTES:

1. Traffic volumes collected in 1999 through 2001, as provided by the City of Salinas and Caltrans. These more recent counts are used for model validation.
2. Land Use Sources: The 2000 US Census and the California Employment Development Department.
3. Traffic Network: Based on observations by staff of Monterey County, City of Salinas and Higgins Associates.
4. Number of Lanes and Facility Type shown are as proposed under this alternative. Existing lanes and facility type are shown in parentheses, if different from this alternative.
5. Highlighted segments operate at a deficient level of service under this scenario.

**TABLE 5.2-3
U.S. 101 DAILY TRAFFIC VOLUME SUMMARY
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	ANNUAL AVERAGE DAILY TRAFFIC															
		TRAFFIC COUNT			TRAFFIC MODEL												
		LANES	(99, 00 & 01) ² COUNT	LOS	EXISTING CONDITIONS			BUILDOUT - Alternative 1			BUILDOUT - Alternative 2			BUILDOUT - Alternative 3			
LANES	VOLUME				LOS	LANES	VOLUME	LOS	LANES	VOLUME	LOS	LANES	VOLUME	LOS			
1	U.S. 101 N/O RUSSELL-ESPINOSA	4	57,093	F	4	59,381	F	6	75,703	C	6	77,536	C	6	57,556	B	
2	U.S. 101 N/O BORONDA ROAD	4	-	-	4	68,540	D	6	74,342	C	6	77,536	C	6	57,556	B	
3	U.S. 101 N/O LAUREL DRIVE	4	-	-	4	56,500	C	6	65,668	C	6	68,173	C	4	48,138	B	
4	U.S. 101 S/O LAUREL DRIVE	4	55,430	C	4	53,121	C	6	68,843	C	6	72,547	C	4	52,679	B	
5	U.S. 101 S/O N. MAIN STREET	4	-	-	4	54,375	C	6	67,310	C	6	67,768	C	4	47,999	B	
6	U.S. 101 S/O AIRPORT BLVD.	4	26,107	B	4	26,997	B	6	36,860	B	6	39,414	B	4	20,443	A	
7	U.S. 101 S/O HARRIS ROAD	4	26,107	B	4	26,997	A	4	54,233	C	4	54,647	C	4	54,292	C	
8	U.S. 101 BYPASS N/O MAIN-OLD U.S. 101	-	-	-	-	-	-	-	-	-	4	44,115	C	4	22,991	A	
9	U.S. 101 BYPASS S/O CRAZY HORSE CYN.	-	-	-	-	-	-	-	-	-	4	44,115	C	4	54,637	C	

LOS Look-up Table

2
0 A
1700 A
1900 A
3100 A
3400 A
4600 A
5100 A
6000 A
6200 A
6900 A
7500 A
8500 A
9000 A
9400 A
10000 A

NOTES:

1. Traffic volumes collected in 1999 through 2001, as provided by the City of Salinas and Caltrans. These more recent counts are used for model validation.
2. Land Use Sources: The 2000 US Census and the California Employment Development Department.
3. Traffic Network: Based on observations by staff of Monterey County, City of Salinas and Higgins Associates.
4. LOS = Level of Service.
5. Highlighted segments operate at a deficient level of service under any scenario.

**TABLE 5.2-1
EXISTING CONDITIONS AND MODEL VALIDATION
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT				TRAFFIC MODEL	
					(98 & 99) ¹ COUNT	LEVEL OF SERVICE	(99, 00 & 01) ² COUNT	LEVEL OF SERVICE	MODEL VOLUME	LEVEL OF SERVICE
1	ABBOTT ST S/O JOHN STREET	4	Undivided Arterial	N/S	27,034	F	25,906	E	26,413	E
2	ABBOTT ST N/O SANBORN ROAD	4	Divided Arterial	N/S	22,552	B	22,073	B	23,230	B
3	ABBOTT ST E/O HARKINS ROAD	4	Divided Arterial	N/S	-	-	18,932	A	17,528	A
4	ABBOTT ST CITY LIMITS	4	Undivided Arterial	N/S	15,805	A	10,908	A	11,165	A
5	ACACIA STREET E/O DAVIS ROAD	2	Collector	E/W	6,194	B	6,200	B	5,495	A
6	AIRPORT BOULEVARD W/O U.S. 101	4	Undivided Arterial	E/W	19,540	C	18,180	B	17,777	B
7	AIRPORT BOULEVARD W/O MOFFETT STREET	3	Divided Arterial	E/W	-	-	10,000	A	10,719	A
8	W. ALISAL STREET N/O AMBROSE DRIVE	4	Undivided Arterial	N/S	-	-	8,207	A	8,179	A
9	W. ALISAL STREET W/O HOMESTEAD AVE.	4	Undivided Arterial	E/W	10,402	A	9,511	A	10,729	A
10	E. ALISAL STREET E/O MONTEREY STREET	4	Undivided Arterial	E/W	14,362	A	14,362	A	16,079	B
11	E. ALISAL STREET E/O FRONT STREET	4	Undivided Arterial	E/W	18,612	B	-	-	15,754	A
12	E. ALISAL STREET E/O WORK STREET	4	Undivided Arterial	E/W	18,709	B	16,956	B	18,172	B
13	E. ALISAL STREET E/O U.S. 101	4	Undivided Arterial	E/W	18,464	B	-	-	15,891	A
14	E. ALISAL STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	-	-	10,902	A	11,698	A
15	E. ALISAL STREET E/O SANBORN ROAD	4	Undivided Arterial	E/W	22,281	D	17,221	B	16,775	B
16	E. ALISAL STREET W/O E. MARKET STREET	2	Arterial	E/W	8,877	A	8,877	A	8,909	A
17	ALISAL ROAD S/O BARDIN ROAD	2	Rural Highway	N/S	5,659	B	-	-	6,786	B
18	E. ALVIN DRIVE E/O CHEROKEE DRIVE	4	Undivided Arterial	E/W	3,224	A	3,220	A	3,273	A
19	E. ALVIN DRIVE W/O McKINNON STREET	4	Undivided Arterial	E/W	11,000	A	11,089	A	10,824	A
20	E. ALVIN DRIVE W/O NATIVIDAD RD	4	Undivided Arterial	E/W	10,195	A	11,186	A	12,457	A
21	BARDIN ROAD S/O WILLIAMS ROAD	4	Undivided Arterial	N/S	-	-	8,654	A	7,927	A
22	BERNAL DRIVE E/O N. MAIN STREET	3	Divided Arterial	E/W	12,321	B	12,136	B	12,539	B
23	W. BLANCO ROAD W/O DAVIS ROAD	2	Rural Highway	E/W	-	-	22,086	E	22,900	E
24	W. BLANCO ROAD E/O DAVIS ROAD	2	Arterial	E/W	-	-	19,542	F	19,423	F
25	W. BLANCO ROAD W/O S. MAIN STREET	4	Divided Arterial	E/W	28,393	C	22,272	B	24,223	B
26	E. BLANCO ROAD E/O S. MAIN STREET	4	Divided Arterial	E/W	28,207	C	24,110	B	24,081	B
27	E. BLANCO ROAD E/O LA MESA WAY	4	Divided Arterial	E/W	-	-	24,778	B	25,526	C
28	E. BORONDA ROAD E/O U.S. 101	6	Divided Arterial	E/W	43,243	D	42,997	C	42,957	C

**TABLE 5.2-1
EXISTING CONDITIONS AND MODEL VALIDATION
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT				TRAFFIC MODEL	
					(98 & 99) ¹ COUNT	LEVEL OF SERVICE	(99, 00 & 01) ² COUNT	LEVEL OF SERVICE	MODEL VOLUME	LEVEL OF SERVICE
29	E. BORONDA ROAD W/O McKINNON STREET	2	Arterial	E/W	22,246	F	24,388	F	25,219	F
30	E. BORONDA ROAD E/O McKINNON STREET	2	Arterial	E/W	17,945	E	19,566	F	21,116	F
31	E. BORONDA ROAD E/O NATIVIDAD ROAD	2	Arterial	E/W	16,019	E	21,412	F	20,743	F
32	E. BORONDA ROAD E/O INDEPENDENCE BLVD.	2	Arterial	E/W	12,296	B	-	-	16,753	E
33	E. BORONDA ROAD E/O CONSTITUTION BLVD.	2	Arterial	E/W	-	-	7,861	A	8,461	A
34	E. BORONDA ROAD W/O WILLIAMS ROAD	2	Arterial	E/W	-	-	4,997	A	5,204	A
35	CENTRAL AVENUE E/O DAVIS ROAD	2	Collector	E/W	4,534	A	3,855	A	3,488	A
36	CONSTITUTION BLVD. N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	14,344	A	15,926	A	16,258	A
37	CONSTITUTION BLVD. S/O E. BORONDA ROAD	4	Divided Arterial	N/S	10,277	A	5,161	A	4,398	A
38	N. DAVIS ROAD S/O BORONDA ROAD	4	Undivided Arterial	N/S	10,407	A	16,948	B	16,755	B
39	N. DAVIS ROAD N/O W. LAUREL DRIVE	4	Divided Arterial	N/S	23,433	B	-	-	21,674	A
40	N. DAVIS ROAD S/O W. LAUREL DRIVE	4	Divided Arterial	N/S	-	-	36,944	E	37,685	E
41	N. DAVIS ROAD S/O POST DRIVE	4	Divided Arterial	N/S	35,435	E	-	-	34,174	E
42	N. DAVIS ROAD N/O W. MARKET STREET	4	Divided Arterial	N/S	35,469	E	-	-	30,215	D
43	DAVIS ROAD N/O CENTRAL AVENUE	2	Rural Highway	N/S	34,264	F	-	-	28,912	F
44	DAVIS ROAD N/O W. ACACIA STREET	2	Rural Highway	N/S	-	-	27,430	F	27,119	F
45	DAVIS ROAD S/O W. BLANCO ROAD	2	Rural Highway	N/S	-	-	4,300	B	4,196	B
46	DEL MONTE AVENUE W/O N. SANBORN ROAD	2	Collector	E/W	-	-	6,526	B	6,947	B
47	DEL MONTE AVENUE W/O WILLIAMS ROAD	2	Collector	E/W	6,889	B	6,800	B	7,127	B
48	EL DORADO DRIVE S/O E. BORONDA ROAD	2	Collector	N/S	-	-	3,433	A	3,465	A
49	ESPINOSA ROAD W/O U.S. 101	2	Rural Highway	E/W	-	-	9,500	C	9,688	C
50	FREEDOM PARKWAY E/O CONSTITUTION BLVD.	4	Undivided Arterial	E/W	11,611	A	7,111	A	6,708	A
51	FREEDOM PARKWAY W/O WILLIAMS ROAD	4	Undivided Arterial	E/W	6,007	A	5,348	A	5,361	A
52	FRONT STREET S/O E. ALISAL STREET	4	Divided Arterial	N/S	17,071	A	17,969	A	19,205	A
53	HARKINS ROAD S/O DAYTON STREET	2	Rural Highway	N/S	5,223	B	6,514	B	6,180	B
54	HARRIS ROAD W/O ABBOTT STREET	2	Rural Highway	N/S	-	-	8,120	C	8,779	C
55	HARRISON ROAD N/O RUSSELL ROAD	2	Rural Highway	N/S	-	-	-	-	3,160	A
56	HEBERT ROAD E/O SAN JUAN GRADE RD.	2	Rural Highway	N/S	-	-	4,472	B	4,686	B

**TABLE 5.2-1
EXISTING CONDITIONS AND MODEL VALIDATION
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT				TRAFFIC MODEL	
					(98 & 99) ¹ COUNT	LEVEL OF SERVICE	(99, 00 & 01) ² COUNT	LEVEL OF SERVICE	MODEL VOLUME	LEVEL OF SERVICE
57	INDEPENDENCE BLVD. S/O E. BORONDA ROAD	4	Undivided Arterial	N/S	4,511	A	6,473	A	7,106	A
58	JOHN STREET E/O S. MAIN STREET	4	Undivided Arterial	E/W	13,366	A	-	-	10,465	A
59	JOHN STREET W/O ABBOTT STREET	4	Undivided Arterial	E/W	-	-	11,112	A	11,204	A
60	JOHN STREET E/O ABBOTT STREET	4	Undivided Arterial	E/W	-	-	23,450	D	24,147	E
61	JOHN STREET W/O SANBORN ROAD	4	Undivided Arterial	E/W	13,034	A	10,075	A	9,760	A
62	LAS CASITAS DRIVE S/O CONSTITUTION BLVD.	2	Collector	E/W	5,308	A	5,801	A	6,290	B
63	W. LAUREL DRIVE W/O U.S. 101	6	Divided Arterial	E/W	40,396	C	41,544	C	43,399	D
64	W. LAUREL DRIVE E/O U.S. 101	4	Undivided Arterial	E/W	24,071	E	24,501	E	22,982	D
65	E. LAUREL DRIVE W/O LOMA DRIVE	4	Undivided Arterial	E/W	20,931	C	21,178	C	19,849	C
66	E. LAUREL DRIVE W/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	33,193	E	31,936	D	31,325	D
67	E. LAUREL DRIVE E/O CONSTITUTION BLVD.	4	Divided Arterial	E/W	20,270	A	20,990	A	21,787	A
68	N. MAIN STREET S/O E. BORONDA ROAD	4	Divided Arterial	N/S	-	-	15,730	A	16,272	A
69	N. MAIN STREET S/O SAN JUAN GRADE ROAD	6	Divided Arterial	N/S	22,547	A	-	-	20,810	A
70	N. MAIN STREET S/O ALVIN DRIVE	6	Divided Arterial	N/S	28,931	A	26,766	A	26,838	A
71	N. MAIN STREET N/O LAUREL DRIVE	6	Divided Arterial	N/S	30,962	A	29,729	A	30,591	A
72	N. MAIN STREET S/O LAUREL DRIVE	6	Divided Arterial	N/S	27,290	A	29,127	A	27,324	A
73	N. MAIN STREET N/O U.S. 101	5	Divided Arterial	N/S	42,105	E	36,382	D	32,590	C
74	N. MAIN STREET N/O MARKET	4	Divided Arterial	N/S	32,555	E	32,187	D	34,097	E
75	S. MAIN STREET S/O JOHN STREET	4	Undivided Arterial	N/S	29,481	F	25,763	E	25,659	E
76	S. MAIN STREET N/O ROMIE LANE	4	Divided Arterial	N/S	25,123	C	26,727	C	28,113	C
77	S. MAIN STREET N/O BLANCO ROAD	4	Divided Arterial	N/S	26,182	C	26,097	C	24,436	B
78	S. MAIN STREET S/O BLANCO ROAD	4	Expressway	N/S	33,814	C	33,230	C	33,212	C
79	W. MARKET STREET E/O DAVIS ROAD	4	Divided Arterial	E/W	17,740	A	19,477	A	18,419	A
80	W. MARKET STREET W/O LINCOLN AVENUE	4	Divided Arterial	E/W	22,706	B	22,306	B	21,384	A
81	E. MARKET STREET W/O MONTEREY STREET	4	Divided Arterial	E/W	-	-	20,990	A	20,384	A
82	E. MARKET STREET E/O MONTEREY STREET	4	Divided Arterial	E/W	22,901	B	-	-	23,211	B
83	E. MARKET STREET E/O SHERWOOD DRIVE	4	Undivided Arterial	E/W	19,661	C	18,600	B	17,572	B
84	E. MARKET STREET E/O U.S. 101	4	Divided Arterial	E/W	21,598	A	21,485	A	23,208	B

**TABLE 5.2-1
EXISTING CONDITIONS AND MODEL VALIDATION
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas**

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT				TRAFFIC MODEL	
					(98 & 99) ¹ COUNT	LEVEL OF SERVICE	(99, 00 & 01) ² COUNT	LEVEL OF SERVICE	MODEL VOLUME	LEVEL OF SERVICE
85	E. MARKET STREET E/O HEBBRON AVE.	4	Undivided Arterial	E/W	17,260	B	17,102	B	18,615	B
86	E. MARKET STREET E/O N. SANBORN ROAD	4	Undivided Arterial	E/W	9,268	A	10,418	A	10,890	A
87	McKINNON STREET S/O E. BORONDA ROAD	2	Collector	N/S	9,848	D	8,488	C	7,182	B
88	MONTEREY STREET N/O E. GABILAN STREET	3	One-Way Arterial	N/S	-	-	13,294	A	12,738	A
89	MONTEREY STREET S/O E. ALISAL STREET	3	One-Way Arterial	N/S	-	-	11,554	A	11,561	A
90	NATIVIDAD ROAD N/O E. BORONDA ROAD	2	Rural Highway	N/S	6,389	B	7,131	C	7,246	C
91	NATIVIDAD ROAD S/O ARCADIA WAY	6	Divided Arterial	N/S	-	-	10,093	A	9,881	A
92	NATIVIDAD ROAD S/O E. ALVIN DRIVE	6	Divided Arterial	N/S	21,935	A	24,487	A	27,742	A
93	NATIVIDAD ROAD N/O E. LAUREL DRIVE	6	Divided Arterial	N/S	24,862	A	26,246	A	28,994	A
94	NATIVIDAD ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	30,494	D	30,516	D	29,328	D
95	OLD STAGE ROAD S/O NATIVIDAD ROAD	2	Rural Highway	N/S	-	-	1,225	A	1,155	A
96	POST DRIVE W/O DAVIS ROAD	4	Undivided Arterial	E/W	-	-	10,000	A	10,324	A
97	ROMIE LANE E/O LOS PALOS DR.	4	Undivided Arterial	E/W	9,256	A	8,878	A	8,564	A
98	ROSSI STREET E/O DAVIS ROAD	2	Arterial	E/W	9,955	A	9,885	A	9,439	A
99	RUSSELL ROAD E/O U.S. 101	2	Arterial	E/W	-	-	4,201	A	4,288	A
100	RUSSELL ROAD E/O VAN BUREN AVENUE	2	Arterial	E/W	6,133	A	7,447	A	7,736	A
101	SALINAS STREET S/O W. ALISAL STREET	3	One-Way Arterial	N/S	-	-	12,887	A	11,036	A
102	S. SANBORN ROAD S/O U.S. 101	4	Divided Arterial	N/S	31,794	D	26,892	C	24,127	B
103	S. SANBORN ROAD N/O U.S. 101	4	Divided Arterial	N/S	26,202	C	26,619	C	26,000	C
104	N. SANBORN ROAD S/O E. LAUREL DRIVE	4	Divided Arterial	N/S	24,296	B	22,476	B	21,180	A
105	N. SANBORN ROAD S/O DEL MONTE AVENUE	4	Undivided Arterial	N/S	10,816	A	11,238	A	10,857	A
106	N. SANBORN ROAD W/O FREEDOM PKWY.	4	Divided Arterial	E/W	3,396	A	4,297	A	4,473	A
107	SAN JUAN GRADE ROAD N/O RUSSELL ROAD	2	Arterial	N/S	-	-	13,000	C	11,905	B
108	SAN JUAN GRADE ROAD N/O E. BORONDA ROAD	2	Arterial	N/S	-	-	14,700	D	14,766	D
109	SAN JUAN GRADE ROAD S/O E. BORONDA ROAD	4	Divided Arterial	N/S	9,847	A	-	-	12,199	A
110	SHERWOOD DRIVE N/O U.S. 101	4	Divided Arterial	N/S	22,135	B	22,135	B	22,417	B
111	TOWT STREET W/O FREEDOM PKWY.	2	Collector	E/W	2,832	A	1,914	A	1,959	A
112	U.S. 101 N/O RUSSELL-ESPINOSA	4	Expressway	N/S	-	-	57,093	F	59,381	F

TABLE 5.2-1
EXISTING CONDITIONS AND MODEL VALIDATION
Daily Volumes and Associated Levels of Service on
Roadway and Highway Segments Within and Near the City of Salinas

NO.	STREET NAME	NUMBER OF LANES	FACILITY TYPE	DIRECTION OF TRAVEL	ANNUAL AVERAGE DAILY TRAFFIC					
					TRAFFIC COUNT				TRAFFIC MODEL	
					(98 & 99) ¹ COUNT	LEVEL OF SERVICE	(99, 00 & 01) ² COUNT	LEVEL OF SERVICE	MODEL VOLUME	LEVEL OF SERVICE
113	U.S. 101 N/O BORONDA ROAD	4	Freeway	N/S	-	-	-	-	68,540	D
114	U.S. 101 N/O LAUREL DRIVE	4	Freeway	N/S	-	-	-	-	56,500	C
115	U.S. 101 S/O LAUREL DRIVE	4	Freeway	N/S	-	-	55,430	C	53,121	C
116	U.S. 101 S/O N. MAIN STREET	4	Freeway	N/S	-	-	-	-	54,375	C
117	U.S. 101 S/O AIRPORT BLVD.	4	Freeway	N/S	-	-	26,107	B	26,997	B
118	WILLIAMS ROAD N/O E. LAUREL DRIVE	4	Divided Arterial	N/S	17,070	A	-	-	17,171	A
119	WILLIAMS ROAD S/O DEL MONTE DRIVE	4	Divided Arterial	N/S	14,935	A	17,656	A	17,116	A
120	WILLIAMS ROAD S/O FREEDOM PARKWAY	3	Divided Arterial	N/S	7,719	A	9,897	A	10,590	A
121	WILLIAMS ROAD N/O FREEDOM PARKWAY	2	Arterial	N/S	-	-	5,698	A	5,609	A
122	WILLIAMS ROAD N/O E. BORONDA ROAD	2	Arterial	N/S	-	-	2,340	A	2,154	A
123	WORK STREET S/O JOHN STREET	4	Undivided Arterial	N/S	4,433	A	3,500	A	3,505	A
124	WORK STREET W/O S. SANBORN ROAD	4	Undivided Arterial	N/S	2,619	A	-	-	3,675	A

NOTES:

1. Traffic volumes collected in 1998 and 1999 from *Existing Conditions - Traffic and Circulation - City of Salinas General Plan Update*, DKS Associates, May 30, 2000.
2. Traffic volumes collected in 1999 through 2001, as provided by the City of Salinas and Caltrans. These more recent counts are used for model validation.
3. Land Use Sources: The 2000 US Census and the California Employment Development Department.
4. Traffic Network: Based on observations by staff of Monterey County, City of Salinas and Higgins Associates.
5. Highlighted segments operate at a deficient level of service under this scenario.

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
PROJECT-LEVEL IMPACTS		
SIGNIFICANT AND UNAVOIDABLE IMPACTS		
5.2 Traffic		
<p>Regional Highway System</p> <p>A portion of City generated traffic will also impact state highways and county roads beyond the immediate vicinity of the City of Salinas. As indicated on Table 5.2-12, 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 these roadways will continue to deteriorate with all of these roadways operating at Level of Service E or F by the year 2020. Some of the necessary roadway improvements may be able to be implemented if the County of Monterey, the Transportation Agency for Monterey County (TAMC) and cities within Monterey County are able to develop additional funding sources. A Regional Traffic Impact fee is being considered by the TAMC at the present</p>	<p>C5. The City will implement Implementation Program C-5. Implementation Program C-5 requires the City to reduce expenditure, improve design, and minimize traffic disruption by working with the Transportation Agency for Monterey County (TAMC), Caltrans, MST, AMBAG, Monterey Bay Unified Air Pollution Control District, and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. In addition, the impacts of discretionary development projects and major transportation projects will be monitored by the City and mitigation may be required.</p> <p>C7. The City will to continue to monitor the planning process for regional circulation improvements to analyze how they would impact the Salinas circulation system. Regional roadway system impacts will be considered when making land use decisions for major development proposals within the City. If necessary, the City will revise the General Plan Circulation System to address the impact from these modifications regional circulation system improvements..</p>	<p>The City will continue to work with regional transportation agencies to address the need for regional improvements as identified in Mitigation Measures C5 and C7, but, until funding is identified, implementation of the proposed General Plan may result in a significant and unavoidable impact to the regional highway system.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>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 at least some of the additional roadway improvements will be able to be implemented. Because it is speculative to anticipate additional funding at the present time, it must be assumed that no additional funding will be available and implementation of the proposed project will result in a significant and unavoidable impact to the regional highway system.</p>		
<p>5.3 Noise</p>		
<p>Vehicular Traffic</p> <p>Implementation of the Salinas General Plan will allow new development within the planning area. Such development will generate additional traffic that will increase noise levels along the roadways. As identified in Figure 5.3-4, certain portions of the City will be subject to noise levels exceeding the City's noise standards. This may result in existing development and future development</p>	<p>N2. The City will apply Implementation Program N-1 during the review phase of discretionary development proposals. Implementation Program N-1 requires the City to review 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 (Figure N-1 and N-2 of the Noise Element) shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Code, Noise Ordinance, the Noise Contours Map (Figures N-1 and N-2 of the Noise Element), and Tables N-3 and N-4 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</p>	<p>Mitigation Measure N2 <u>and</u> N5 require the City to review development proposals per the California Environmental Quality Act (CEQA) <u>and utilize noise reduction methods to reduce the impact on existing development.</u> Implementation of Mitigation Measures N2 <u>and</u> N5 will reduce this impact to the extent feasible; however, there is no guarantee that existing development within the noise impact contours will be</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>areas being exposed to excessive noise levels. This is considered a potentially significant impact. Because the noise contours of each alternative Circulation Element scenario (Buildout with Prunedale Bypass and Eastern Expressway, Buildout without Roadway Improvements, and Buildout with the Prunedale Bypass) are similar to the proposed Circulation Element scenario, these scenarios would also result in a significant noise impact due to vehicular traffic.</p>	<p>methods, the proposed project will be determined “Clearly Unacceptable” and will not be approved.</p> <p>N5- <u>The City will implement Implementation Program N-5 which requires the City to reduce the impact of vehicular noise affecting existing residential development through the addition of noise reduction methods such as sound walls, berms, or others.</u></p>	<p>retrofitted to reduce the noise impacts to a level less than significant. Because of this future noise impacts associated with vehicular traffic will remain significant and unavoidable.</p>
<p>5.4 Air Quality</p>		
<p>Short-Term Impact</p> <p>Construction related emissions would have to be evaluated on a project specific basis. However, based on the time frame of the General Plan, it is likely that construction of projects of sufficient magnitude to exceed the MBUAPCD construction thresholds would occur. As such, the potential short-term air quality impacts from construction of allowed General Plan land uses are considered significant for CO, SOx and PM10.</p>	<p>AQ1. The City will apply Implementation Program COS-21. Implementation Program COS-21 requires the City to reduce dust and particulate matter levels by implementing fugitive dust control measures such as:</p> <ul style="list-style-type: none"> • Restrict outdoor storage of fine particulate matter; • Provide tree buffers between new residential and adjacent agricultural uses; • Monitor construction and agricultural activities and emissions; and • Pave areas used for vehicular maneuvering. <p>AQ2. The City will apply Implementation Program COS-23. Implementation Program COS-23 requires the City to continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with the MBUAPCD and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG and the District.</p>	<p>Implementation of Mitigation Measures AQ1 through AQ3 will reduce this impact to the extent feasible; however, this impact will remain significant and unavoidable.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>AQ3. The City will apply Implementation Program COS-25. Implementation Program COS-25 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 feasible.</p>	
<p>Long-Term Impact</p> <p>In its <i>1997 Regional Population and Employment Forecast</i>, AMBAG forecasted a population of approximately 130,200 persons in Salinas for the Year 2000. However, the recently completed 2000 Census identified a population of approximately 143,800 persons in Salinas. It can thus be assumed that population and employment projections contained in the <i>1997 Regional Population and Employment Forecast</i> by AMBAG for years 2000 through 2020 for Salinas are significantly lower than will actually occur. Thus, the General Plan projections for 2020 for Salinas are not consistent with the population projections identified by AMBAG for 2020 (approximately 170,100). Instead, the General Plan projections assume the <i>level</i> of growth that AMBAG anticipated to occur between 2000 and 2020 (approximately</p>	<p>AQ1. The City will apply Implementation Program COS-21. Implementation Program COS-21 requires the City to reduce dust and particulate matter levels by implementing fugitive dust control measures such as:</p> <ul style="list-style-type: none"> • Restrict outdoor storage of fine particulate matter; • Provide tree buffers between new residential and adjacent agricultural uses; • Monitor construction and agricultural activities and emissions; and • Pave areas used for vehicular maneuvering. <p>AQ2. The City will apply Implementation Program COS-23. Implementation Program COS-23 requires the City to continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with the MBUAPCD and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG and the District.</p> <p>AQ3. The City will apply Implementation Program COS-25. Implementation Program COS-25 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 feasible.</p> <p>AQ4. The City will apply Implementation Program COS-22. Implementation Program COS-22 requires the City to include electric vehicle charging areas in new public and private development and redevelopment projects. The City shall also inform</p>	<p>Mitigation Measures AQ1 through AQ7 will reduce this impact to a degree; however, the inconsistency with the adopted AQMP will remain significant and unavoidable.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>40,000 persons) is valid. When this 40,000 is added to the actual year 2000 population of approximately 143,800 as identified by the Census, the City's population projection for 2020 is 183,800, approximately 13,700 higher than AMBAG's 2020 projection of 170,100.</p> <p>Based on the difference between AMBAG's projections and those expected to occur according to the General Plan, emissions attributable to General Plan implementation are inconsistent with the AQMP. Inconsistency with the population estimates would result in emissions not accounted for in the AQMP and would conflict with the applicable air quality plan (AQMP). Inconsistency with the population estimates used in the AQMP would cause a delay in the attainment of the AAQS due to the increased emissions associated with a population projection larger than was used in the emissions inventory for the AQMP. This inconsistency in population forecasts is considered to result in a significant air quality impact.</p>	<p>property owners of electric vehicle charging area programs when plans for development and redevelopment projects are submitted.</p> <p>AQ5. The City will apply Implementation Program COS-24. Implementation Program COS-24 requires the City to coordinate with the MBUAPCD and AMBAG to support the updated Transportation Control Measures as described in detail in the most recent AQMP. Currently, these measures include:</p> <ul style="list-style-type: none"> • Improved Public Transit Service • Areawide Transportation Demand Management • Signal Synchronization • New and Improved Bicycle Facilities • Alternative Fuels • Livable Communities (communities designed to reduce automobile dependency). • Selected Intelligent Transportation Systems • Traffic Calming <p>AQ6. The City will apply Implementation Program COS-30. Implementation Program COS-30 requires the City to implement energy conservation measures in public buildings through the following actions:</p> <ul style="list-style-type: none"> • 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. <p>AQ7. The City will apply Implementation Program COS-31. Implementation Program COS-31 requires the City to promote retrofit programs to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.</p>	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
5.5 Hydrology/Water Quality		
<p>Groundwater</p> <p>Salinas relies solely on groundwater to meet its urban and agricultural demands.</p> <p>Implementation of the General Plan has the potential to affect the quality and supply of groundwater in the following ways:</p> <ul style="list-style-type: none"> • The proposed General Plan will create a need for the expansion of facilities to meet the additional water use demands and fire flow requirement. To meet the increased demand for water, new wells may need to be constructed or existing wells may need to be made deeper. • Increased pumping of groundwater may exacerbate the contamination of the water supply by seawater intrusion and increases the degradation of the water supply by nitrate contamination. • Increases in impervious surfaces may result in a reduction in the amount of water that infiltrates the 	<p>HW4. The City will implement Implementation Program COS-3 on an ongoing basis. Implementation Program COS-3 requires the City, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.</p> <p>HW9. The City will implement Implementation Program LU-14 on an ongoing basis and in response to development proposals. Implementation Program LU-14 requires the City to review development proposals and require necessary studies and water conservation and mitigation measures to ensure adequate water and sewer service.</p> <p>HW10. The City will implement Implementation Program COS-2 on an ongoing basis. Implementation Program COS-2 requires the City to continue 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 Salinas.</p> <p>HW11. The City will implement Implementation Program COS-5 on an ongoing basis. Implementation Program COS-5 requires the City to cooperate with the County of Monterey Water Resources Agency and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the groundwater.</p> <p>HW12. The City will implement Implementation Program COS-6 on an ongoing basis. Implementation Program COS-6 requires the City, in cooperation with the state,</p>	<p>Implementation of Mitigation Measures HW4 and HW9 through HW13 will reduce this potential impact to a 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.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>soil to the groundwater table, which leads to a reduction in the groundwater recharge rate over time; and</p> <ul style="list-style-type: none"> Development allowed by the proposed General Plan may result in an increase in the amount of industrial chemicals and urban contaminants infiltrating groundwater supplies, further decreasing groundwater quality. <p>The above effects of the General Plan may result in a significant impact to the supply and quality of groundwater in the Salinas Watershed.</p>	<p>regional, and local water agencies and suppliers, participate in programs that seek to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, the City shall support the expansion of the use of recycled water for urban and agricultural irrigation and cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.</p> <p>HW13. The City will implement Implementation Program COS-7 on an ongoing basis. Implementation Program COS-7 requires the City to encourage water conservation throughout Salinas in the following ways:</p> <ul style="list-style-type: none"> Implementing the Salinas Urban Water Conservation Plan, the purpose of which is to reduce pumping of water from the Salinas Valley Groundwater Basin for urban uses to the maximum extent feasible and to reduce overall pumping from the Salinas Valley Groundwater Basin by fifteen percent from the pumping that occurred in 1987; Regulating development with the City’s Landscaping and Irrigation Ordinance, which requires developments to apply xeriscape principles including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices; Supporting the production of recycled water and developing new use for recycled water; and Applying water conservation techniques/project “water budgets” to achieve a significant reduction over historic use and over average uses for the proposed type of development by the incorporation of water conservation devices, such as low-flow toilets, flow restriction devices and water conserving appliances in new public and private development and rehabilitation projects. 	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
5.8 Cultural Resources		
<p>Historic and Archaeological Resources</p> <p>Portions of the planning area contain potentially significant historical resources. Implementation of the General Plan may result in new development in the planning area. Most of the anticipated development will occur in vacant areas where there are no structures. However, small urban in-fill development or redevelopment projects that are not subject to discretionary review by the City may also occur that could involve the removal or alteration of existing structures with historical value or significance.</p> <p>As described previously, the Carr Lake/Natividad Creek corridor and a wide band on either side of Highway 101 in the northwest portion of the planning area are the only areas within the planning area that have a potential for high sensitivity (potential for archaeological resources). Implementation of the General Plan may result in development in some of</p>	<p>CR1. The City will implement Implementation Program COS-12 prior to the approval of a discretionary project. Implementation Program COS-12 requires the City to assess discretionary development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to Section 15064.5 of the California Environmental Quality Act Guidelines.</p> <p>a. For structures that potentially have historic significance, the City will 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.</p> <p>b. For all development proposals located within the Carr Lake/Natividad Creek corridor, the City will require a study to be conducted by a professional archaeologist. The objective of the study is to determine if significant archaeological resources are potentially 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 the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.</p> <p>c. The City will assess development proposals for potential impacts to significant 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 paleontologist to determine if 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 paleontological materials, or require mitigation</p>	<p>Implementation of Mitigation Measures CR1, CR2, and CR3 would potentially reduce the impact to historic and archaeological resources to a level less than significant. However, the above mitigation measures may not reduce the potentially significant impacts to historic and archaeological resources for the following reasons: Mitigation Measure CR1 would apply only to discretionary permits, which would allow ministerial projects to be processed without being reviewed and subjected to the requirements of Mitigation Measures CR1; Mitigation Measure CR2, which is presented as a way to extend the discretionary review powers of the City over projects with potential impacts to historic and archaeological resources only requires the City to consider implementing the historic/architectural preservation ordinance. In effect, there is no assurance at this time that the historic/architectural preservation</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>the vacant areas with a high potential of containing archaeological resources. Construction that could occur in these areas has the potential to impact archaeological resources. A significant impact to historic and archaeological could occur as a result of the proposed project.</p>	<p align="center">measures to mitigate the impacts.</p> <p>CR2. The City will implement Implementation Program COS-13 on an ongoing basis. Implementation Program COS-13 requires the City to consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. TDR could benefit the community by protecting historic resources through an agreement that allows the development potential (“rights”) on the historic property to be transferred to another property when the historic resources on the original property is preserved.</p> <p>The Mills Act program would involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.</p> <p>CR3. The City will implement Implementation Program COS-14 on an ongoing basis. Implementation Program COS-14 requires the City to promote public awareness and encourage tourism in the City by actively identifying the community’s many historic resources through the location of historic landmark plaques and the Historic House Tour Guide. Promote tours of these sites on the City’s and other organization’s websites.</p>	<p>ordinance would actually be adopted and implemented by the City; and Mitigation Measure CR3 does not place specific requirements on property owners or the City to protect significant historic and archaeological resources. Because no other mitigation has been identified that would definitively reduce the potentially significant impacts to historic and archaeological resources to a level less than significant, the impact to historic and archaeological resources is significant and unavoidable.</p>
<p>5.9 Agricultural Resources</p>		
<p>Loss of Agricultural Land</p>	<p>AG1. The City will implement Implementation Program COS-9, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda</p>	<p>Implementation of Mitigation Measures AG1 and AG2 will help</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>Implementation of the proposed General Plan will result in conversion of much of the agricultural land within the City limits to park lands and other urban uses. As part of the General Plan process, the community of Salinas indicated that land designated for future growth outside the City limits should be minimized to protect the valuable agricultural resources. The Future Growth Areas are located away from the best agricultural lands in the south and west. Even though the land designated for future growth outside the City limits will be minimized to protect the valuable agricultural resources, a significant impact associated with loss of agricultural resources has been identified.</p>	<p>Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.</p> <p>AG2. The City will implement Implementation Program LU-7, which requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. Establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.</p>	<p>to minimize the impact related to the loss of important farmland to the extent feasible; however, the impact related to the loss of agricultural resources will remain significant and unavoidable.</p>
<p>5.13 Public Services and Utilities</p>		
<p>Water Quality and Supply</p> <p>The availability of good quality groundwater may be negatively impacted by the ongoing problems related to seawater intrusion and nitrate contamination. If too much of the groundwater basin becomes contaminated, reducing available</p>	<p>HW4. The City will implement Implementation Program COS-3 on an ongoing basis. Implementation Program COS-3 requires the City, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.</p>	<p>Implementation of Mitigation Measures HW4 and HW9 through HW13 will reduce the potential groundwater supply impact to a degree; however, the potential impacts associated with the increased pumping of groundwater will remain significant and unavoidable.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>supplies, the demand for potable water generated by development allowed under the General Plan may exceed available supply. This would be considered a significant impact.</p>	<p>HW9. The City will implement Implementation Program LU-14 on an ongoing basis and in response to development proposals. Implementation Program LU-14 requires the City to review development proposals and require necessary studies and water conservation and mitigation measures to ensure adequate water and sewer service.</p> <p>HW10. The City will implement Implementation Program COS-2 on an ongoing basis. Implementation Program COS-2 requires the City to continue 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 Salinas.</p> <p>HW11. The City will implement Implementation Program COS-5 on an ongoing basis. Implementation Program COS-5 requires the City to cooperate with the County of Monterey Water Resources Agency and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the groundwater.</p> <p>HW12. The City will implement Implementation Program COS-6 on an ongoing basis. Implementation Program COS-6 requires the City, in cooperation with the state, regional, and local water agencies and suppliers, participate in programs that seek to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, the City shall support the expansion of the use of recycled water for urban and agricultural irrigation and cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.</p> <p>HW13. The City will implement Implementation Program COS-7 on an ongoing basis. Implementation Program COS-7 requires the City to encourage water conservation throughout Salinas in the following ways:</p> <ul style="list-style-type: none"> • Implementing the Salinas Urban Water Conservation Plan, the purpose of which is to reduce pumping of water from the Salinas Valley Groundwater 	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>Basin for urban uses to the maximum extent feasible and to reduce overall pumping from the Salinas Valley Groundwater Basin by fifteen percent from the pumping that occurred in 1987;</p> <ul style="list-style-type: none"> • Regulating development with the City’s Landscaping and Irrigation Ordinance, which requires developments to apply xeriscape principles including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices; • Supporting the production of recycled water and developing new use for recycled water; and • Applying water conservation techniques/project “water budgets” to achieve a significant reduction over historic use and over average uses for the proposed type of development by the incorporation of water conservation devices, such as low-flow toilets, flow restriction devices and water conserving appliances in new public and private development and rehabilitation projects. 	
<p>Solid Waste</p> <p>Implementation of the 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. The Salinas Valley Solid Waste Authority has adequate landfill capacity under currently permitted landfill sites to continue receiving waste until 2015. The Salinas Valley Solid Waste Authority is presently circulating for comment a Regional</p>	<p>PSU6. The City shall continue to support and cooperate with the Authority and waste haulers in their efforts to increase recycling activities in order to achieve the mandated 50 percent waste diversion goal.</p>	<p>Implementation of Mitigation Measure PSU6 will reduce the impact to the extent feasible, but will not avoid a significant impact. Mitigation Measure PSU6 requires the City to continue to support and cooperate with the Authority and waste haulers in their efforts to increase recycling activities. Implementation of the proposed General Plan will result in an unavoidable, significant impact related to the landfill capacity. While an unavoidable, significant impact is identified, it is anticipated that it will not occur, since the</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>Facilities Expansion EIR, which identifies proposed scenarios to accommodate the long-term disposal needs of all Salinas Valley residents. The Authority anticipates that the current CEQA process and certification of the EIR will be completed and fully implemented prior to 2015, when existing capacity will be exceeded. The current planning project will also ensure future compliance with federal, state, and local statutes and regulations related to solid waste since the EIR and its project will address the long-term disposal needs of Salinas Valley residents. Since the Regional Facilities Expansion EIR not yet been adopted, a significant impact associated with the landfill capacity may occur if an expansion plan is not adopted to provide long term capacity to meet the needs generated by the proposed General Plan.</p>		<p>Authority is working to expand capacity.</p>
PROJECT-LEVEL IMPACTS MITIGATED TO A LEVEL LESS THAN SIGNIFICANT		
5.1 Land Use and Planning		
Salinas Zoning Code	LU1. The City will implement Implementation Program LU-3, which requires the City to	Implementation of Mitigation

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>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.</p>	<p>review and update the Zoning Code and Subdivision Ordinance to ensure consistency with the General Plan and to help implement the General Plan policies and <i>New Urbanism</i> principles.</p>	<p>Measure LU1 will reduce the impact to a level less than significant.</p>
<p>Greater Salinas Area Plan</p> <p>Implementation of the proposed General Plan will result in development outside the existing City limits, into the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to the Greater Salinas Area Plan. The implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a significant impact.</p>	<p>LU2. The City will implement Implementation Program LU-8, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCo and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space.</p>	<p>Implementation of Mitigation Measure LU2 will reduce the impact to a level less than significant.</p>
<p>Salinas Municipal Airport Master Plan</p> <p>The proposed General Plan will result</p>	<p>LU3. The City will implement Implementation Program LU-21, which requires the City to update and implement the Airport Master Plan. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define</p>	<p>Implementation of Mitigation Measure LU3 will reduce any other potentially significant impact resulting from new development</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>in an increase in development in the areas surrounding the Salinas Municipal Airport that are subject to noise and safety impacts identified in the Master Plan. A significant impact would occur if implementation of the proposed General Plan results in the development of land uses that are not compatible with the Salinas Municipal Airport Master Plan. For the most part, the proposed General Plan Land Use Map designates compatible land uses for the areas surrounding the Airport. Implementation of Mitigation Measure LU3 will reduce any other potentially significant impact resulting from new development adjacent to the Airport to a less than significant level.</p>	<p>how the Eastern bypass can best be integrated with Instrument Landing System (ILS) approach, and determine limitations on surrounding land uses and new runways to allow continuation of airport operations, including the potential lengthening of runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.</p>	<p>adjacent to the Airport to a less than significant level.</p>
<p>Monterey County Airport Land Use Plan</p> <p>The proposed General Plan will result in an increase in development in the areas surrounding the Salinas Municipal Airport that are subject to noise and safety impacts identified in the Airport Land Use Plan. A significant impact would occur if implementation of the proposed General Plan results in the development of land uses that are not</p>	<p>LU4. The City will implement Implementation Program LU-22, which requires the City to continue to support the implementation of the Monterey County Airport Land Use Plan (MCALUP) and support the timely update of the MCALUP to meet new State guidelines.</p>	<p>Implementation of Mitigation Measure LU4 will reduce the impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
compatible with the Monterey County Airport Land Use Plan.		
<p>Boronda Memorandum of Understanding</p> <p>Implementation of the General Plan will result in the eventual annexation of additional land to the City in order to accommodate future growth. Annexed land will be converted from agricultural use to urban use. A significant land use impact may occur if agricultural land that has been designated for preservation (to the west and south) by the Boronda Memorandum of Understanding is converted to urban uses. Implementation of Mitigation Measures LU5 and LU6 will reduce the impact to a level less than significant.</p>	<p>LU5. The City will implement Implementation Program COS-9, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.</p> <p>LU6. The City will implement Implementation Program LU-7, which requires the City to encourage City-Centered Growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.</p>	<p>Implementation of Mitigation Measures LU5 and LU6 will reduce the impact to a level less than significant.</p>
5.2 Traffic/Circulation		
<p>Local Roadway System</p> <p>The circulation network included in the</p>	<p>C1. In addition to the roadway improvements identified in Table 5.2-4, the City will</p>	<p>Mitigation Measures C1 through C6</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>proposed General Plan will substantially mitigate traffic operational deficiencies throughout the City of Salinas. However, a number of additional streets will require capacity improvements beyond those identified in the base improvement program to achieve an acceptable LOS D or better, as shown in Table 5.2-7. Without the improvements depicted in the General Plan and in Table 5.2-7, a significant impact to the local roadway system may occur.</p>	<p>implement the roadway improvements identified in Table 5.2-7 as needed to provide a level of service D or better along City roadways.</p> <p>C2. The City will implement Implementation Program C-1. Implementation Program C-1 requires the City to review discretionary development proposals for potential impacts to the transportation system. 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 <u>vehicle delay calculations in accordance with the latest version of the <i>Highway Capacity Manual</i>, Transportation Research Board the Vehicle Delay and the Highway Capacity Manual calculations.</u> 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.</p> <p>C3. The City will implement Implementation Program C-2. Implementation Program C-2 requires the City to update the Traffic Fee Ordinance to reflect projected circulation needs and apply the revised ordinance to applicable developments. The City will consider including alternative modes of transportation (bicycle and pedestrian) as projects eligible for use of Traffic Impact Fees. The City will also work with other local agencies, as well as the Transportation Agency for Monterey County (TAMC) and Caltrans on development of a regional traffic impact fee, to assist in the funding of regional transportation improvements throughout Monterey County.</p> <p>C4. The City will implement Implementation Program C-3. Implementation Program C-3 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.</p> <p>C5. The City will implement Implementation Program C-5. Implementation Program C-5 requires the City to reduce expenditure, improve design, and minimize traffic</p>	<p>will result in the improvement of LOS to an acceptable level of service for all local roadway segments, reducing the impact to the local roadway system to a less than significant impact.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>disruption by working with the Transportation Agency for Monterey County (TAMC), Caltrans, MST, AMBAG, Monterey Bay Unified Air Pollution Control District, and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. In addition, the impacts of discretionary development projects and major transportation projects will be monitored by the City and mitigation may be required.</p> <p>C6. The City will implement Implementation Program C-7. Implementation Program C-7 requires the City to support the implementation of the Transportation Control Measures contained in the Monterey Bay Unified Air Pollution Control District's (APCD) Air Quality Management Plan to help reduce traffic congestion and encourage the use of alternative modes of transportation.</p>	
<p>Salinas Municipal Airport</p> <p>Implementation of the proposed General Plan may result in an increase in the number of individuals and businesses using the Salinas Municipal Airport, as well as new development in the area subject to aircraft noise and safety hazards. An increase in airport users and construction of incompatible development within the airport area of influence has the potential to result in a change in air traffic patterns, including either an increase in traffic levels or additional safety risks associated with new development in areas subject to airport operations. This is considered a potentially significant impact.</p>	<p>C8. The City will implement Implementation Program LU-21. Implementation Program LU-21 requires the City to update and implement the Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses and new roadways to allow continuation of airport operations, including the potential lengthening of runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.</p> <p>C9. The City will implement Implementation Program C-8. Implementation Program C-8 requires the City to continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport and encourage ALUC to update its County Airport Land Use Plan.</p>	<p>Implementation of Mitigation Measures C8 and C9 would reduce the potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
5.3 Noise		
<p>Construction Activities</p> <p>Implementation of the Salinas General Plan would result in additional development within the planning area, which would generate noise associated with construction activity. Noise from construction activity would have the potential to impact noise sensitive land uses adjacent to construction sites.</p> <p>Construction equipment generates high levels of intermittent noise ranging from 70 dBA to 105 dBA, resulting in a significant impact where noise sensitive land uses adjoin construction sites. This is considered a potentially significant noise impact. Although construction activities will result in a noise impact at such locations, this impact will be short-term in nature and will cease upon completion of construction.</p>	<p>N1. The City will apply Implementation Program N-4 during the construction phase of proposed projects within the community. Implementation Program N-4 requires 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, Salinas Zoning Code, and Chapter 21A of the Municipal Code).</p>	<p>Although construction activities will result in a noise impact at certain locations, this impact will be short-term in nature and will cease upon completion of construction. Additionally, implementation of Mitigation Measure N1 will reduce this impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>Railroad Operations</p> <p>According to the Union Pacific Railroad, no change to train service or schedules is anticipated to occur in the foreseeable future; therefore, noise levels generated by the train will remain the same as under existing conditions where land uses within 250 feet of the train tracks may experience noise levels in excess of 65 dB. Because the proposed General Plan may allow development and redevelopment to occur within areas with noise levels exceeding 65 dB, the proposed General Plan may result in a potentially significant impact. Implementation of Mitigation Measure N2 as described above will reduce this impact to a level less than significant.</p>	<p>N2. The City will apply Implementation Program N-1 during the review phase of discretionary development proposals. Implementation Program N-1 requires the City to review 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 impact and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Code, Noise Ordinance, the Noise Contours Map (Figure N-1 of the Noise Element), and Tables N-3 and N-4 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.</p>	<p>Implementation of Mitigation Measure N2 as described above will reduce this impact to a level less than significant.</p>
<p>Airport Operations</p> <p>The proposed General Plan may allow development to occur within the Salinas Airport 65 dB or greater noise contours. This is considered a potentially significant impact.</p>	<p>N2. The City will apply Implementation Program N-1 during the review phase of discretionary development proposals. Implementation Program N-1 requires the City to review 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 impact and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Code, Noise Ordinance, the Noise Contours Map (Figure N-1 of the Noise Element), and Tables N-3 and N-4 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise</p>	<p>Implementation of Mitigation Measures N2 and N3 will reduce this impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>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.</p> <p>N3. The City will apply Implementation Program N-5 in concert with the update of the Salinas Airport Master Plan. Implementation Program N-5 requires the City to review and revise as necessary Table N-4, Figure N-2, and the goals, policies and noise plan within the General Plan Noise Element to correspond with any update to the Salinas Airport Master Plan.</p>	
<p>Stationary Noise</p> <p>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/community centers. These types of uses may occur throughout the planning area. This is considered a potentially significant impact.</p>	<p>N2. The City will apply Implementation Program N-1 during the review phase of discretionary development proposals. Implementation Program N-1 requires the City to review 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 impact and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Code, Noise Ordinance, the Noise Contours Map (Figure N-1 of the Noise Element), and Tables N-3 and N-4 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.</p> <p>N4. The City will apply Implementation Program N-3 on an ongoing basis. Implementation Program N-3 requires the City to limit delivery hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. The City can only approve exceptions if full compliance with the nighttime limits of the noise regulations is achieved.</p>	<p>Implementation of Mitigation Measures N2 and N4 will reduce this impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
5.4 Air Quality		
<p>Sensitive Receptors</p> <p>As listed in Table 5.4-5, there are five roadway segments that will experience a significant deterioration in the LOS due to the implementation of the updated General Plan. This deterioration of LOS would result in decreased vehicle speeds and increased idling times due to congested traffic conditions and may potentially result in the occurrence of CO “hotspots” or elevated concentrations of CO in exceedance of the AAQS. Consequently, the implementation of the updated General Plan may potentially result in local air quality impacts.</p>	<p>AQ2. The City will apply Implementation Program COS-23. Implementation Program COS-23 requires the City to continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with the MBUAPCD and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG.</p> <p>AQ3. The City will apply Implementation Program COS-25. Implementation Program COS-25 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 feasible.</p> <p>AQ4. The City will apply Implementation Program COS-22. Implementation Program COS-22 requires the City to include electric vehicle charging areas in new public and private development and redevelopment projects. The City shall also inform property owners of electric vehicle charging area programs when plans for development and redevelopment projects are submitted.</p> <p>AQ5. The City will apply Implementation Program COS-24. Implementation Program COS-24 requires the City to coordinate with the MBUAPCD and AMBAG to support the updated Transportation Control Measures as described in detail in the most recent AQMP. Currently, these measures include:</p>	<p>Mitigation AQ2 through AQ5, in addition to mitigation measures contained in Section 5.2 <i>Traffic/Circulation</i> would potentially reduce the occurrence of roadway segments functioning at poor LOS. However, application of these mitigations would need to be done on a project-by-project basis. Implementation of the mitigation measures will reduce the impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<ul style="list-style-type: none"> • Improved Public Transit Service • Areawide Transportation Demand Management • Signal Synchronization • New and Improved Bicycle Facilities • Alternative Fuels • Livable Communities (communities designed to reduce automobile dependency). • Selected Intelligent Transportation Systems • Traffic Calming 	
5.5 Hydrology/Water Quality		
<p>Surface Water</p> <p>Implementation of the General Plan will result in the development and redevelopment of residential and non-residential uses in the community. A majority of this new development will occur in the northern portion of the planning area. Development of this land may contribute additional urban runoff to Gabilan, Santa Rita, Alisal, and Natividad Creeks, as well as the Reclamation Ditch, the Salinas River, and Carr Lake basin.</p> <p>The quality of these surface waters may be affected by the development allowed by the General Plan. Pollutants associated with urban uses,</p>	<p>HW1. The City will implement Implementation Program COS-1 on an ongoing basis and in response to development proposals. Implementation Program COS-1 requires 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 the City complies with applicable state and federal regulations.</p> <p>HW2. The City will implement Implementation Program COS-4 on an ongoing basis. Implementation Program COS-4 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 caused by pollutants and litter deposited on the surface of the land that can be carried in drainage systems, creeks, rivers, and ultimately the ocean.</p> <p>HW3. The City will implement Implementation Program S-6 on an ongoing basis. Implementation Program S-6 requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.</p>	<p>Implementation of Mitigation Measures HW1, HW2, HW3, HW4, and HW5 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>such as oil, grease, pesticides, fertilizers, and detergents will be used more widely over time. In addition, grading and construction activity could cause erosion, increasing the sediment load of runoff. These non-point source pollutants in the runoff may flow into local surface waters and incrementally deteriorate water quality. This is considered a potentially significant impact.</p>	<p>HW4. The City will implement Implementation Program COS-3 on an ongoing basis. Implementation Program COS-3 requires the City, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.</p> <p>HW5. The City will implement Implementation Program LU-17, on an ongoing basis. Implementation Program LU-17 requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities to control direct and indirect erosion and discharges of pollutants and/or sediments so that “no net increase in runoff” occurs as a result of the proposed project. In order to determine the facility and Best Management Practices (BMP) needs, the City may require a hydrological/drainage analysis to be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.</p>	
<p>Hydrology</p> <p>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), particularly in the northern portion of the planning area. The absorption rate for impervious surfaces is less than the rate for natural lands. Instead of absorbing into the ground, water on</p>	<p>HW5. The City will implement Implementation Program LU-17, on an ongoing basis. Implementation Program LU-17 requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities to control direct and indirect erosion and discharges of pollutants and/or sediments so that “no net increase in runoff” occurs as a result of the proposed project. In order to determine the facility and Best Management Practices (BMP) needs, the City may will require, when necessary, a hydrological/drainage analysis to be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.</p> <p>HW6. The City will implement Implementation Program S-19 on an ongoing basis. Implementation Program S-19 requires the City to continue to participate with the Monterey County Water Resources Agency (MCWRA) Advisory Committee for the</p>	<p>Implementation of Mitigation Measures HW5, HW6, HW7, and HW8 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>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 a significant impact.</p>	<p>Reclamation Ditch drainage system improvement projects.</p> <p>HW7. The City will implement Implementation Program LU-16 on an ongoing basis. Implementation Program LU-16 requires the City to continue to work with the Monterey Regional Water Pollution Control Agency (MRWPCA) to plan for and ensure adequate capacity for sewage treatment facilities.</p> <p>HW8. The City will implement Implementation Program LU-15 on an ongoing basis. Implementation Program LU-15 requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary.</p>	
<p>5.6 Hazards and Hazardous Materials</p>		
<p>Hazardous Materials Generators and Leaking Underground Storage Tanks</p> <p>Implementation of the General Plan will result in the development of new residential, commercial, and industrial 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. A significant impact associated with household hazardous materials could occur. The proposed General Plan will also result in additional small businesses that</p>	<p>H1. The City will implement Implementation Program S-8, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Household Hazardous Waste program to protect resident from dangers resulting from the use, transport, and disposal of hazardous materials used in the home.</p> <p>H2. The City will implement implementation Program S-9, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Small Business Hazardous Waste Program, which allows qualified small businesses to dispose of their hazardous wastes at the Salinas Hazardous Household Waste Collection Facility.</p> <p>H3. The City will implement Implementation Program S-7, which requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:</p> <ul style="list-style-type: none"> X Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste; X Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan; 	<p>Implementation of Mitigation Measures H1, H2, and H3 will reduce the impacts associated with hazardous materials generators and leaking underground storage tanks impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>handle hazardous materials. A significant impact with this issue could occur. In addition, many of the planned commercial and industrial operations will store and use 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. A significant impact associated with these issues could occur.</p>	<ul style="list-style-type: none"> X Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways); X Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and X Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City. 	
<p>Pesticide Use</p> <p>Implementation of the General Plan will result in additional residential areas on the edges of the City limits where agricultural operations and the use of pesticides take place. The interface between the urban areas and agricultural operations will be expanded, resulting in a greater potential for human exposure to pesticides. Serious adverse effect either within or outside the agricultural environment could occur. A significant impact associated with human exposure to pesticides could occur.</p>	<p>H4. The City will implement Implementation Program S-6, which requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.</p>	<p>Implementation of Mitigation Measure H4 will reduce the impact associated with pesticide use to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>Transportation of Hazardous Materials</p> <p>More hazardous materials will also be transported through the City on major arterials and on regional Highways 101, 68, and 183, and the Union-Pacific rails line. Due to the increased generation and transport of hazardous materials, the potential for accidents and environmental contamination may increase. A significant impact associated with transportation of hazardous materials could occur.</p>	<p>H3. The City will implement Implementation Program S-7, which requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:</p> <ul style="list-style-type: none"> X Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste; X Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan; X Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways); X Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and X Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City. 	<p>Implementation of Mitigation Measures H3 will reduce the impact associated with transportation of hazardous materials to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>Flooding</p> <p>Recognizing the importance of Carr Lake in regards to flood control within the community, the majority of Carr Lake is designated for open space park uses in the Land Use Element. However; development may occur on areas adjacent to the areas subject to flooding. A potentially significant impact associated with flooding could occur. Additionally, new development may change the planning area drainage patterns due to increase in impervious surfaces. The planning area is anticipated to have an additional 29 million square feet of non-residential development at buildout. The City will continue to require new developments to provide adequate stormwater drainage systems to address runoff resulting from those developments. A potentially significant impact associated with this issue could occur.</p>	<p>H5. The City will implement Implementation Program S-17, which requires the City to continue to participate in the National Flood Insurance Program (NFIP).</p> <p>H6. The City will implement Implementation Program S-18, which requires the City to continue to apply the Flood Overlay District regulations, pursuant to the City’s Zoning Code and implement Section 9, Article VI of the Municipal Code, to minimize the potential impact to and from new development in areas subject to flooding. Update the boundaries of the District as needed to reflect current hydrologic conditions.</p> <p>H7. The City will implement Implementation Program LU-17, which requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities as determined by the Public Works Department. In order to determine the facility and Best Management Practices (BMP) needs, the City may require a hydrological/drainage analysis to be performed by a certified an City-approved engineer, with the cost of said analysis the responsibility of the project applicant.</p>	<p>Implementation of Mitigation Measures H5 through H7 will reduce the impact associated with flooding to a level less than significant.</p>
<p>Fires</p> <p>Implementation of the General Plan will result in both, the construction of new development in the urban area and the expansion of the urban area closer</p>	<p>H8. The City will implement Implementation Program S-21, which requires the City to promote fire prevention in Salinas by:</p> <ul style="list-style-type: none"> X Working closely with the Salinas Fire Department to implement fire hazard education and fire prevention programs; X Coordinating with Cal Water and Alco water districts and the Salinas Fire Department to ensure that water pressure for existing developed areas and sites 	<p>Implementation of Mitigation Measures H8 through H10 will reduce the impact associated with fires to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>to wildland fire hazards area. The interface between the urban areas and natural vegetation will be expanded, resulting in a greater potential for wildland and urban fires. A significant impact associated with urban and wildland fires could occur.</p>	<p>to be developed is adequate for fire fighting purposes; X Conform to Fire Department requirements for individual projects; X Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and X Continue to require sprinklers in new buildings.</p> <p>H9. The City will implement Implementation Program CD-10, which requires the City to continue to monitor and abate weeds throughout the community.</p> <p>H10. The City will implement Implementation Program LU-12, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.</p>	
<p>Salinas Municipal Airport</p> <p>Implementation of the General Plan may place more demand on aircraft use on the Salinas Municipal Airport. The increased operations may cause higher noise levels and limit the intensity and height of development within aircraft hazard zones. A significant impact associated with these issues may occur.</p>	<p>H11. The City will implement Implementation Program LU-21, which requires the City to continue working with the Salinas Airport Commission to implement the Airport Master Plan, providing technical assistance and information to the Commission when necessary. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for Eastern bypass south of airport, define how Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses and new roadways including the potential lengthening of runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.</p> <p>H12. The City will implement Implementation Program C-8, which requires the City to continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport. Encourage ALUC to update its County Airport Land Use Plan.</p>	<p>Implementation of Mitigation Measures H11 through H15 will reduce the impact associated with Salinas Municipal Airport to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>H13. The City will implement Implementation Program S-11, which 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 Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook for comprehensive airport land use planning.</p> <p>H14. The City will implement Implementation Program S-12, which requires the City to revise the Airport Master Plan in order to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property, and recommend land use compatibility standards for land surrounding the airport.</p> <p>H15. The City will implement Implementation Program N-4, which requires the City upon any update of the Salinas Municipal Airport Master Plan, the County Airport Land Use Plan, or California Airport Land Use Planning Handbook, review and revise as necessary Table N-4, Figure N-2, and the goals, policies, and noise plan within the General Plan Noise Element to correspond with the updated Airport Master Plan.</p>	
<p>Emergency Preparedness</p> <p>The General Plan will result in new development and population growth resulting in an increase in demand for emergency services during disasters. A significant impact associated with emergency services will occur.</p>	<p>H10. The City will implement Implementation Program LU-12, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.</p> <p>H16. The City will implement Implementation Program S-22, which requires the City to annually review and update the Multi-Hazard Emergency 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.</p>	<p>Implementation of Mitigation Measures H10, H16, and H17 will reduce the impact to emergency preparedness to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>H17. The City will implement Implementation Program S-23, which requires the City to coordinate with local agencies and organizations to educate all citizens to take appropriate action to safeguard life and property during and immediately after emergencies.</p>	
5.7 Biological Resources		
<p>Riparian and Wetland Resources</p> <p>Development in a portion of the project’s planning area will occur adjacent to creeks, riparian woodland and wetlands (i.e., other waters of the U.S. and wetlands). This development may result in significant direct or indirect impacts to riparian and wetland resources from habitat removal, noise, lighting, increased human uses and urban runoff.</p> <p>Additionally, in areas where development cannot avoid impacts to riparian/wetland resources, such as new road crossings, removal of riparian and/or wetland resources may occur. This may in turn impact federally listed species (i.e., steelhead, California red-legged frog) or other special status species (i.e., California tiger salamander). These impacts are</p>	<p>BR1. The City will implement Implementation Program COS-16 on an ongoing basis. Implementation Program COS-16 requires project developers to protect and enhance riparian corridors through setbacks and open space easements within development areas along Gabilan and Natividad Creeks and other streams in the planning area. Protect and enhance wetlands by requiring setbacks and open space easements within future development areas in the planning area. A 100-foot setback area shall be established along Gabilan and Natividad Creeks and other unnamed creeks within the planning area. The setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. A 100-foot setback area shall be established along wetlands not associated with creeks (i.e., seasonal wetland swales or ponds) within the planning area. The riparian setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. The wetland setback shall be measured from the outside edge of the wetland. Development activities would be prohibited in the setback area; the City shall consider exceptions for open space recreational uses (i.e., trails, playfields, and picnic areas). No building or structures shall be developed in the setback area. The existing riparian woodland or wetland shall be protected from construction disturbance. Fencing shall be temporarily placed at the outside edge of the setback area. This fencing shall remain in-place until construction is complete. If recreational trails are placed within the buffer area, implement a revegetation program wherein a vegetative buffer is established between the trail and the outside edge of the riparian woodland.</p> <p>BR2. The City will implement Implementation Program COS-17 on an ongoing basis.</p>	<p>Implementation of Mitigation Measures BR1, BR2, and BR3 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>considered significant.</p>	<p>Implementation Program COS-17 requires the project developer to retain creeks and wetlands in their natural channels rather than placing them in culverts or underground pipes, where feasible. Where streambanks must be deepened, widened or straightened, they should be landscaped and revegetated afterward. Where wetlands are impacted, they should be re-created afterwards.</p> <p>If impacts are incurred to creeks and/or riparian woodlands as part of development within the planning area, the project applicant shall develop and implement a riparian/wetland habitat mitigation and management plan. The plan shall specify the replacement ratio for impacts to riparian resources and to wetland resources, pursuant to current state and federal policies. The project applicant shall receive authorization to fill wetlands and “other” waters from the US Army Corps of Engineers, pursuant to the requirements of the Clean Water Act. The project applicant shall also obtain a water quality certification (or waiver) from the Regional Water Quality Control Board, consistent with requirements of this State agency. The project applicant shall also obtain a 1601/1603 Streambed Alteration Agreement from the California Department of Fish and Game, pursuant to Fish and Game Code. These permits shall be received prior to any site grading that may occur in or immediately adjacent to creeks or wetlands.</p> <p>The project applicant shall also receive authorization from the National Marine Fisheries Service for “take” of steelhead and from the U. S. Fish and Wildlife Service for “take” of California red-legged frog, if work cannot avoid impacts to creek resources and/or these species.</p> <p>Pursuant to provisions of the Section 404 permit, 1601/1603 Streambed Alteration Agreement and State water quality certification (or waiver), the project applicant shall implement a riparian/wetland mitigation plan, and any other measures so identified by regulatory agencies. This plan shall identify measures for the applicant to compensate for unavoidable impacts to riparian or wetland resources. A minimum 1:1 replacement ratio is typically recommended for impacted wetland resources to satisfy requirements of the U.S. Army Corps of Engineers and the Regional Water Quality Control Board (RWQCB). A minimum 3:1 replacement ratio is typically recommended for impacted riparian resources to satisfy</p>	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>requirements of the CDFG. The applicant shall also identify and implement a 5-year maintenance and monitoring program.</p> <p>BR3. The City will implement Implementation Program COS-18 on an ongoing basis. Implementation Program COS-18 requires the City to cooperate with the Regional Water Quality Control Board and the Resource Conservation District in their efforts to develop a plan to assist agricultural operations to reduce nitrate and sediment input to creeks. Such a plan will enhance water quality and benefit aquatic plants and wildlife within the planning area as well as downstream.</p>	
<p>Trees and Oak Woodlands</p> <p>The proposed project may allow development to occur in areas with trees or oak woodland. If trees are removed for a project, the project may impact breeding raptors if they are nesting in the trees. Additionally, oak woodland habitat, including singular trees, are considered a significant biological resource due to their value to wildlife. The potential impact to trees, nesting raptors, and oak woodlands is considered a significant impact.</p>	<p>BR4. The City will implement Implementation Program COS-19 on an ongoing basis. Implementation Program COS-19 requires the project developer to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas. All coast live oak and valley 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.</p>	<p>Implementation of Mitigation Measure BR4 will reduce this potential impact to a level less than significant.</p>
<p>Grasslands</p> <p>Development within the grasslands within the planning area may impact species status species, if such species are confirmed to be present. In</p>	<p>BR5. The City will implement Implementation Program COS-20 on an ongoing basis. Implementation Program COS-20 requires the project developer to protect and enhance special status species habitat through setbacks and open space easements within new development and/or redevelopment areas. Protection and enhancement of special status species habitat by State and Federal agencies, with the cooperation of the City to ensure persistence of the species within the setback areas.</p>	<p>Implementation of Mitigation Measure BR5 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>general, the loss of non-native grassland is not considered a significant impact. This is due to the prevalence of non-native plant species and lack of special status plants species. Loss of non-native grassland may however be significant if special status species are utilizing it, such as:</p> <ul style="list-style-type: none"> § Congdon’s tarplant § Contra Costa goldfields § Pinnacles buckwheat § Alkali milk-vetch § Santa Cruz clover § Hutchinson’s larkspur § Kellogg’s horkelia § Burrowing owl § California tiger salamander <p>Because future development could occur that would disturb grassland areas that are being used by special status species, the proposed project could result in a significant impact associated with grassland.</p>	<p>Surveys shall be conducted at the appropriate season to ascertain whether the habitats within the proposed project area supports special status species. If special status species are observed, avoidance measures shall be implemented.</p> <p>A qualified biologist shall conduct a biological assessment of all habitat areas to assess the potential for the following special status species: Congdon’s tarplant, Contra Costa goldfields, Pinnacles buckwheat, Alkali milk-vetch, Santa Cruz clover, Hutchinson’s larkspur, Kellogg’s horkelia, Burrowing owl, and/or California tiger salamander. If suitable habitat for any of these species is observed, then focused surveys during the appropriate season should be conducted. Such surveys would include winter and spring surveys for tiger salamander, protocol presence/absence surveys for burrowing owl, and spring/summer surveys for special status plant species. The California Department of Fish and Game shall be consulted regarding the appropriate level of effort and protocol prior to conducting focused wildlife species surveys. If any of these species are found to inhabit the survey area, the City may require the preparation and implementation of a Habitat Management Plan to provide protection for the habitat. If impacts to occurrences are deemed unavoidable, the plan shall identify mitigation measures to compensate for impacts to the species. As part of the Habitat Management Plan, a 100-foot buffer shall be established around rare plant occurrences. The plan shall include measures to manage the rare plant occurrences for their protection and persistence at the site. The Habitat Management Plan shall be reviewed and approved by California Department of Fish and Game and/or USFWS prior to issuance of any permits by the City.</p> <p>Prior to any proposed development within 150 feet of the stream corridors, protocol presence/absence surveys for California red-legged frog, southwestern pond turtle, and nesting birds should be conducted. If these species are observed, the CDFG and the USFWS should be consulted regarding appropriate measures to avoid and mitigate potential impacts of the project on these species. The City shall not issue any permits prior to obtaining written approval from the CDFG and/or USFWS that the proposed mitigation plan has been approved.</p>	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>Prior to any proposed development within or adjacent to oak woodland, a qualified biologist should conduct surveys to determine if protected wildlife species are nesting in the oak woodland, e.g., nesting raptors. If trees are to be removed, a qualified bat biologist should evaluate the trees as potential bat roost sites prior to removal, and recommend measures to avoid impacts to bats, such as exclusionary devices.</p>	
<p>5.8 Cultural Resources</p>		
<p>Paleontological Resources</p> <p>Important paleontological resources have the potential to occur within the planning area, especially in the undeveloped future growth areas. Implementation of the General Plan will result in development in some of the vacant areas of the community. The construction of new development would involve grading and other earthwork that can disturb important fossils. Once fossils are disturbed, the information about past plant and animal species is lost. The potential impact to paleontological resources is considered significant.</p>	<p>CR1. The City will implement Implementation Program COS-12 prior to the approval of a discretionary project. Implementation Program COS-12 requires the City to assess discretionary development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to Section 15064.5 of the California Environmental Quality Act Guidelines.</p> <p>d. For structures that potentially have historic significance, the City will 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.</p> <p>e. For all development proposals located within the Carr Lake/Natividad Creek corridor, the City will require a study to be conducted by a professional archaeologist. The objective of the study is to determine if significant archaeological resources are potentially 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 the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.</p>	<p>Implementation of Mitigation Measure CR1, will reduce potentially significant impacts to paleontological resources to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>f. The City will assess development proposals for potential impacts to significant 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 paleontologist to determine if 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 paleontological materials, or require mitigation measures to mitigate the impacts.</p>	
5.9 Agricultural Resources		
<p>Compatibility with Urban Uses</p> <p>Implementation of the General Plan will result in expansion of residential and urban uses closer to agricultural land uses. Agricultural activity in proximity to residential and other urban uses may result in conflicts between the uses. Agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities. A significant impact associated with these issues is anticipated.</p>	<p>AG3. The City will implement the Implementation Program COS-11, which requires the City to be consistent with the County of Monterey’s “Right-to-Farm” Ordinance, and the County of Monterey Draft General Plan Policy LU-7.8 and Actions LU-7.b and LU-7.c, revise the City’s Zoning Ordinance to require the recordation of a Right-to-Farm Notice as a condition of discretionary permit approval for residential development within 1,000 feet of an established agricultural operation. The purpose of the Notice is to acknowledge that residents in the area may experience inconveniences and discomfort associated with the normal farming and grazing activities, such as noise and dust. The Notice shall specifically state that a variety of activities may occur that may be incompatible with the proposed development and that an established agricultural operation in full compliance with applicable laws, shall not be considered a nuisance due to changes in the surrounding area. The Notice shall also state that a person’s right to recover under a nuisance claim against these activities may be restricted.</p> <p>AG4. The City will implement Implementation Program COS-10, which requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to</p>	<p>Implementation of Mitigation Measures AG3 and AG4 will reduce the impact associated with the compatibility of agricultural uses with urban uses to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.</p> <p>AG5. The City will work with the County of Monterey, and other local jurisdictions, to create and implement an agricultural land conservation easement program including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank.</p>	
5.10 Geology/Soils		
<p>Geologic Conditions</p> <p>As discussed in the <i>Environmental Setting</i>, all of the incorporated, urbanized area and most of the surrounding planning area is located within the area of “least landslide and erosion susceptibility.” However, some localized constraints related to clay and steeper slopes may occur within the planning area. 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 through GS4 will reduce this potential impact to a level less than significant.</p>	<p>GS1. The City will implement Implementation Program S-13 prior to the approval of a discretionary permit. Implementation Program S-13 requires the City to assess development proposals for potential hazards pursuant to the California Environmental Quality Act, requiring measures when necessary to mitigate all identified public safety hazards.</p> <p>GS2. The City will implement Implementation Program S-14 when the threat from natural hazards cannot be mitigated through geotechnical and structural design methods. Implementation Program S-14 requires the City to use open space easements and other regulatory techniques to prohibit development and avoid unmitigable public safety hazards.</p> <p>GS3. The City will implement Implementation Program S-15 on an ongoing basis. Implementation Program S-15 requires the City to implement the most recent state building and seismic requirements for the structural design of new development and redevelopment projects.</p> <p>GS4. The City will implement Implementation Program S-16 on an ongoing basis. Implementation Program S-16 requires that during the review of development and redevelopment proposals, the City require surveys of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When</p>	<p>Implementation of Mitigation Measures GS1 through GS4 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	potential geologic impacts are identified, the City shall require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.	
<p>Seismicity</p> <p>Although, no known active fault is located in the City and no Alquist-Priolo Earthquake Fault Zoning has been established by the State for the planning area, Salinas 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</p>	<p>GS1. The City will implement Implementation Program S-13 prior to the approval of a discretionary permit. Implementation Program S-13 requires the City to assess development proposals for potential hazards pursuant to the California Environmental Quality Act, requiring measures when necessary to mitigate all identified public safety hazards.</p> <p>GS2. The City will implement Implementation Program S-14 when the threat from natural hazards cannot be mitigated through geotechnical and structural design methods. Implementation Program S-14 requires the City to use open space easements and other regulatory techniques to prohibit development and avoid unmitigable public safety hazards.</p> <p>GS3. The City will implement Implementation Program S-15 on an ongoing basis. Implementation Program S-15 requires the City to implement the most recent state building and seismic requirements for the structural design of new development and redevelopment projects.</p> <p>GS4. The City will implement Implementation Program S-16 on an ongoing basis. Implementation Program S-16 requires that during the review of development and redevelopment proposals, the City require surveys of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, the City shall require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.</p> <p>GS5. The City will implement Implementation Program S-22 on an ongoing basis. Implementation Program S-22 requires the City to maintain the Multi-hazard Emergency 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</p>	<p>Implementation of Mitigation Measures GS1 through GS6 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>disasters. 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.</p> <p>GS6. The City will implement Implementation Program S-23 on an ongoing basis. Implementation Program S-23 requires the City coordinate with local agencies and organizations to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies.</p>	
5.11 Aesthetics		
<p>Citywide Aesthetics</p> <p>Implementation of the Salinas General Plan will allow development to occur in the planning area in both vacant and underdeveloped portions of the community. The introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing the aesthetic value of these resources. 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 Retail and General Commercial. Future</p>	<p>A1. The City will implement Implementation Program CD-1. Implementation Program CD-1 requires the City to implement the City’s Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City’s major entry points identified in Figure CD-1.</p> <p>A2. The City will implement Implementation Program CD-2. Implementation Program CD-2 requires the City to strengthen the City’s Design Guidelines and require compliance to enhance the City’s visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.</p> <p>A3. The City will implement Implementation Program CD-3 on an ongoing basis. Implementation Program CD-3 requires the City to improve the City Lighting Ordinance to ensure that: 1) all future outdoor lights include cut-off lenses to minimize light dispersion above the fixture head; 2) a lighting study is required to be performed when appropriate to ensure adequate light levels, while not exceeding industry standards; and 3) sky glow is reduced.</p> <p>A4. The City will implement Implementation Program CD-4 on an ongoing basis. Implementation Program CD-4 requires the City to implement landscaping</p>	<p>Implementation of Mitigation Measures A1 through A5 will reduce the overall aesthetics impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>development according to the proposed General Plan has the potential to change the visual character of the planning area, resulting in a significant aesthetic impact. Implementation of Mitigation Measures A1 through A5 will reduce the overall aesthetics impact to a level less than significant.</p>	<p>requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.</p> <p>A5. The City will implement Implementation Program CD-5 on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.</p>	
<p>Gateways</p> <p>Implementation of the Salinas General Plan will allow new development to occur in the gateway areas to the City. New development in these areas, if not properly designed and implemented, could significantly impact travelers' first impressions of the City and interrupt views from these major entry points. This is considered a significant impact.</p>	<p>A1. The City will implement Implementation Program CD-1. Implementation Program CD-1 requires the City to implement the City's Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City's major entry points identified in Figure CD-1.</p> <p>A2. The City will implement Implementation Program CD-2. Implementation Program CD-2 requires the City to strengthen the City's Design Guidelines and require compliance to enhance the City's visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.</p> <p>A3. The City will implement Implementation Program CD-3 on an ongoing basis. Implementation Program CD-3 requires the City to improve the City Lighting Ordinance to ensure that: 1) all future outdoor lights include cut-off lenses to minimize light dispersion above the fixture head; 2) a lighting study is required to be performed when appropriate to ensure adequate light levels, while not exceeding</p>	<p>Implementation of Mitigation Measures A1 through A5 as described above will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>industry standards; and 3) sky glow is reduced.</p> <p>A4. The City will implement Implementation Program CD-4 on an ongoing basis. Implementation Program CD-4 requires the City to implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.</p> <p>A5. The City will implement Implementation Program CD-5 on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City’s Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.</p>	
<p>Views from Highway 101</p> <p>The proposed General Plan will allow new development and rehabilitation projects to occur on sites adjacent to and visible from Highway 101. These projects could block scenic views from the Highway, degrade the visual character of the surroundings, and be incompatible (e.g., architecturally, size, height, bulk) with existing development and the character of the</p>	<p>A1. The City will implement Implementation Program CD-1. Implementation Program CD-1 requires the City to implement the City’s Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City’s major entry points identified in Figure CD-1.</p> <p>A2. The City will implement Implementation Program CD-2. Implementation Program CD-2 requires the City to strengthen the City’s Design Guidelines and require compliance to enhance the City’s visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.</p> <p>A3. The City will implement Implementation Program CD-3 on an ongoing basis.</p>	<p>Implementation of Mitigation Measures A1 through A5 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>community. This is considered a significant impact.</p>	<p>Implementation Program CD-3 requires the City to improve the City Lighting Ordinance to ensure that: 1) all future outdoor lights include cut-off lenses to minimize light dispersion above the fixture head; 2) a lighting study is required to be performed when appropriate to ensure adequate light levels, while not exceeding industry standards; and 3) sky glow is reduced.</p> <p>A4. The City will implement Implementation Program CD-4 on an ongoing basis. Implementation Program CD-4 requires the City to implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.</p> <p>A5. The City will implement Implementation Program CD-5 on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.</p>	
<p>Urban/Agricultural Edges</p> <p>The proposed General Plan will allow development to occur on and adjacent to land used for agricultural operations. The expansion of development into these areas may modify certain areas of the community that currently have</p>	<p>A1. The City will implement Implementation Program CD-1. Implementation Program CD-1 requires the City to implement the City's Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City's major entry points identified in Figure CD-1.</p> <p>A2. The City will implement Implementation Program CD-2. Implementation Program CD-2 requires the City to strengthen the City's Design Guidelines and require compliance to enhance the City's visual appeal and ensure compatible, aesthetically</p>	<p>Implementation of Mitigation Measures A1, A2, and A5 through A8 will reduce this impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>distinct urban/agricultural edges. This is considered a potentially significant aesthetic impact.</p>	<p>pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.</p> <p>A5. The City will implement Implementation Program CD-5 on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.</p> <p>A6. The City will implement Implementation Program COS-10 on an ongoing basis. Implementation Program COS-10 requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.</p> <p>A7. The City will implement Implementation Program COS-9 on an ongoing basis. Implementation Program COS-9 requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.</p> <p>A8. The City will implement Implementation Program LU-7 on an ongoing basis. Implementation Program LU-7 requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands and establish an incentive program to promote these projects, such as priority permit processing and density bonuses, for such developments.</p>	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>Architectural Resources</p> <p>New development and rehabilitation projects may impact significant architectural resources in the community in two primary ways: 1) new development and rehabilitation projects may be proposed that would be architecturally and stylistically incompatible with existing architectural resources, detracting from the existing resources' aesthetic value and contributing to visual discontinuity in neighborhoods that have a concentration of significant architectural resources; and 2) new development and rehabilitation projects may be proposed that would result in the removal of significant architectural resources or that would modify the structure so that the aesthetic value of the structure is destroyed. This is considered a significant aesthetic impact.</p>	<p>A5. The City will implement Implementation Program CD-5 on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.</p> <p>A9. The City will implement Implementation Program CD-8 on an ongoing basis. Implementation Program CD-8 requires the City to expand community participation in the Main Street Program and continue to work with the Program to create an identity that emphasizes our cultural heritage and attracts businesses and consumers to the downtown area.</p> <p>A10. The City will implement Implementation Program COS-13 on an ongoing basis. Implementation Program COS-13 requires the City to consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. TDR could benefit the community by protecting historic resources through an agreement that allows the development potential ("rights") on the historic property to be transferred to another property when the historic resources on the original property is preserved.</p>	<p>Implementation of Mitigation Measure A5 and Mitigation Measures A9 and A10 will reduce this potential impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>The Mills Act program would involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.</p>	
5.12 Population and Housing		
<p>Substantial Growth</p> <p>The estimated population for the planning area at the time of buildout is approximately 213,063 living in 58,056 housing units. This is an increase of 49 percent and 48 percent, respectively, over existing conditions. However, buildout according to the plan is not anticipated to occur for approximately 30 to 40 years. Based on certain development assumptions and historic growth rates, it is anticipated that by the year 2020, approximately 184,000 people will reside in approximately 50,100 dwelling units in Salinas. It is also anticipated that approximately 90,300 employment opportunities will exist in the planning area by 2020. A potentially significant impact associated with substantial growth is anticipated.</p>	<p>PH1. The City will implement Implementation Program HE-2, which requires the City to continue to work with the Local Agency Formation Commission to ensure that sufficient land, infrastructure, and services are available to support housing development.</p> <p>PH2. The City will implement Implementation Program LU-12, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.</p> <p>PH3. The City will implement Implementation Program C-3, 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.</p> <p>PH4. The City will implement Implementation Program COS-9, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east from the most productive farmland.</p> <p>PH5. The City will implement Implementation Program COS-29, which requires the City to promote retrofit programs by the City to reduce energy usage and consequently</p>	<p>Implementation of Mitigation Measures PH1 through PH7 will reduce the impact to substantial growth within the planning area to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.</p> <p>PH6. The City will implement Implementation Program CD-11, which requires the City to use the Smart Growth Network’s Getting to Smart Growth: <i>100 Policies for Implementation</i> (ICMA, 2002) or other similar policy manual, perform an “audit” of the City’s Zoning and Subdivision Ordinances to identify potential impediments to the development of smart growth and traditional neighborhood development projects. Revise, adopt, and implement new standards and procedures as necessary to encourage smart growth and traditional neighborhood development in Salinas.</p> <p>PH7. The City will implement Implementation Program COS-23, which requires the City to continue to cooperate with the Monterey Bay Unified Air Pollution Control District to implement the most recent Air Quality Management plan to address regional motor vehicle emissions. In particular, coordinate with the District and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG.</p>	
5.13 Public Services and Utilities		
<p>Project Level Parkland Dedication</p> <p>Per State law, the City is allowed to impose parkland dedication and/or in-lieu fees on new development equal to three acres of parkland 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,</p>	<p>PSU1. The City shall require new development to provide parkland and/or in-lieu fees, as allowed by law, to provide for three acres of parkland for every 1,000 residents.</p>	<p>New development will be required to provide for parkland, as required by the proposed General Plan and Mitigation Measure PSU1. Implementation of Mitigation Measure PSU1 will reduce the impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>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.</p>		
<p>Sewer Service - Capacity to Serve Additional Demand</p> <p>Implementation of the General Plan will result in new residential and non-residential development which will require additional sewer service. The MRWPCA anticipated that it has sufficient capacity for some time into the future; however, eventually it will be necessary to increase the capacity of the Salinas Pump Station to provide adequate service. A significant impact associated with this issue may occur.</p>	<p>PSU2. The City will implement Implementation Program LU-16, which requires the City to continue to work with the Monterey Regional Water Pollution Control Agency (MRWPCA) to plan for and ensure adequate capacity for sewage treatment facilities.</p> <p>PSU3. The City will implement Implementation Program LU-14, which requires the City to review development proposals and require necessary studies, as appropriate, and water conservation and mitigation measures to ensure adequate water and sewer service.</p> <p>PSU4. The City will implement Implementation Program LU-15, which requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary. In addition, as part of the Master Plan update, the City will analyze the need for additional pump station capacity and identify methods to reduce the wet weather flows.</p>	<p>Implementation of Mitigation Measures PSU2, PSU3, and PSU4 will reduce the impact to a level less than significant.</p>
<p>Sewer Service - Exceeding Wastewater Treatment Services/Regional Water Quality Control Board</p> <p>PWWFs have occasionally exceeded the Salinas Pump Station and Salinas Interceptor 29 mgd threshold, resulting</p>	<p>PSU5. Requires developers and the City to install essentially leak-free sewer piping in new developments and in City collection system projects that will prevent inflow/infiltration (I/I) from entering the system. City shall also conduct smoke testing, inspection, and improvements to the existing sanitary sewer system to help prevent I/I.</p>	<p>Implementation of Mitigation Measures PSS2, PSS4, and PSS5 will reduce the impact to a level less than significant.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>in a backup in the City's system. Since the General Plan will result in additional need for sewer services within the planning area, a significant impact associated with this issue may occur.</p>		
CUMULATIVE IMPACTS		
SIGNIFICANT AND UNAVOIDABLE CUMULATIVE IMPACTS		
5.2 Traffic/Circulation		
<p>Regional Circulation System</p> <p>As development occurs, both within the City and throughout the County, traffic volumes on the regional circulation system will increase and may exceed the capacity of various roadways. This is considered a cumulatively significant impact.</p>	<p>C5. The City will implement Implementation Program C-5. Implementation Program C-5 requires the City to reduce expenditure, improve design, and minimize traffic disruption by working with the Transportation Agency for Monterey County (TAMC), Caltrans, MST, AMBAG, Monterey Bay Unified Air Pollution Control District, and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. In addition, the impacts of discretionary development projects and major transportation projects will be monitored by the City and mitigation may be required.</p> <p>C7. The City will to continue to monitor the planning process for regional circulation improvements to analyze how they would impact the Salinas circulation system. Regional roadway system impacts will be considered when making land use decisions within the City. If necessary, the City will revise the General Plan Circulation System to address the impact from these modifications regional circulation system improvements.</p>	<p>Even with implementation of the proposed mitigation, a significant unavoidable impact may remain in regards to the regional roadway system since there are existing deficiencies and there may not be adequate future funding to pay for the needed regional improvements. As a result, an unavoidable, significant, cumulative impact to regional roadways may occur.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
5.3 Noise		
<p>Vehicular Traffic</p> <p>Increased vehicular traffic along certain local and regional roadways may subject existing and future development along these roadways to significant increases in noise and noise levels in excess of 65 dB. This is considered a cumulatively significant impact.</p>	<p>N2. The City will apply Implementation Program N-1 during the review phase of discretionary development proposals. Implementation Program N-1 requires the City to review 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 (Figure N-1 and N-2 of the Noise Element) shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Code, Noise Ordinance, the Noise Contours Map (Figures N-1 and N-2 of the Noise Element), and Tables N-3 and N-4 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.</p>	<p>Because there is no guarantee that existing development would be retrofitted to meet acceptable noise levels, existing development may continue to be impacted by the cumulative vehicular traffic along the region’s roadways. As a result, the proposed project may result in an unavoidable, significant, cumulative noise impact to existing development.</p>
5.4 Air Quality		
<p>Regional Air Quality</p> <p>In its <i>1997 Regional Population and Employment Forecast</i>, AMBAG forecasted a population of approximately 130,200 persons in Salinas for the Year 2000. However,</p>	<p>AQ1. The City will apply Implementation Program COS-21. Implementation Program COS-21 requires the City to reduce dust and particulate matter levels by implementing fugitive dust control measures such as:</p> <ul style="list-style-type: none"> • Restrict outdoor storage of fine particulate matter; • Provide tree buffers between new residential and adjacent agricultural uses; • Monitor construction and agricultural activities and emissions; and 	<p>The significant unavoidable impact associated with consistency with the existing AQMP will remain until the AQMP is updated to reflect more current population statistics and projections.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>the recently completed 2000 Census identified a population of approximately 143,800 persons in Salinas. It can thus be assumed that population and employment projections contained in the 1997 <i>Regional Population and Employment Forecast</i> by AMBAG for years 2000 through 2020 for Salinas are significantly lower than will actually occur. Thus, the General Plan projections for 2020 for Salinas are not consistent with the population projections identified by AMBAG for 2020 (approximately 170,100). Instead, the General Plan projections assume the <i>level</i> of growth that AMBAG anticipated to occur between 2000 and 2020 (approximately 40,000 persons) is valid. When this 40,000 is added to the actual year 2000 population of approximately 143,800 as identified by the Census, the City's population projection for 2020 is 183,800, approximately 13,700 higher than AMBAG's 2020 projection of 170,100.</p> <p>Based on the difference between AMBAG's projections and those expected to occur according to the General Plan, AMBAG determined that emissions attributable to General Plan implementation are inconsistent with</p>	<ul style="list-style-type: none"> • Pave areas used for vehicular maneuvering. <p>AQ2. The City will apply Implementation Program COS-23. Implementation Program COS-23 requires the City to continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with the MBUAPCD and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG and the District.</p> <p>AQ3. The City will apply Implementation Program COS-25. Implementation Program COS-25 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 feasible.</p> <p>AQ4. The City will apply Implementation Program COS-22. Implementation Program COS-22 requires the City to include electric vehicle charging areas in new public and private development and redevelopment projects. The City shall also inform property owners of electric vehicle charging area programs when plans for development and redevelopment projects are submitted.</p> <p>AQ5. The City will apply Implementation Program COS-24. Implementation Program COS-24 requires the City to coordinate with the MBUAPCD and AMBAG to support the updated Transportation Control Measures as described in detail in the most recent AQMP. Currently, these measures include:</p> <ul style="list-style-type: none"> • Improved Public Transit Service • Areawide Transportation Demand Management • Signal Synchronization • New and Improved Bicycle Facilities • Alternative Fuels • Livable Communities (communities designed to reduce automobile dependency). 	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>the AQMP. Inconsistency with the population estimates may lead to increased emissions not accounted for in the AQMP and may conflict with the applicable air quality plan (AQMP). Inconsistency with the population estimates used in the AQMP may cause a delay in the attainment of the California AAQS due to the increased emissions associated with a population projection larger than was used in the emissions inventory for the AQMP. Since AMBAG has determined that the proposed General Plan is inconsistent with the AQMP, an unavoidable, significant cumulative air quality impact may occur.</p>	<ul style="list-style-type: none"> • Selected Intelligent Transportation Systems • Traffic Calming <p>AQ6. The City will apply Implementation Program COS-30. Implementation Program COS-30 requires the City to implement energy conservation measures in public buildings through the following actions:</p> <ul style="list-style-type: none"> • 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. <p>AQ7. The City will apply Implementation Program COS-31. Implementation Program COS-31 requires the City to promote retrofit programs to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.</p>	
<p>5.5 Hydrology/Water Quality</p>		
<p>Groundwater</p> <p>Due to the continued issue of seawater intrusion and nitrate contamination in the region, additional development and population growth associated with the General Plan will contribute to a cumulatively significant impact associated with groundwater supply and quality.</p>	<p>HW4. The City will implement Implementation Program COS-3 on an ongoing basis. Implementation Program COS-3 requires the City, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.</p> <p>HW9. The City will implement Implementation Program LU-14 on an ongoing basis and in response to development proposals. Implementation Program LU-14 requires the</p>	<p>Despite the implementation of mitigation, a significant and unavoidable impact associated with groundwater quality and quantity will remain.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>City to review development proposals and require necessary studies and water conservation and mitigation measures to ensure adequate water and sewer service.</p> <p>HW10. The City will implement Implementation Program COS-2 on an ongoing basis. Implementation Program COS-2 requires the City to continue 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 Salinas.</p> <p>HW11. The City will implement Implementation Program COS-5 on an ongoing basis. Implementation Program COS-5 requires the City to cooperate with the County of Monterey Water Resources Agency and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the groundwater.</p> <p>HW12. The City will implement Implementation Program COS-6 on an ongoing basis. Implementation Program COS-6 requires the City, in cooperation with the state, regional, and local water agencies and suppliers, participate in programs that seek to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, the City shall support the expansion of the use of recycled water for urban and agricultural irrigation and cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.</p> <p>HW13. The City will implement Implementation Program COS-7 on an ongoing basis. Implementation Program COS-7 requires the City to encourage water conservation throughout Salinas in the following ways:</p> <ul style="list-style-type: none"> • Implementing the Salinas Urban Water Conservation Plan, the purpose of which is to reduce pumping of water from the Salinas Valley Groundwater Basin for urban uses to the maximum extent feasible and to reduce overall pumping from the Salinas Valley Groundwater Basin by fifteen percent from 	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>the pumping that occurred in 1987;</p> <ul style="list-style-type: none"> • Regulating development with the City’s Landscaping and Irrigation Ordinance, which requires developments to apply xeriscape principles including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices; • Supporting the production of recycled water and developing new use for recycled water; and • Applying water conservation techniques/project “water budgets” to achieve a significant reduction over historic use and over average uses for the proposed type of development by the incorporation of water conservation devices, such as low-flow toilets, flow restriction devices and water conserving appliances in new public and private development and rehabilitation projects. 	
5.8 Cultural Resources		
<p>Cultural Resources</p> <p>Cultural resources in Monterey County could be cumulatively impacted by future development. This is considered a cumulatively significant impact.</p>	<p>CR1. The City will implement Implementation Program COS-12 prior to the approval of a discretionary project. Implementation Program COS-12 requires the City to assess discretionary development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to Section 15064.5 of the California Environmental Quality Act Guidelines.</p> <p>g. For structures that potentially have historic significance, the City will 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.</p> <p>h. For all development proposals located within the Carr Lake/Natividad Creek corridor, the City will require a study to be conducted by a professional</p>	<p>Because non-discretionary projects may not be required to incorporate mitigation to protect historic and archaeological resources. historic or archaeological resources may be lost in the planning area as a result of non-discretionary projects. Because of this, the General Plan’s impact to cumulative cultural resources will remain significant and unavoidable.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>archaeologist. The objective of the study is to determine if significant archaeological resources are potentially 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 the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.</p> <p>i. The City will assess development proposals for potential impacts to significant 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 paleontologist to determine if 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 paleontological materials, or require mitigation measures to mitigate the impacts.</p> <p>CR2. The City will implement Implementation Program COS-13 on an ongoing basis. Implementation Program COS-13 requires the City to consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. TDR could benefit the community by protecting historic resources through an agreement that allows the development potential (“rights”) on the historic property to be transferred to another property when the historic resources on the original property is preserved.</p> <p>The Mills Act program would involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.</p>	

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
	<p>CR3. The City will implement Implementation Program COS-14 on an ongoing basis. Implementation Program COS-14 requires the City to promote public awareness and encourage tourism in the City by actively identifying the community's many historic resources through the location of historic landmark plaques and the Historic House Tour Guide. Promote tours of these sites on the City's and other organization's websites.</p>	
5.9 Agricultural Resources		
<p>Conversion of Agricultural Land</p> <p>Implementation of the proposed Salinas General Plan will allow the eventual conversion of approximately 4,000 acres of land currently designated for agricultural use to urban uses. While the possible conversion of 4,000 acres of farmland would account for 0.3 percent of the existing agricultural land within the County, or approximately two percent of the important farmland in the County, it will still result in a project level significant impact.</p>	<p>AG1. The City will implement Implementation Program COS-9, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.</p> <p>AG2. The City will implement Implementation Program LU-7, which requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. Establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.</p> <p>AG5. The City will work with the County of Monterey, and other local jurisdictions, to create and implement an agricultural land conservation easement program including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank.</p>	<p>The impact related to the loss of agricultural land will be minimized by continued implementation of City and County policies to minimize the conversion of agricultural lands, including encouraging infill development and compact development; however, the Plan will still result in the loss of approximately 4,000 acres of agricultural land. As a result, the significant, unavoidable, cumulative impact on agricultural resources within Monterey County will remain.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
5.13 Public Services and Utilities		
<p>Parkland</p> <p>While new development will avoid project level impacts associated with parkland to the extent allowed by State law, there is an existing deficiency that will need to be addressed by the City. Since the City has limited resources, they may not be able to fund the needed improvements. As a result, an unavoidable, significant, cumulative impact parklands may occur.</p>	<p>PSU1. The City shall require new development to provide parkland and/or in-lieu fees, as allowed by law, to provide for three acres of parkland for every 1,000 residents.</p>	<p>Because needed improvements at existing parks may not be funded and development allowed under the General Plan may exacerbate the deficiencies at these facilities, a significant and unavoidable cumulative impact to parkland and park facilities may occur.</p>
<p>Solid Waste</p> <p>An unavoidable, significant, cumulative impact associated with solid waste may occur since the regional land fill capacity is expected to be used in the next 15 years and no new plan for landfill expansion has been adopted. While this cumulative impact has been identified, it is unlikely to occur since the Salinas Valley Solid Waste Authority is in the process of adopting an expansion plan for its facilities which will provide additional capacity.</p>	<p>PSU6. The City shall continue to support and cooperate with the Authority and waste haulers in their efforts to increase recycling activities in order to achieve the mandated 50 percent waste diversion goal.</p>	<p>Because no formal plan for landfill capacity expansion has been adopted, the cumulative impact will remain significant and unavoidable.</p>

**Table 2-1
Summary of Significant Environmental Impacts and Mitigation Measures**

POTENTIAL IMPACTS	MITIGATION MEASURES	CONCLUSION
<p>Groundwater</p> <p>As discussed under the Hydrology/Water Quality section above, an unavoidable significant cumulative impact associated with groundwater quality and supply may occur.</p>	<p>Mitigation Measures HW4 and HW9 through HW13 identified in the Hydrology/Water Quality section above.</p>	<p>Despite the implementation of mitigation, a significant and unavoidable impact associated with groundwater quality and quantity will remain.</p>

8.0 REFERENCES

PERSONS RESPONSIBLE FOR PREPARATION OF THE EIR

Lead Agency

City of Salinas
Department of Community Development
200 Lincoln Avenue
Salinas, California 93901
(831) 758-7206

Contact: Jenny Mahoney, AICP, Senior Planner

Preparers of the EIR

Cotton/Bridges/Associates
6336 Greenwich Drive, Suite F
San Diego, California 92122
(858) 625-0056

747 East Green Street, Suite 300
Pasadena, California 91101
(626) 304-0102

720 Sunrise Avenue, Suite 202-C
Roseville, California 95661
(916) 780-9390

Primary Preparers:

John Bridges, FAICP, Principal-in-Charge
Yara Fisher, AICP, Project Environmental Analyst
Catherine Reilly, AICP, Project Environmental Analyst
Tin Cheung, Air Quality Analysis
Mira Ruotsalainen-Cook, Project Environmental Analyst
Jose Rodriguez, Graphics

Responsibility: Overall preparation and coordination of EIR.

Subconsultants:

Keith Higgins
Higgins Associates
1335 First Street, Suite A
Gilroy, California 95020
(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
Salinas, 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.

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. Wayne Schapper, Salinas Police Department, March 2002.
2. Berry Schimmel, Assistant Superintendent, Alisal Union School District, April 2002.

3. Bob Jaques, Monterey Regional Water Pollution Control Agency, April 2002.
4. Fernando R. Elizondo, Ed. D., Superintendent, Salinas Union High School District, April 2002.
5. Robert McLaughlin, Superintendent, Santa Rita Union School District, April 2002.
6. Kay Ledesma, Pacific Bell, March 2002.
7. Thomas R. Adcock, Vice President, Alco Water Service, April 2002.
8. Stephen Johnson, Operations Manager, Salinas Valley Solid Waste Authority, April 2002.
9. Ray Arcinas, Assistant Superintendent, Fiscal Services, Salinas City Elementary School District, April 2002.
10. Dirk Van Outryve, Deputy Chief/Operations and Al Dunnings, Battalion Chief, Salinas Fire Department, April 2002.
11. Tom McCullough, Land Agent, Pacific Gas and Electric Company, March 2002.
12. James E. Smith, District manager, California Water Service Company, April 2002.

DOCUMENTS

1. City of Salinas. *Salinas General Plan: Plan Policies*. June 15, 1988.
2. City of Salinas. *City of Salinas Existing Conditions Report: A Component of the General Plan Update Program*. June 2000.
3. City of Salinas. *Salinas General Plan Final Environmental Impact Report*. November 15, 1988.
4. Breschini, Gary S., Trudy Haversat, and Mona Gudgel. *10,000 Years on the Salinas Plain, An Illustrated History of Salinas City, California*. With additional contributions by Robert B. Johnston and Burton Anderson. Carlsbad: Heritage Media Corp., 2000.
5. Doane, Mary and Gary S. Breschini. *Cultural Resources Background Records Search for the City of Salinas General Plan, Salinas, Monterey County, California*. November 16, 2001.

6. McCann, Lisa Horowitz. *Regional Water Quality Control Board Central Coast Region (Region 3) Watershed Management Initiative Chapter*. With additional input provided by Region 3 technical staff. January 2001.
7. Watson, Montgomery. *Salinas Valley Historical Benefits Analysis Draft Report*. In association with CH2M Hill and Schaff and Wheeler. November 1997.
8. Monterey County Water Resources Agency. *Draft Master Environmental Impact Report for the Salinas Valley Water Project*. With environmental consultant EDAW, Inc. October 1998.
9. Wadell Engineering Corporation. *Salinas Municipal Airport Master Plan 1990-2010*. August 1993.
10. LSA Associates, Inc. and the SWA Group. *Williams Ranch Planned Community Precise Plan*. Prepared for the City of Salinas Community Development Department. June 1993.
11. City of Salinas. *Harden Ranch Planned Community Precise Plan*. December 1988.
12. Monterey County. *Greater Salinas Area Plan: A part of the Monterey County General Plan*. October 1986.
13. Monterey County Historical Society. *1989 Historical and Architectural Resources Survey and Preservation Plan, City of Salinas*. Prepared for the City of Salinas. September 1989.
14. Monterey County Water Resources Agency. *Salinas Valley Water Project Project Plan*.
15. Schaaf & Wheeler. *Zone 9 and Reclamation Ditch Drainage System Study*. May 1999.

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 Salinas 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 Salinas 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 Salinas 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 Salinas (130,196 persons) however, is approximately 14,000 persons too low when compared to the 2000 Census number of 143,776 persons.

TABLE 7-1
AMBAG PROJECTIONS FOR SALINAS AND
MONTEREY COUNTY, 2000 AND 2020

	Total Population	
	2000	2020
Salinas	130,196	170,029
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.

Land Use and Planning

Development under the General Plan will occur in accordance with land use designations and development densities and intensities identified in the Land Use Element. These designations promote increased intensity of use on appropriate infill sites, mixed-use development within activity centers to promote a pedestrian-oriented environment, and minimize the conversion of agricultural lands into urban uses. These are similar to the goals contained in the proposed County of Monterey General Plan, especially goals minimizing the amount of agricultural land that is converted to urban uses, as well as ensuring that future development occurs where public services can be efficiently provided. With the mitigation identified in this EIR the General Plan is consistent with

regional growth management goals and projects, and therefore will not result in a significant cumulative land use impact.

Traffic/Circulation

The traffic analysis performed for the proposed General Plan indicates that the circulation system will experience significant impacts as a result of future traffic volumes. Since the analysis includes growth within the County, the project level analysis contained in *Section 5.2* is also in effect a cumulative analysis of traffic impacts within the County. As development occurs, both within the City and throughout the County, traffic volumes on the regional circulation system will increase and may exceed the capacity of various roadways. However, implementation of the mitigation measures proposed in the General Plan and this EIR will reduce most of the project level traffic impacts to a less than significant impact as discussed in *Section 5.2*. A significant unavoidable impact may occur in regards to the regional roadway system since there are existing deficiencies and there may not be adequate future funding to pay for the needed regional improvements. As a result, an unavoidable, significant, cumulative impact to regional roadways may occur.

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, the proposed project may result in an unavoidable, significant, cumulative noise impact to existing development.

Air Quality

Although air quality in the region 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). The Association of Monterey Bay Area Governments (AMBAG) adopted an Air Quality Management Plan (AQMP) to address air quality within the region. Implementation of the AQMP will partially reduce the air quality impacts resulting from development within the region. Based on the difference between AMBAG's projections and those expected to occur according to the General Plan, AMBAG determined that emissions attributable to General Plan implementation are inconsistent with the AQMP. Inconsistency with the population estimates may lead to increased emissions not accounted for in the AQMP and

may conflict with the applicable air quality plan (AQMP). Inconsistency with the population estimates used in the AQMP may cause a delay in the attainment of the California AAQS due to the increased emissions associated with a population projection larger than was used in the emissions inventory for the AQMP. As a result, since AMBAG has determined that the proposed General Plan is inconsistent with the AQMP, an unavoidable, significant cumulative air quality impact may occur.

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. As a result, implementation of the proposed General Plan will result in a significant cumulative hydrology/water quality impact.

Hazards/Hazardous Materials

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.

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 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 Monterey County could be cumulatively impacted by future development. However, most impacts can be mitigated and reduced to a less than significant level through retaining or mitigating for the loss of historic structures or archaeological resources. Mitigation will occur by implementing county and local resource protection policies. In addition, discretionary development proposals will be assessed for impacts according to CEQA, and site-specific mitigation measures will be required where necessary. A significant unavoidable project level impact may occur as a result of the proposed General Plan since non-discretionary projects will not be required to incorporate mitigation to protect historic and archaeological resources. As a result, if sufficient historic or archaeological resources are lost in the planning area as a result of non-discretionary projects as allowed under the General Plan, implementation of the General Plan may result in an unavoidable, significant, cumulative cultural resources impact due to the loss of regionally important cultural resources.

Agricultural Resources

As of 1998, Monterey County has a total of 1,300,749 acres of agricultural land, of which 224,718 acres are considered important farmland (i.e., Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance) .¹ As Monterey County continues to develop, the existing agricultural land will continue to be converted to urban and non-agricultural uses. Implementation of the proposed Salinas General Plan will allow the eventual conversion of approximately 4,000 (**inclusive of Carr Lake**) acres of land currently designated for agricultural use to urban uses. The possible conversion of 4,000 acres of farmland would account for only 0.3 percent of the existing agricultural land within the County, or approximately two percent of the important farmland in the County, and will result in a project level significant impact. Based on the projected buildout population in the Salinas Future Growth Area (58,250 persons) on about 3,500 acres of agriculture, there would be an anticipated density of about 16 persons per acre (including open space and other non-residential lands as well as residential development). AMBAG projects that the County will grow by about 135,700 persons by 2020. Assuming a similar density as the Future Growth Area, there may be a cumulative conversion of a total of 8,480 acres of non-urban land to urban uses within

¹ Department of Conservation, *Farmland Conversion Report, 1996 to 1998*, June 2000.

Monterey County by 2020. A great portion of this may occur on agricultural land since many of the existing urban areas where future growth will occur are adjacent to or surrounded by agricultural lands. Depending on the rate and intensity of growth that occurs, there may be less or more agricultural lands converted. The impact related to the loss of agricultural land will be minimized by continued implementation of City and County policies to minimize the conversion of agricultural lands, including encouraging infill development and compact development; however, a project level significant and unavoidable impact will occur. As a result, implementation of the Salinas General Plan will add to a significant, unavoidable, cumulative impact on agricultural resources within Monterey County.

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 steep slopes, unstable soils, and landslides. 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 safety 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.

Aesthetics

Implementation of the Salinas General plan will result in the development of urban uses in currently vacant or agricultural areas. Portions of the non-urbanized land visible from Highway 101 and throughout the county will be transformed into urban uses as additional development occurs in the planning area, reducing the aesthetic value of these areas, as well as increasing the amount of additional light and glare in the region. The City will continue to review development proposals for aesthetic impacts and require mitigation, as outlined in this EIR, for identified impacts; 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 in the region are anticipated to be essentially the same whether or not the proposed General Plan is implemented.

Population and Housing

Continued development in Monterey County will result in housing unit and population increases in the region. According to AMBAG, by the year 2020, the County is anticipated to have a population of approximately 536,609 persons.² Future development

² 1997 AMBAG Regional Population and Employment Forecast.

according to the land uses identified in the Salinas General Plan will result in a population growth of approximately 69,300 people in the City between the years of 2000 and buildout. Based on the growth projected to occur in the planning area a potentially significant project level impact associated with substantial growth is anticipated. Implementation of the mitigation measures contained in this EIR will reduce the population and housing impacts created by implementation of the General Plan to a less than significant level. In addition, the proposed General Plan will result in a similar amount of growth compared to what would occur if the existing General Plan continued to be implemented. With implementation of the mitigation measures, the population and housing impacts of implementing the General Plan will result in a less than significant cumulative population and housing impact within the County, as environmental conditions will essentially be the same whether or not the proposed project is implemented.

Public Services and Utilities

Future regional growth will result in increased demand for schools, water, sewer, gas and electrical services, police protection, fire protection, 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. While new development will avoid project level impacts associated with parkland to the extent allowed by State law, there is an existing deficiency that will need to be addressed by the City. Since the City has limited resources, they may not be able to fund the needed improvements. As a result, an unavoidable, significant, cumulative impact parklands may occur. As discussed under the Hydrology/Water Quality section above, an unavoidable significant cumulative impact associated with groundwater quality and supply may occur. An unavoidable, significant, cumulative impact associated with solid waste may also occur since the regional land fill capacity is expected to be used in the next 15 years and no new plan for landfill expansion has been adopted. While this cumulative impact has been identified, it is unlikely to occur since the Salinas Valley Solid Waste Authority is in the process of adopting an expansion plan for its facilities which will provide additional capacity.

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 18,300 dwelling units and 28.6 million square feet of non-residential development. 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 planning area. The planning area is generally encompassed by unincorporated agricultural lands. Future growth within these areas is controlled by the County of Monterey General Plan land uses and policies. The Salinas General Plan does have the potential to induce growth in these areas since additional roadways and public services and utilities will be extended to the Future Growth Area to allow proposed development to occur. While this has the potential to induce growth, the proposed General Plan focuses on minimizing impacts to agricultural land and reducing growth inducing impacts by concentrating on infill development within the City limits and promoting compact and controlled development within the Future Growth Area. The General Plan also helps to reduce its growth inducing impact by limiting new urban development to the Future Growth Area. *Section 5.1 Land Use* contains some mitigation that will help reduce the growth inducing impacts of the General Plan to the extent possible. While the General Plan will minimize its growth inducing impact to the extent possible, implementation of the General Plan may result in significant and unavoidable growth inducing impact. While the proposed General Plan may result in an unavoidable growth inducing impact, growth will occur whether or not the project is adopted since the current General Plan also allows a similar level of development within the planning area.

The proposed project is anticipated to contribute to the cumulative growth projected by AMBAG. *Section 7.1* of this EIR provides a detailed analysis of the anticipated cumulative impacts expected from growth in Monterey County.

7.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Development allowed according to the General Plan will result in the consumption of non-renewable energy resources that 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 or used for agricultural production. Once developed, reverting to a less urban use or open space/agricultural use is highly infeasible. Development in the 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 proposed General Plan will result in the following significant, unavoidable impacts:

- Traffic - Regional Roadway System (project level and cumulative)
- Air Quality - Consistency with the AQMP (project level and cumulative) and Construction (project level)
- Noise - Noise Impacts on Existing Development (project level and cumulative)
- Hydrology/Water Quality - Groundwater (project level and cumulative)
- Cultural Resources - Historic and Archaeological Resources (project level and cumulative)
- Agricultural Resources - Loss of Important Farmlands (project level and cumulative)
- Public Services and Utilities - Parkland (cumulative), Solid Waste (project level and cumulative), and Water Quality and Supply (project level and cumulative)
- Growth Inducing

Implementation of the mitigation measures identified in this EIR will reduce these impacts to the extent feasible. However, the impacts will remain unavoidable and significant.

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.

- Land Use and Planning (cumulative)
- Hazards (cumulative)
- Biological Resources (cumulative)
- Geology-Soils (cumulative)
- Aesthetics (cumulative)
- Population and Housing (cumulative)

Mitigation measures will reduce all other impacts to less than significant levels with the exception of those impacts identified under *Section 7.4*, above, which will remain significant and unavoidable.

6.0 ALTERNATIVES

RATIONALE FOR ALTERNATIVE 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), infeasibility¹, 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 Category	6.1 No Project/Existing General Plan	6.2 Decreased Acreage/Increased Density in FGA	6.3 Alternative Circulation Plan – No Western Bypass	6.4 50% Housing Unit Reduction in FGA
Land Use and Planning	Similar	Less	Greater	Similar
Traffic/Circulation	Greater	Similar	Greater	Similar
Noise	Similar	Similar	Greater	Less
Air Quality	Greater	Similar	Greater	Similar
Hydrology/Water Quality	Greater	Less	Similar	Similar
Hazards/Hazardous Materials	Similar	Similar	Similar	Similar
Biological Resources	Greater	Less	Less	Similar
Cultural Resources	Greater	Less	Less	Similar
Agricultural Resources	Similar	Less	Less	Greater
Geology/Soils	Similar	Similar	Similar	Similar
Aesthetics	Greater	Less	Less	Greater
Population and Housing	Similar	Similar	Similar	Greater
Public Services and Utilities	Similar	Less	Similar	Greater
Conclusion	Greater	Less	Similar	Greater

Source: Cotton/Bridges/Associates, 2002.

FGA – Future Growth Areas

ALTERNATIVES CONSIDERED BUT REJECTED FROM FURTHER CONSIDERATION AND ANALYSIS

During the General Plan update program, City staff, the General Plan consultants, the Citizen Advisory Committee, and the Planning Commission and City Council considered several land use alternatives for inclusion in the General Plan, including the following:

Retail Development in Carr Lake

One alternative considered included 43 acres of land designated as Retail within the Carr Lake area in order to provide a greater variety of shopping opportunities in the community. This alternative was rejected from further consideration and analysis in the EIR for the following reasons: 1) the inclusion of commercial development in Carr Lake and the significant increase in impervious surfaces in the Carr Lake basin may impair the area's ability to continue operating as an important component of the flood control system; 2) development of the semi-isolated area with commercial uses would not meet one of the project objectives of promoting pedestrian-friendly development, but would likely increase vehicular trips and automobile emissions in the local vicinity of Carr Lake; 3) development of retail uses in Carr Lake would have a potential impact on surrounding sensitive uses and resources, including visual impacts, impacts related to nighttime lighting, and increased noise; and 4) the addition of retail development in this area would reduce the amount of land planned for parks and open space. This alternative was rejected from further consideration and analysis as it would not lessen one or more of the significant environmental impacts of the proposed project.

Alternative Land Uses in the Vicinity of the Salinas Municipal Airport

The original land use alternatives presented to the Citizen Advisory Committee and the public identified a mix of General Industrial, Residential, Mixed Use, Parks, and Public/Semi-Public uses in the area located to the east of the airport, between Mountain Valley and the Eastern Bypass. In response to concerns raised by the community that these uses may be incompatible with future operation and expansion plans for the airport, the General Plan consultants presented two additional alternatives to staff and the public.

Option 1 – Industrial Park Northeast of Airport included the expansion of General Industrial uses northeast of the airport to occupy all of the space between Mountain Valley and the Eastern Bypass. **Option 2** – Industrial Park Southeast of US-101 designated no General Plan land use designations on the land east of the airport between Mountain Valley and the Eastern Bypass; the area was removed from the Urban Services Area and that area was reclassified as Agriculture. However, in order to provide for additional non-residential development and employment opportunities in the community, two parcels southwest of US-101 between Harkins Road and Harris Road were added to the Urban Services Area and designated as General Industrial.

Based on comments received by the public and staff, *Option 1* was selected as the preferred land use for the area in the vicinity of the airport (as identified on **Figure 5.1-7** Land Use Map), and this land use configuration is analyzed throughout this EIR. *Option 2* was rejected from further consideration as this alternative would encroach upon and result in the conversion of actively cultivated Prime Farmland south of US-101 that is outside of the future urban growth area identified in the Boronda Memorandum of Understanding, which encourages growth toward the north and east of the City. Because this alternative would likely result in greater impacts to agricultural resources than the proposed land use plan, this alternative was rejected from further consideration and analysis.

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 Salinas planning area would be developed according to the land use plan, 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. As depicted in **Table 6-2**, future development under the existing General Plan would result in a similar number of housing units as projected with the proposed General Plan. The existing General Plan planned for substantially less non-residential square footage than the proposed Plan. However, as noted in **Table 6-2**, there is currently 65 percent more non-residential development in the community than the 19.6 million square feet of capacity estimated by the existing Plan. This alternative assumes approximately 62 percent less employment opportunities than the proposed Plan.

**Table 6-2
Comparison of Existing General Plan and Proposed General Plan Capacity**

Capacity	Existing Plan (1988)	Proposed Plan	% Difference
Housing Units			
Existing Urban Area	35,600	42,183	19%
New Development/Future Growth Area	22,900	15,873	(31%)
TOTAL	58,500	58,056	(1%)
Population			
Existing Urban Area	105,300	154,810	47%
New Development/Future Growth Area	57,600	58,253	1%
TOTAL	162,900^A	213,063^B	31%
Non-Residential Square Feet (000's)^C			
Existing Urban Area	17,175	56,936	232%
New Development/Future Growth Area	2,440	15,401	531%
TOTAL	19,615	72,337	269%^D
Employment	63,830^D	103,647^D	62%

Sources: Cotton/Bridges/Associates, 2002.
Salinas General Plan Final EIR, November 15, 1988.

Notes:

- A- Assumes a person per household factor of 2.78; with the more current 3.67 factor as discussed in "B" below, the existing General Plan would allow for a population of approximately 214,700 persons, or 1% more than the proposed General Plan
- B- Assumes a person per household factor of 3.67 based on Department of Finance (DOF) 2001 persons per household factor of 3.67
- C- Does not include parks, open space, agriculture, or public/semi-public uses
- D- The existing General Plan significantly underestimated the amount of non-residential square footage that would be built in the community. As of 2001, approximately 32.3 million square feet of non-residential development existed Citywide. This is 65% more non-residential development than the 19.6 million square feet capacity estimated by the Plan. This would also significantly underestimate the employment projections associated with the existing Plan. It is anticipated that if non-residential development were to proceed at its historic pace per the policies and plans of the existing General Plan, the level of non-residential development in the community would be similar to the proposed Plan. The anticipated increase in non-residential development from existing conditions will be approximately 223% under the proposed Plan.

COMPARISON OF ENVIRONMENTAL IMPACTS TO PROPOSED PROJECT

Land Use and Planning

This alternative would allow more residential and less non-residential development than is planned under the proposed General Plan placing an overall similar strain on City services and utilities. Unlike the proposed General Plan, this alternative does not provide *New Urbanism*, Traditional Neighborhood Development, and community livability policies and programs, which serve to create a more compact, pedestrian-friendly, and livable community. Overall, land use and planning impacts would be similar to the proposed project under this alternative.

Traffic/Circulation

Implementation of this alternative would result in less non-residential development and thus, less employment opportunities in the community. Less employment opportunities in the community could exacerbate the regional jobs/housing imbalance thereby placing a greater demand on regional circulation facilities as more people would have to commute out of Salinas for employment. Due to funding constraints, not all necessary improvements to the regional circulation system will occur. Because a similar number of housing units would be allowed under either plan, a similar level of traffic would be generated on the local street system by residential development. All impacts to local facilities could be mitigated to a level less than significant under either this alternative or the proposed Plan. However, this alternative does not provide for the eastern bypass, which is identified as a planned facility under the proposed General Plan. This facility could relieve additional congestion on local arterials. Because this alternative would put a greater strain on the regional circulation system, and because this alternative would not provide for an eastern bypass that could relieve congestion on local streets, this alternative will result in a greater impact associated with traffic/circulation.

Noise

The primary noise impacts associated with development according to either the proposed General Plan or the Existing General Plan is associated with vehicular traffic traveling on U.S. 101 and other primary arterials such as Blanco, E. Boronda, Davis and N. Davis, and E. and W. Laurel. The existing General Plan EIR identified planned improvements to the circulation system; however, the Eastern bypass is not identified with the proposed Plan. However, as described in Section 5.3 *Noise* of this EIR, most noise levels along the major roadways within the community are expected to be similar (within 0.5 dB of each other) under either scenario. Under either this alternative or the proposed General Plan, impacts associated with vehicular noise will remain significant and unavoidable.

Air Quality

Because this alternative would likely result in more vehicle miles traveled on the regional circulation system, and because this alternative would not provide for an eastern bypass

that could relieve congestion on local streets, this alternative will result in a greater impact associated with both local and regional air emissions.

Although the projections contained within the Existing General Plan are consistent with the projections used in the Air Quality Management Plan (AQMP), as described in **Table 6-2** and in detail in Section 5.4 *Air Quality* of this EIR, the projections contained within the Existing General Plan and thus in the AQMP are much lower than reality suggests and need to be revised to reflect actual conditions, such as persons per household and historical growth rates, and 2000 Census data. As shown in **Table 6-2**, this alternative would allow more residential development (approximately 450 dwelling units) to occur, resulting in a slightly higher population to be expected at buildout, when considering actual household and population growth trends and not the underestimated projections contained within the Existing General Plan. Overall, this alternative will result in greater local and regional impacts associated with air quality emissions.

Hydrology/Water Quality

Implementation of this alternative would result in a similar impact to hydrology/water quality as a similar amount of land and housing units would be developed as is planned under the proposed General Plan. This alternative also provides for approximately 200 less acres of land designated for open space and parks. This would likely result in a greater amount of land disturbance and impervious surfaces than the proposed project, which would contribute to increased pollutants and sedimentation as well as an increased volume in runoff. The overall hydrology/water quality impact would be slightly greater under this alternative.

Hazards/Hazardous Materials

Although the amount of non-residential development that could increase the use, storage and transport of hazardous materials was expected to be less at buildout under this alternative than with the proposed project, significantly more (65 percent more) non-residential development has already been built than was anticipated under the existing General Plan. If the development of non-residential uses proceeds at this pace, the level of non-residential development in the community would likely be similar under either plan. Additionally, this alternative would allow for a similar level of housing and population growth, creating a similar level of household hazardous waste and exposing a similar number of persons and private property to hazards associated with flooding, fires, and hazardous materials. Additionally, both plans would allow non-residential General Industrial type development in areas surrounding the airport. Overall, hazards/hazardous materials impacts would be similar under this alternative.

Biological Resources

This alternative would likely result in a similar amount of land disturbance and intrusion of urban uses into currently vacant areas, resulting in a similar degree and type of direct and indirect impacts to biological resources. However, this Plan would not implement several of the detailed Implementation Programs identified in the proposed General Plan

that are intended to protect significant biological resources. Impacts to biological resources would be greater under this alternative.

Cultural Resources

This alternative would likely result in a similar amount of land disturbance and intrusion of urban uses into currently vacant areas, resulting in a similar degree and type of direct and indirect impacts to biological resources. However, this Plan would not implement several of the detailed Implementation Programs identified in the proposed General Plan that are intended to protect significant historical and archaeological resources. Impacts to cultural resources would be greater under this alternative.

Agricultural Resources

Implementation of this alternative would result in a similar impact to agricultural resources as a similar amount of primarily vacant land, most of which is currently in agricultural production, would be developed with urban uses as is planned under the proposed General Plan.

Geology/Soils

Like the proposed General Plan, several programs are implemented under the existing General Plan to protect people and property from geologic and seismic hazards. Because both plans support policies and programs that protect people from geologic and seismic hazards and because a similar number of residents (see *Population and Housing* subsection below) would be exposed to these hazards, the geology/soils impact of this alternative is similar to the proposed project.

Aesthetics

Implementation of this alternative would result in a similar level of development as the proposed project. However, this alternative would result in a greater aesthetics impact because this Plan would not implement the many detailed Implementation Programs contained in the proposed General Plan that address improving and enhancing aesthetics in the community.

Population and Housing

The existing General Plan allows for a variety of housing types, with 65 percent of the housing units planned for single-family units. The existing General Plan allows for 58,000 housing units or approximately 450 more housing units than anticipated with the proposed General Plan. Although the existing General Plan assumes a person per household factor of 2.78, this factor is not reflective of the average household size in the community. With the more current 3.67 factor, the existing General Plan would allow for a population of approximately 214,700 persons, or 1% more than the proposed General Plan. Because both the existing and proposed Plans would result in a similar number of

housing units and population, the impact of this alternative is similar to the proposed project.

Public Services and Utilities

Implementation of this alternative would result in a similar impact related to public services and utilities as a similar amount of land in Future Growth Areas requiring public services and utilities would be developed with urban uses as is planned under the proposed General Plan.

Conclusion

Implementation of this alternative would result in: less impacts to no environmental issue area; similar impacts to land use and planning, noise, hazards/hazardous materials, agricultural resources, geology/soils, population and housing, and public services and utilities; and greater impacts to traffic/circulation, air quality, hydrology/water quality, biological resources, cultural resources, and aesthetics. Overall, this alternative is environmentally inferior to the proposed General Plan.

6.2 REDUCED ACREAGE - INCREASED DENSITY IN FUTURE GROWTH AREAS

This alternative is analyzed within this EIR in response to comments received by the public during preparation of the General Plan recommending increased density in portions of the community as a means of reducing the amount of agricultural land that would convert to urban uses, thereby reducing the impacts to agricultural resources.

DESCRIPTION OF ALTERNATIVE

This alternative assumes that instead of the 3,525 acres of land that are planned for development in the Future Growth Areas under the proposed Plan, the amount of land designated for urban uses in the Future Growth Areas would be reduced to two-thirds of the proposed acreage, or 2,350 acres. In order to meet the employment, housing, recreation, and overall growth demands projected for the region, the same level of residential and non-residential development is assumed to occur in this reduced acreage, thereby increasing the density and intensity of development required in the Future Growth Areas. Instead of the approximately 9.2 dwelling units per acre in the Future Growth Areas as anticipated with the proposed General Plan, this alternative would result in an overall density of 13.9 dwelling units per acre in the Future Growth Areas. This alternative would implement the policies, plans and Implementation Programs of the proposed General Plan.

COMPARISON OF ENVIRONMENTAL IMPACTS TO PROPOSED PROJECT

Land Use and Planning

Implementation of this alternative would implement to a greater degree the *New Urbanism* and Traditional Neighborhood Development (TND) policies and principles identified in the proposed General Plan, allowing for more compact, pedestrian-friendly neighborhoods. Additionally, because this alternative reduces the amount of land in the Future Growth Areas by two-thirds, less agricultural land in the Future Growth Areas would be converted to agricultural uses. However, more compact development would also result in more instances where potentially incompatible uses (e.g., commercial and housing) are located within close proximity to each other. These potential incompatibilities can likely be overcome through design, construction, and operation requirements imposed on development projects during the discretionary review of future projects. Overall, land use and planning impacts would be less under this alternative.

Traffic/Circulation

Because this alternative would result in the same level of development on less land area, AM and PM peak hour impacts at certain intersection and on certain roadways in the local circulation system may be greater than would occur under the proposed General Plan. However, more compact development, as would occur with this alternative, encourages alternative modes of transportation such as bicycling and walking, and also supports the increased use of transit. Additionally, with more compact development, less vehicle miles would likely be traveled locally as uses would be in closer proximity to one another. Regional impacts would 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.

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. More compact development would result in more instances where potentially incompatible uses (e.g., commercial, entertainment, and housing) are located within close proximity to each other. These potential noise incompatibilities can likely be overcome through design, construction, and operation requirements imposed on development projects during the discretionary review of future projects. Overall, stationary and non-stationary noise impacts will be similar under this alternative.

Air Quality

Because the same level of development will occur and because regional and local traffic/circulation impacts will be similar to the proposed project, regional and local air quality emissions impacts will be similar to the proposed General Plan. Although more compact development would result in more instances where potentially incompatible uses (e.g., restaurants, and housing) are located within close proximity to each other. These

potential incompatibilities can likely be overcome through design, construction, and operation requirements imposed on development projects during the discretionary review of future projects. Overall, local and regional air quality impacts will be similar under this alternative.

Hydrology/Water Quality

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. However, the existing agricultural operations in the Future Growth Areas use far more water per acre than would urban development proposed by the Plan, which would result in greater impacts to groundwater quality and quantity. Although urban development generally uses less water than agricultural operations, water used for agricultural irrigation recharges the basin. Overall, the impacts associated with drainage and hydrology will be less under this alternative.

Hazards/Hazardous Materials

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. Additionally, both alternatives would allow non-residential General Industrial type development in areas surrounding the airport, resulting in similar hazards associated with aircraft operations. However, more compact development would also result in more instances where commercial and housing developments are located within close proximity to each other, potentially exposing residents to greater hazards associated with these non-residential uses. Additionally, allowing the same level of development in an area two-thirds the size currently planned may have impacts on the circulation system that would affect access and response times. These potential hazards can likely be overcome through design, construction, circulation system improvements, and operation requirements imposed on development projects during the discretionary review of future projects. Overall, hazards/hazardous materials impacts would be similar under this alternative.

Biological Resources

Implementation of this alternative would result in less of an impact to biological resources as approximately 1,175 fewer acres of primarily vacant land located in "Future Growth Areas" would be developed with urban uses than is planned under the proposed General Plan. This would result in less land disturbance, less disturbance of potential wildlife corridors, and less intrusion of urban uses into currently vacant areas, resulting in less direct and indirect impacts to biological resources.

Cultural Resources

Implementation of this alternative would result in less of an impact to cultural resources as approximately 1,175 fewer acres of primarily vacant land located in “Future Growth Areas” would be developed with urban uses than is planned under the proposed General Plan. This result in a less land disturbance creating less of a chance for disturbance of buried cultural resources. Additionally, this Plan would implement the detailed Implementation Programs identified in the proposed General Plan that are intended to protect significant historical and archaeological resources. Overall, this alternative would result in less of an impact to cultural resources.

Agricultural Resources

Implementation of this alternative would result in less of an impact to agricultural resources as approximately 1,175 fewer acres of primarily vacant land, most of which is currently in agricultural production, would be developed with urban uses than is planned under the proposed General Plan. While this alternative would reduce the impact to agricultural resources, this alternative would still result in a significant unavoidable impact.

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 and because the same number of residents would be exposed to these hazards, the geology/soils impact of this alternative is similar to the proposed project.

Aesthetics

Implementation of this alternative would result in the same level of development as the proposed project; however, this development would be more compact in nature. This more compact development would allow more areas to remain as visual open space, preserving vistas and scenic views in certain portions of the planning area. 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.

Population and Housing

This alternative would result in the same number of units in the community and the same level of population growth; however, as a result of increased density, fewer larger sized single-family units would be built. Instead, this alternative would result in more multi-family attached units that are generally more affordable to lower income households. Because a greater number of affordable units would be available in the community, less doubling up, and therefore, less overcrowding would likely occur. However, this alternative may not provide for the variety of single-family and multi-family units that

would be allowed under the proposed General Plan. This lack of variety may cause concentrations of affordable housing in certain neighborhoods and may limit housing choices for larger households. Overall, population and housing impacts would be similar under this alternative.

Public Services and Utilities

Development under this alternative would be more compact and would not extend as far into the primarily vacant Future Growth Areas, resulting in less demand for the extension of public services and utilities into currently unserved areas. Overall, public services and utilities impacts would be less under this alternative.

Conclusion

Implementation of this alternative would result in: less impacts to land use and planning, hydrology/water quality, biological resources, cultural resources, agricultural resources, aesthetics, and public services and utilities; similar impacts to traffic/circulation, noise, air quality, hazards/hazardous materials, geology/soils, and population and housing; and greater impacts to no environmental issue area. Overall, this alternative is environmentally superior to the proposed General Plan.

6.3 ALTERNATIVE CIRCULATION PLAN – NO WESTERN BYPASS

This alternative is identified within this EIR because removal of the proposed Western Bypass from the Circulation Element and Land Use Plan could potentially reduce impacts to agricultural resources located west of the City.

DESCRIPTION OF ALTERNATIVE

This alternative assumes that no Western Bypass would be planned within the Circulation Element or Land Use Plan, and construction of a Western Bypass would not be supported by the policies, plans, and programs within the General Plan. In order to improve circulation within the planning area, the Circulation Element, Land Use Plan, and General Plan Policies would support the improvement (i.e., widening) of US-101 and/or Davis Road, if necessary.

COMPARISON OF ENVIRONMENTAL IMPACTS TO PROPOSED PROJECT

Land Use and Planning

Under this alternative, the same land use plan and policies would be adopted and implemented as are identified in the proposed Plan. More impacts associated with land use compatibility and the potential expansion/widening of US-101 and Davis Road would occur because a mix of uses currently abut these two roadways that would either be

required to relocate or that may suffer increased noise and air quality impacts as a result of the widening of these roadways.

Traffic/Circulation

Under this alternative, no Western Bypass would be provided. Instead, traffic would remain and increase along the local circulation system and along U.S. 101. Locally, Davis Road would need to be widened to handle more regional and cut-through traffic. Overall, this alternative would likely increase traffic and congestion at intersections and along major roadways within the planning area. This alternative would result in a greater impact associated with traffic/circulation.

Noise

Because this alternative would result in more vehicles traveling along local arterials such as Davis Road, more noise will be generated within the planning area. As identified in Section 5.3 *Noise* of this EIR, N. Davis Road and Abbot Street, are expected to experience increases of 7.5 dB and 7.0 dB, respectively without the roadway improvements proposed by the General Plan, which includes the Western Bypass. Although, some of the proposed circulation improvements will be implemented under this alternative, noise increases along local arterials such as Davis Road and Abbot Street, and regional route U.S. 101 will likely be greater than that which would occur with the proposed Plan. This alternative would result in a greater noise impact associated with vehicular traffic than would occur with the proposed General Plan.

Air Quality

Emissions generated from vehicular traffic will be the primary source of air quality impacts under this alternative and the proposed General Plan. Because this alternative would result in more vehicles traveling along local arterials such as Davis Road, more air quality emissions (particularly carbon monoxide) will be generated within the planning area, causing a greater local air quality impact. Regionally, this alternative and the proposed General Plan will result in a similar amount of vehicle miles traveled. Because local air quality impacts will be greater under this alternative, this alternative would result in a greater air quality impact.

Hydrology/Water Quality

Because a similar level of land disturbance, development, and impervious surfaces would occur under this alternative, impacts associated with hydrology/water quality would be similar to the proposed project.

Hazards/Hazardous Materials

This alternative would allow for the same level of non-residential development and housing and population growth, creating the same level of hazardous waste and exposing a similar number of persons and private property to hazards associated with flooding,

fires, and hazardous materials. Additionally, both plans would allow non-residential General Industrial type development in areas surrounding the airport, resulting in similar hazards associated with aircraft operations. However, under the proposed General Plan, the Western Bypass would have provided an alternative route for the transportation of hazardous materials in less populated portions of the planning area. Because this alternative does not provide the Western Bypass, it is likely that more hazardous materials would be transported through the community, primarily on US-101 and Davis Road. Overall, the hazards/hazardous materials impact would be similar under this alternative.

Biological Resources

Under the proposed project, the Western Bypass would traverse land primarily used for agricultural development, which generally does not include sensitive biological resources; however, several species use agricultural areas for foraging and nesting purposes as well as wildlife corridors. Because this alternative would not result in the direct disturbance of these lands for the Western Bypass, less direct impacts to biological resources would occur. Additionally, less direct impacts associated with road kill would occur. Indirect impacts to biological resources would also be less under this alternative because no noise, lighting, or air quality impacts would be introduced to this primarily undeveloped area. Overall, this impact would result in less of an impact to biological resources.

Cultural Resources

This alternative would result in less of an impact to cultural resources because the primarily undeveloped land located west of the City would not be disturbed to develop the Western Bypass.

Agricultural Resources

This alternative would result in less of an impact to agricultural resources because the land that is currently in agricultural development in the western portion of the planning area would not be taken out of production for the development and operation of the Western Bypass. Additionally, no indirect impacts that could occur as a result of the development and operation of this roadway in proximity to agricultural operations would occur. Overall, impacts to agricultural resources would be less under this alternative, though it would still result in a significant unavoidable impact.

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 and because the same number of residents would be exposed to these hazards, the geology/soils impact of this alternative is similar to the proposed project.

Aesthetics

Implementation of this alternative would result in the same level of development as the proposed project; however, no Western Bypass would be built in the western portion of the planning area. Because this alternative would leave views of the open space and agricultural land to the west of the developed portion of the planning area in their existing condition, this alternative would result in less of an impact to aesthetics.

Population and Housing

Implementation of this alternative would result in the same level of development as the proposed project, resulting in the same number of housing units and the same population as the proposed project. Overall, population and housing impacts would be similar under this alternative.

Public Services and Utilities

Implementation of this alternative would result in the same level of development as the proposed project, resulting in a similar demand for public services and utilities. Overall, public services and utilities impacts would be similar under this alternative.

Conclusion

Implementation of this alternative would result in: less impacts to biological resources, cultural resources, agricultural resources, and aesthetics; similar impacts to hydrology/water quality, hazards/hazardous materials, geology/soils, population and housing, and public services and utilities; and greater impacts to land use and planning, traffic/circulation, noise and air quality. Overall, this alternative is environmentally similar to the proposed General Plan.

6.4 50% HOUSING UNIT REDUCTION IN FUTURE GROWTH AREAS

This alternative is identified within this EIR in response to public comments received during the General Plan update process that in order to control growth and reduce impacts to agricultural resources, the General Plan should allow for the development of far fewer housing units on less acreage than currently proposed.

DESCRIPTION OF ALTERNATIVE

This alternative plans for approximately half the growth in housing units than projected in the Future Growth Areas with the proposed General Plan. Under this alternative, approximately 7,940 additional housing units would be developed on approximately 860 acres in the Future Growth Areas instead of the currently projected 15,873 units on 1,717 acres, which would retain the overall residential density in the Future Growth Areas at approximately 9.2 dwelling units per acre. At buildout of this alternative, approximately

50,122 housing units would exist in the planning area, for an overall density of 8.0 units per net acre. In comparison, at buildout of the proposed General Plan, approximately 58,055 housing units would exist in the planning area for an overall density of 9.3 dwelling units per acre.

While the alternative would result in the construction of fewer housing units within Salinas, the City cannot control regional demand for housing nor the number of people living in residential units. Therefore, this alternative may result in the need to construct additional residential units within surrounding jurisdictions and the county and/or result in an increase in the incidence of overcrowding.

COMPARISON OF ENVIRONMENTAL IMPACTS TO PROPOSED PROJECT

Land Use and Planning

Implementation of this alternative would implement the *New Urbanism* and Traditional Neighborhood Development (TND) policies and principles identified in the proposed General Plan. Overall, land use and planning impacts would be similar under this alternative.

Traffic/Circulation

Because 50 percent less housing units would be developed in the Future Growth Areas under this alternative, 50 percent less traffic would be generated by the residential development. This reduction in vehicle traffic will likely result in better operations at some intersections and along some roadways within the planning area. However, regional traffic may be increased as residential development would likely occur outside the planning area in surrounding jurisdictions. Traffic/circulation impacts would be similar under this alternative.

Noise

Noise generated from vehicular traffic would be the primary source of noise in the planning area under either this alternative or the proposed General Plan. Because local vehicular traffic would be reduced under this alternative, noise impacts associated with vehicular traffic would likely be less. Overall, noise impacts under this alternative would be less than with the proposed General Plan.

Air Quality

Vehicular traffic will be the primary source of air quality impacts under this alternative and the proposed General Plan. Because less vehicular traffic will be generated in the planning under this alternative, local air quality emissions impacts will likely be less within Salinas. However, regional air quality emissions, which also affect local air quality, will likely be similar as a similar level of residential development would likely occur outside of the planning area. Overall, air quality impacts will be similar under this alternative.

Hydrology/Water Quality

Less land disturbance, development, and impervious surfaces would occur under this alternative within the planning area. However, the development of residential units outside the planning area, in addition to the development within the planning area, would likely result in similar impacts associated with hydrology and water quality. Overall, the impacts associated with hydrology/water quality in the region would be similar to the proposed project.

Hazards/Hazardous Materials

This alternative would allow for a similar level of non-residential development, creating a similar level of hazardous waste. Additionally, both alternatives would allow non-residential General Industrial type development in areas surrounding the airport, resulting in similar hazards associated with aircraft operations. Although the generation of household hazardous waste may be lower in Salinas under this alternative, it is likely that regional household hazardous materials generation will be similar, placing a similar impact on hazardous waste collection facilities. Overall, hazards/hazardous materials impacts would be similar under this alternative.

Biological Resources

Less land disturbance, development, and impervious surfaces would occur under this alternative within the planning area. However, the development of residential units outside the planning area, in addition to the development within the planning area, would result in a similar impact to biological resources as land is converted for residential uses. Overall, the impacts associated with biological resources would be similar to the proposed project.

Cultural Resources

Less land disturbance, development, and impervious surfaces would occur under this alternative. However, the development of residential units outside the planning area, in addition to the development within the planning area, would result in a similar impact to cultural resources as land is converted for residential uses. Overall, the impacts associated with cultural resources would be similar to the proposed project.

Agricultural Resources

A similar level of land disturbance, development, and impervious surfaces would occur under this alternative within the planning area. However, the development of residential units outside the planning area in areas of potentially more productive farmland than occurs in the proposed Future Growth Areas, in addition to the development within the planning area, would result in a greater impact to agricultural resources as existing agricultural land is converted for residential uses. Overall, the impacts associated with agricultural resources would be greater than the proposed project.

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 and because the same number of residents would be exposed to these hazards, the geology/soils impact of this alternative is similar to the proposed project.

Aesthetics

A similar level of land disturbance, development, and impervious surfaces would occur under this alternative within the planning area. However, more scattered residential development could occur outside the planning area in unincorporated County land or adjacent jurisdictions resulting in a greater impact related to aesthetics as agricultural land and open space is converted for residential uses. Overall, the impacts associated with aesthetics would be greater than the proposed project.

Population and Housing

While the alternative would result in the construction of fewer housing units in the planning area, the City cannot control regional demand for housing nor the number of people living in the residential units, which may result in an increase in the incidence of overcrowding and/or the need to construct additional residential units within surrounding jurisdictions and the county. As a result, the alternative may have a greater growth inducing impact on surrounding areas as people are forced to look elsewhere in the region for housing opportunities. Overall, the impacts associated with population and housing would be greater than the proposed project.

Public Services and Utilities

While the alternative would result in the construction of fewer housing units in the planning area, requiring less public services and utilities, this alternative may result in the need to extend public services and facilities into new areas as people are forced to look elsewhere in the region for housing opportunities. Additional environmental impacts would occur as these services are extended. Overall, the impacts associated with public services and utilities would be greater than the proposed project.

Conclusion

Implementation of this alternative would result in: less impacts to noise; similar impacts to land use and planning, traffic/circulation, air quality, hydrology/water quality, hazards/hazardous materials, biological resources, cultural resources, and geology/soils; and greater impacts to agricultural resources, aesthetics, population and housing, and public services and utilities. Overall, this alternative is environmentally inferior to the proposed General Plan.

5.13 PUBLIC SERVICES AND UTILITIES

POLICE PROTECTION

ENVIRONMENTAL SETTING

The Salinas Police Department provides full police protection services to the community. As **Figure 5.13-1** depicts, the department is centrally located in the City of Salinas adjacent to City Hall at 222 Lincoln Avenue. The department has 164 authorized sworn personnel and 64 authorized non-sworn personnel. Preliminary planning for a new police facility has been completed. The use will be the same as the present facility. The proposed location of the new facility is located across Lincoln Avenue from the present facility. Completion date has not been decided yet.

Using the City's current population of about 143,800 and 164 sworn officers, the City currently provides a ratio of 1.1 officers per 1,000 residents. The City and Police Department review police staffing and funding levels on a periodic basis to ensure adequate levels of service are provided.

The Salinas Police Department is organized into three divisions: Field Operations, Administration, and Investigations. The Field Operation's Division officers are the initial respondents to calls for service. The Crime Scene Investigations, K-9, and Traffic Enforcement are included in the Field Operations Division. The Investigations Division is responsible for investigating all crimes that require follow-up work and initiate major investigations (e.g., homicide, embezzlement, etc.). The Investigations Division is comprised of Investigations Detectives, Narcotic/Vice, and the Violence Suppression Unit (VSU), which addresses gang activity. A Community Service Officer is assigned to investigate missing persons and runaways. A Senior Police Clerk is also assigned to the division for subpoena services and administrative support.

The Administration Division is comprised of sworn and non-sworn personnel divided into the following: Records, Word Processing, Support Services, Evidence and Property, Maintenance Services, Personnel and Training, Technical Services, Community Services, and School Resource Officers. The Administration Division maintains police records, personnel files, assists in budget preparation, recruitment, training, and provides administrative support for the Field Operations Division and Investigations Division.

According to the Salinas Police Department, the department response time data is unavailable at this time.

Figure 5.13-1
Location of Public Facilities

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 increased population and new development. New development will include residential, commercial/office, industrial, public/semipublic facilities, and mixed use. As indicated in **Table 3-1** contained in Section 3.0 *Project Description* of this EIR, approximately 1,240 acres of the planning area are planned for public and semipublic land uses, which would accommodate new public facilities. As such, this land use designation would accommodate a new police station if warranted. The proposed General Plan residential land use categories also allow public facilities if they are compatible with the surrounding land uses. With the increase in population and new development, additional police services, and potentially new or expanded facilities will be required to provide acceptable service levels. According to the Salinas Police Department, when constructed, the proposed police facility on Lincoln Avenue will be able to serve the entire City, including any expansion of City boundaries as the City annexes areas in the Future Growth Area.

The Salinas Police Department recommends that the City develop a superior, reliable revenue stream to allow the City to maintain competitive pay levels, provide support services to officers, continue high hiring standards, and maintain and expand policy of excellence in technical innovation in the police department. 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 Programs S-1, S-2, and S-3 of the General Plan, which address the City's police services. Implementation Program S-1 requires the City to continue to take a key, active role to coordinate the implementation of the crime and violence prevention strategy outlined in the *Cultivating Peace in Salinas Framework*. Implementation Program S-2 requires the City to protect residents and businesses from criminal activity by providing a necessary level of police protection and educating the public about methods to reduce criminal activity. Implementation Program S-3 requires the City to create CPTED design guidelines that provide direction to developers regarding how to incorporate design features in their residential and non-residential projects that increase the safety of the projects. The Zoning Code will be reviewed and updated, if necessary, to promote the incorporation of CPTED design features into new development and redevelopment. The City will cooperate with the

5.13 Public Services and Utilities

Police Department to review development proposals to ensure that design features promote a safe environment, as described in the Safety Element.

The specific environmental impact of constructing a new police station in the Planning Area cannot be determined at this General Plan level of analysis; however, 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.

MITIGATION MEASURES

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

IMPACT AFTER MITIGATION

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

FIRE PROTECTION AND EMERGENCY SERVICES

ENVIRONMENTAL SETTING

The Salinas Fire Department provides fire protection and education and emergency services to the City of Salinas. **Table 5.13-1** depicts a summary of the Department facilities.

**TABLE 5.13-1
SALINAS FIRE DEPARTMENT FACILITIES**

Station Number	Location	Capacity
Fire Department Headquarters	65 West Alisal Street #20	
Fire Station No. 1	216 West Alisal Street	1 engine, 1 truck, 1 rescue, 1 paramedic engine, and 1 Battalion Chief at all times
Fire Station No. 2	10 West Laurel Drive	1 engine, 1 paramedic engine
Fire Station No. 3	827 Abbott Place	1 engine, 1 paramedic engine
Fire Station No. 4	308 Williams Road	1 engine, 1 paramedic engine
Fire Station No. 5	1400 Rider Avenue	1 engine, 1 paramedic engine
Fire Station No. 6	45 East Bolivar Street	1 engine, 1 paramedic engine

Source: Salinas Fire Department, April 2002.

All engine companies are staffed with three personnel. The truck and rescue companies are staffed with two personnel each. The current minimum daily staffing is 23 personnel

(including the Battalion Chief). The goal of the department is to arrive on the scene of emergencies within six minutes of notification, 90% of the time. Currently, the department is able to meet the goal 86% of the time. Response time is defined as the period of time that elapses from the moment the fire station is notified by the Monterey County 911 Communications Center, until that unit's arrival at the location of the incident. Response time includes a one minute benchmark of "turn out time" (time necessary for the firefighters to don protective clothing, identify the destination, travel route, hydrant location, and place the fire apparatus into operation) and five minutes of "travel time."

The City of Salinas requires fire sprinklers on all new construction and has an active weed abatement program.

The Salinas Fire Department is organized into six divisions: Suppression Division, Fire Prevention Bureau, Emergency Medical Services (EMS), Training Division, Vehicle Maintenance Division, and HazMat Team.

The **Suppression Division** provides 24-hour protection to the residents of Salinas from the effects of natural and man made emergencies. 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 Suppression Division responds to hazardous conditions that include arcing or downed power lines, electrical system malfunctions, water system malfunctions, smell or odor problems/concerns, and hazardous materials releases or spills and public assistance.

The **Fire Prevention Bureau** is charged with enforcing the laws and ordinances, State and municipal, which have been established to provide a reasonable degree of safety to life and protection of property from fire. The Bureau is authorized by California Code of Regulations, Title 24, to enforce all ordinances of the jurisdiction pertaining to the prevention of fires; the suppression, extinguishment, storage, use and handling of hazardous materials; the maintenance and regulation of automatic, manual, and other private fire alarm systems and fire extinguishing equipment; the elimination of fire hazards on land and in buildings, structures, and other property, including those under construction; the investigation as to the cause, origin, and circumstances of fire and unauthorized releases of hazardous materials. Additionally the Fire Prevention Bureau is responsible for providing fire safety education to the community.

The **Emergency Medical Services (EMS) Division** provides 24-hour medical crisis intervention at the paramedic first responder level by utilizing 21 fire suppression personnel crossed trained as paramedics. The objective is to respond quickly to begin early treatment and care of ill or injured Salinas residents and visitors prior to arrival of the county contracted transport ambulance. Fire Department paramedics continue care of critical patients during transport to local hospitals. The EMS Division is also responsible for monitoring the quality of care provided; education and training of fire department Emergency Medical Technicians (EMTs); and the provision of technical assistance to the City's Risk Management Division in the arena of safety and loss prevention.

The **Training Division** is charged with providing each member of the department with sufficient job knowledge and information to meet the level of performance required in their assigned area of responsibility and to provide planning, development, and promotion of disaster preparedness plans and programs for the City of Salinas.

The **Vehicle Maintenance Division** repairs and maintains all fire department vehicles and firefighting apparatus in accordance with national, state, DMV, NFPA and OSHA mandated standards regarding safe operation, repair, and testing. This is accomplished through regularly scheduled preventive maintenance and on-demand repair utilizing on duty, cross-trained fire suppression personnel. In those instances where repairs are beyond the scope of fire personnel, the division contracts with local repair facilities capable of providing the necessary services.

To effectively control and initiate mitigation of hazardous material emergencies in order to protect life, environment, property, and promote for a safe community, 15 fire suppression personnel are cross-trained and equipped as Hazardous Materials Specialists. The **HazMat Team** also provides technical support, advice, and training to Salinas businesses that utilize potentially hazardous materials in processing or manufacturing. Under a Tri-County Hazardous Materials Response Plan, the City's hazardous materials team members provide emergency responses to the Salinas community and the counties of Monterey, Santa Cruz, and San Benito.

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 fire protection and emergency services.

ENVIRONMENTAL IMPACT

Implementation of the General Plan will result in an increase of development and population in the planning area. New development will include residential, commercial/office, industrial, public/semipublic, and mixed use. 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 proposed General Plan identifies a service standard for fire protection of a 6-minute response from receipt of 911 call for arrival of first company 90% of the time.

Population increase is expected to produce a corresponding increase in call volume. In 2001, the department ran 9,768 calls. Also, the buildout of the planning area's northeast corridor will result in longer travel distances from the existing fire stations with a corresponding increase in response times.

For these reasons, the Fire Department estimates that by buildout of the proposed General Plan a minimum of one additional fire station will be needed. The location would likely be in either the northeast or southeast portion of the Future Growth Area. The need for equipment and staffing for the new facility is also anticipated.

To ensure adequate fire and emergency services within the planning area, the City will implement General Plan Implementation Programs S-21, S-22, and S-23. Implementation Program S-21 requires the City to promote fire prevention in Salinas by:

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

General Plan Implementation Program S-22 requires the City to maintain the Multi-Hazard Emergency 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. The City will also support high-level multi-jurisdictional cooperation and communication for emergency planning and management. In addition, the City is required to solicit private individuals and organizations to enhance service provider communications and response with cellular telephones, ham radios, AM/FM radio, and cable television. Implementation Program S-23 requires the City to coordinate with local agencies and organizations to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies.

New development will be required to help provide fire protection facilities necessary to provide a 6-minute response from receipt of a 911 call for arrival of first company 90 percent of the time.

As indicated in **Table 3-1** contained in Section 3.0 *Project Description* of this EIR, approximately 1,240 acres of the planning area are planned for public/semipublic land uses, which would accommodate new public facilities. As such, this land use designation would accommodate a new fire station if warranted. The proposed General Plan residential land use category also allows public facilities if they are compatible with the surrounding land uses.

5.13 Public Services and Utilities

The specific environmental impact of constructing a new fire station in the planning area cannot be determined at this first-tier level of analysis; however, development and operation of public facilities, such as fire stations, may result in potentially significant impacts that are addressed by various City policies 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 public facilities.

IMPACT AFTER MITIGATION

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

EDUCATION

ENVIRONMENTAL SETTING

Four different school districts currently serve Salinas. City of Salinas public schools are operated by two K-6, one K-8, and one 7-12 district. District unification has been raised as major issue in Salinas; however, it is not considered a General Plan issue because it is unlikely to have physical consequences and is not a city decision. All of the Salinas public schools, including Hartnell College, are depicted in **Figure 5.13-2**. The four school districts serving the planning area are described below.

Salinas City Elementary School District

Salinas City Elementary School District is the largest K-6 district in Salinas, with 14 schools. The district's boundary, with the exception of Boronda School, is within the City of Salinas. The district has limited or no space for additional growth in its existing sites and, therefore, continues to look at all alternatives to accommodate growth. Currently, the district has acquired additional land for future facilities through borrowing 14.53-acres of land located at North Davis Road. However, this acquisition is contingent on the state reimbursing the district for the purchase and providing construction funds. As depicted in **Table 5.13-2**, the current enrollment exceeds the school district's capacity by over 500 students.

**TABLE 5.13-2
SALINAS CITY ELEMENTARY SCHOOL DISTRICT SCHOOLS**

School	Location	Capacity	Current Enrolment
Boronda	1114 Fontes Lane, Salinas, CA 93907	600	548
El Gabilan	1256 Linwood Drive, Salinas, CA 93906	714	802
Kammann	521 Rochex Street, Salinas, CA 93906	822	956
Laurel Wood	645 Larkin Street, Salinas, CA 93907	594	552
Lincoln	705 California Street, Salinas, CA 93901	579	602
Loma Vista	757 Sausal Drive, Salinas, CA 93907	564	496
Los Padres	1130 John Street, Salinas, Ca 93905	450	730
Mission Park	403 W. Acacia Street, Salinas, CA 93901	714	742
Monterey Park	410 San Miguel Avenue, Salinas, CA 93901	609	526
Natividad	1465 Modoc Avenue, Salinas, CA 93906	849	894
Roosevelt	120 Capitol Street, Salinas, CA 93901	633	473
Sherwood	110 S. Wood Street, Salinas, CA 93905	1,137	1,233
University	833 W. Acacia Street, Salinas, CA 93901	471	687
Baldwin Park	1127 Baldwin Street, #A, Salinas, CA 93906	20	20
TOTAL		8,756	9,261

Source: Salinas City Elementary School District, April 2001.

Santa Rita School District

Santa Rita School District serves most of North Salinas and is the City's only K-8 district. Graduates currently attend one of two Salinas Union High District schools; however, the District is currently going through reorganization and it proposes constructing of a high school to serve all students K-12 in Santa Rita. The district operates three separate schools and three more schools will be opened in 2003. The proposed high school would not open before 2004. **Table 5.13-3** depicts the summary of Santa Rita Union School District schools.

Revenue for facilities in Santa Rita School District comes from the following: developer fees, general obligation bonds, and statewide bonds. The 1995 election approved a \$10 million general obligation bond for Santa Rita. This taxed the district to its maximum portion of its assessed evaluation. Another bond election to build elementary schools is not possible for the next decade. Additionally, Santa Rita is classified by the state as a "financial hardship" district; therefore, future funding will come from statewide bonds and is under the rules of the State Allocation Board and subject to application for construction grants based upon "unhoused" students. This means that the school district has to have the students enrolled before the state will build a new school. By delaying construction of new facilities until the students are enrolled, all new developer school fees will need to be used for interim classroom housing.

**TABLE 5.13-3
SANTA RITA UNION SCHOOL DISTRICT SCHOOLS**

School	Grade Span	Location	Current Enrollment	Projected Enrollment 2003	Calendar	Construction Completion Date
Santa Rita Elementary	K-5	2014 Santa Rita Street	1,200	600	Traditional	Existing
La Joya Elementary	K-5	55 Rogge Road	850	500	Traditional	Existing
Gavilan View Middle School	6-8	18250 Van Buren Avenue	1,050	550	Traditional	Existing
McKinnon Elementary	K-5	2100 McKinnon Street	650	550	Traditional	Existing
Bolsa Knolls Middle School	6-8	50 Rogge Road	--	500	Traditional	Opening 8/1/2003
New Republic	K-5	Arcadia & Emerald	--	500	Traditional	Opening 8/1/2003
Santa Rita High School	9-12	TBD (probably 18250 Van Buren Avenue)	--	1100	Traditional	District going through reorganization now for opening not before 2004.

Source: Santa Rita School District, 2002.

Alisal Union School District

The Alisal School District has ten K-6 schools in the East Salinas area. An eleventh school is currently under construction and will be opened in March 2003. The new elementary school will have a 600 student capacity. Even though the current total capacity for the district's schools is 7,900 students, 7,950 students are enrolled. The District is proposing two new schools in the area; however, the District has not purchased the land needed for the proposed school sites. All schools will move from year-round schedule to traditional school schedule on July 1, 2002. **Table 5.13-4** lists the Alisal Union School District Elementary Schools.

**TABLE 5.13-4
ALISAL UNION SCHOOL DISTRICT ELEMENTARY SCHOOLS**

Name	Location
Alisal Community School	1437 Del Monte Avenue
Cesar E. Chavez School	1225 Towt Street
Frank Paul School	1300 Rider Avenue
Jesse G. Sanchez School	901 N. Sanborn Road
Dr. Oscar F. Loya	1505 Cougar Drive
Bardin School	425 Bardin Avenue
Creekside School	1770 Kittery Street
Fremont School	1255 E. Market Street
John E. Steinbeck School	1714 Burlington Drive
Virginia Rocca Barton	680 Las Casitas Drive
Martin Luther King Junior	Sanborn Road

Source: Alisal Union School District, March 2002.

Salinas Union High School District

The Salinas Union High School District operates high schools and middle schools for the entire city, except within the Santa Rita School District which provides its own middle school. The District includes four middle schools and five high schools. **Table 5.13-5** provides a summary of the Salinas Union High School District schools, capacity, and enrollment.

**TABLE 5.13-5
SALINAS UNION HIGH SCHOOL DISTRICT**

Name	Location	Capacity	Enrollment
El Sausal Middle School	1155 East Alisal Street, Salinas	1,323	1,126
La Paz Middle School	1300 N. Sanborn Road, Salinas	972	529
Harden Middle School	1561 McKinnon Drive, Salinas	1,220	1,234
Washington Middle School	560 Iverson Street, Salinas	1,386	1,323
Alisal High School	777 Williams Road, Salinas	2,160	1,968
North Salinas High	55 Kip Drive, Salinas	2,079	2,120
Everett Alvarez High School	1900 Independence Blvd., Salinas	2,160	2,071
Salinas High School	726 S. Main Street, Salinas	2,322	2,413
Mt. Toro Continuation High	10 Sherwood Place, Salinas	297	291
Total		13,919	13,075

Source: Salinas Union High School District, March 2002.

Note: All capacities include temporary housing of students in portable classrooms.

La Paz Middle School opened in July 2001 with 7th grade only.

As the **Table 5.13-5** depicts, all of the schools are close to their full capacity, with Salinas High School being 91 students over the school's capacity. Currently, the students are housed in 342 permanent classrooms and 159 portable classrooms. The District has plans to expand the capacity of Everett Alvarez High School with 22 additional classrooms and Harden Middle School with nine additional classrooms. The District is also currently pursuing a new high school site (location unknown).

Continuation, Adult, and Vocational Schools

Numerous vocational, business, and trade programs are offered through Salinas Union High School District's adult education program and the Mission Trails Regional Occupational Program. Heald Business College and Central Coast College, both located in Salinas, prepare students for entry-level jobs in business and industry in the shortest time possible.

Hartnell College

The main campus of Hartnell College is located on a 40-acre site between Central Avenue and West Alisal Street. Hartnell's East Campus is located on an 80-acre facility east of the Salinas Municipal Airport. The college awards two-year Associate Degrees and certificates.

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 public school facilities.

ENVIRONMENTAL IMPACT

With the increase in population and new development, new or expanded education facilities will be required to achieve the City's acceptable education levels. Based on each school district's student generation rates 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 four school districts depending on the location and type of students and schools. Implementation of the General Plan will result in approximately 18,400 additional dwelling units within the planning area, which would generate a need for expansion of existing schools and staff within the various school districts.

The following estimates the numbers of students that will be generated in the planning area by applying the various school district student generation factors.

- X **Salinas Elementary School District** – According to the Salinas City Elementary School District's student generation rate of 0.321 per residence,

approximately 5,910 new elementary school students would be generated by the implementation of the General Plan.

- X **Santa Rita Union School District** - According to the District's elementary school student generation rate of 0.4 students per residence, approximately 7,360 new elementary school students would be generated by the implementation of the General Plan. The middle school student generation rate is 0.2 students per residence; therefore, 3,680 new middle school students would be generated. The Santa Rita Union School District does not have a student generation factor for high school students, since the District does not have a high school at this time.

- X **Alisal Union School District** - According to the District's elementary school student generation rate of 0.5 students per residence, approximately 9,200 new elementary school students would be generated by the implementation of the General Plan.

- X **Salinas Union High School District** - According to the student generation factors for the Salinas Union High School District (0.113 for grades 7-8 and 0.195 grades 9-12), the proposed General Plan would generate approximately 2,080 new 7-8 grade students and 3,590 new high school students. The District does not serve K-6 students.

Based on these generation factors, implementation of the proposed General Plan will result in the generation of 5,900-9,200 new elementary school students, 2,100-3,700 middle school students, and approximately 3,600 high school students.

Salinas Elementary School District

Salinas City Elementary School District has limited or no space for additional growth in its existing sites and, therefore, continues to look at all alternatives to accommodate growth. Assuming that approximately 50 percent of the growth resulting from the implementation of the General Plan occurs within the school district boundaries, the school district's enrollment would increase by close to 3,000 students. The total number of students exceeding capacity would create a need for four additional schools. According to the school district, the district's current budget cannot support such an expansion. Capital revenue would have to be solicited through local and state bonds as well as developers.

Santa Rita Union School District

The Santa Rita Union School District is experiencing difficulties with financing of new schools. Revenue for facilities for the District comes from developer fees, general obligation bonds, or statewide school bonds. As discussed previously, the District is currently at its bonding capacity and cannot release any additional bonds. The District is classified as a "financial hardship district"; therefore, future funding will come from statewide bonds and the school district will have to have the students enrolled before the

state will build a new school. That delay results in all developer fees being used for interim classroom housing instead of new construction of permanent facilities.

The District recommends that the City change its procedures to “fast track” school construction. The District would also like the City to change its requirements for infrastructure for which schools are responsible, particularly when the district is a “financial hardship district.”

Alisal Union School District

Currently the district does not have any money available for the construction of new school facilities; however, developers are required to provide funds for the construction. Additionally, state bonds and general bonds may finance the construction of additional school facilities within the school district. The district has not estimated the number of additional facilities it will require to meet the needs generated by the proposed General Plan.

The District is currently constructing Martin Luther King Elementary School on Sanborn Road. Jesse G Sanchez Elementary School, on the adjacent site will be rehabilitated once construction of the new facility is completed.

Salinas Union High School District

The District estimates that it would require two new middle schools sites and two new high school sites in order to serve the City of Salinas at the buildout. According to the District, there is no revenue that could be budgeted for these expansions at this time. Alternate funding sources could be: general obligation bonds, developer fees, statewide school bonds, or mitigation agreements with developer as allowed by law.

The Salinas Union High School District recommends that the City designate school sites throughout the life of General Plan to obtain mitigation for school construction as law allows.

Implementation of the General Plan will result in increase in population and new development. New development will include residential, commercial/office, industrial, public/semipublic facilities, and mixed use. As indicated in **Table 3-1** contained in Section 3.0 *Project Description* of this EIR, approximately 1,240 acres of the planning area are planned for public and semipublic land uses, which would accommodate new public facilities. As such, this land use designation would accommodate new schools if warranted. The proposed General Plan residential land use categories also allow public facilities if they are compatible with the surrounding land uses. A total of 14 potential school sites are identified in the proposed General Plan. The specific location of the school sites will be determined by the various school districts as future development is proposed.

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. According to the Specific Plan requirements identified in the proposed General Plan for new development in the Future Growth Area, school sites are to be identified and donated concurrently with new development and compliance with SB 50 requirements. The school districts and City of Salinas will require developers to provide for adequate educational facilities, to the extent allowed by law.

Additionally, the City will implement Implementation Measure LU-18, which requires the City to continue to work with the school districts to ensure adequate school and recreational facilities are provided and maintained in the community.

The specific environmental impact of constructing new schools in the planning area cannot be determined at this General Plan level of analysis; however, 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

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

IMPACT AFTER MITIGATION

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

LIBRARIES

ENVIRONMENTAL SETTING

The Salinas Public Library system provides library services to the Planning Area. As **Figure 5.13-1** depicts, the Salinas Public Library services residents of the City and surrounding areas with three facilities: El Gabilan Library (North Salinas), Cesar Chavez Library (East Salinas), and John Steinbeck Library (South Salinas).

John Steinbeck Library is located in the central part of the City at 350 Lincoln Avenue. This facility serves approximately 131,130 customers per year with a staff of approximately 17 full time employees. The 28,850 square foot building is the main facility of the Salinas Public Library. The current Library Plan calls for a 25,000 square foot expansion of this facility. Cesar Chavez Library is located at 615 Williams Road in the East Salinas (Alisal) area of the City. Square footage of this facility is about 10,600. The library has a staff of five full time employees and serves approximately 62,890, predominantly Hispanic, persons per year. El Gabilan Library is located in the northern portion of the City at 1400 North Main Street. Due to its size limitations of about 3,340 square feet, this library's collection is small, but current and in good physical condition. This facility serves a population of approximately 54,000 per year and has a staff of approximately 5.5 full time employees. An additional branch, Creekbridge Library, is proposed for the North Salinas Area.

The Salinas Library Commission has adopted the California State Library recommended standard of providing 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, 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. New development will include residential, commercial/office, industrial, public/semipublic facilities, and mixed use. As indicated in **Table 3-1** contained in *Section 3.0 Project Description* of this EIR, approximately 1,240 acres of the planning area are planned for public and semipublic land uses, which would accommodate new

public facilities. As such, this land use designation would accommodate a new library if warranted. The proposed General Plan residential land use categories also allow public facilities if they are compatible with the surrounding land uses.

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 City's adopted standards and the estimated growth in population, buildout of the City pursuant to the proposed General Plan land uses will create a need of an additional 38,000 square feet of library space to provide 0.5 square feet of library space for approximately 213,000 residents. This increase in library space may be accommodated in part by constructing the proposed Creekbridge Library for the North Salinas Area. Additionally, the City will implement Implementation Program LU-19, which requires the City to continue to work with the Library Commission, providing research and technical information when necessary, to implement the Library Plan of Service, including fulfilling the Library system's mission of being "the focal point in the community for opening the doors to lifelong learning and enjoyment and the catalyst for promoting equal access to information."

The specific environmental impact of constructing new libraries in the planning area cannot be determined at this first-tier level of analysis; however, development and operation of public facilities, such as libraries, 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 public facilities.

IMPACT AFTER MITIGATION

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

PARKS AND RECREATION

ENVIRONMENTAL SETTING

Parklands

The Salinas parks and recreation system exists within the context of the City's existing development pattern. The existing and planned parks and recreation system consists of a variety of park types as depicted in **Table 5.13-6**. **Table 5.13-7** identifies the existing public and private parks and recreational facilities in Salinas.

**TABLE 5.13-6
EXISTING AND PLANNED PARK TYPES PER NATIONAL STANDARDS**

Park Type	Definition/Amenities per National Standards	Size of Site	Rec. Acres per 1,000 pop. ¹
Small Park			
∅ Playlot	A small area for children up to age 7. Play apparatus, paved areas, sand areas, benches and landscaping.	2,500 square feet to 1 acre	1.5 acres
∅ Vest Pocket Park	Vacant lots converted to recreational use for children, seniors or all age groups. Play areas, quiet game areas, landscaping and limited sports activities.		
Neighborhood Park	May adjoin an elementary school and serve one square mile of urban area with population ranging from 2,000 to 10,000. Sitting areas, ball diamonds, play areas, picnic areas.	5 acres minimum	2.5 acres
Community Park	Supplement neighborhood parks. Larger sites may adjoin a junior or senior high school. Community parks are designed to attract and serve several neighborhoods, be easily accessible within one to three miles of each home. Tennis courts, swimming pool, multipurpose courts, community centers.	20 acres minimum	2.5 acres
Large Urban Park	Serves a population within a 30-minute drive – 50,000 to 100,000 people. Wooded areas, varying topography, picnic areas, swimming, nature, hiking, riding trails, day camps and sports facilities.	100 acres minimum	5 acres

Note: ¹ Recommended acreage based on National Standard.

**TABLE 5.13-7
EXISTING PARKS AND RECREATIONAL FACILITIES**

Facility	Size (acres)	Features
<i>North Area</i>		
El Dorado Park	18.30	Recreation bldg, turf, playground, basketball court, picnic area, Pony League Field, softball field, restrooms
Laurel Neighborhood Park	4.00	Recreation bldg, playground, 2 tennis courts, picnic area, Little League Field
McKinnon Park	4.50	Turf, playground, baseball/soccer fields, basketball court
Natividad Neighborhood Park	2.00	Turf, playground
Northgate Neighborhood Park	6.00	Turf, playground, basketball court
Northgate Tot Lot	0.25	Turf, playground, basketball court
Sherwood Regional Recreation Area*	100.00	Turf, playground, picnic area, parcourse, volleyball court, restrooms, rodeo grounds, softball and Little League fields, municipal swimming pool, grandstands, concessions, tennis center, pro shop
Santa Lucia Playground	0.50	Turf, playground
Santa Rita Neighborhood Park	4.50	Turf, playground, basketball court

**TABLE 5.13-7
EXISTING PARKS AND RECREATIONAL FACILITIES**

Facility	Size (acres)	Features
Soto Square	1.00	Turf, playground
<i>North Area Total</i>	141.05	
<i>East Area</i>		
Bread Box Recreation Center	0.25	Recreation bldg
Chavez Community Park	28.00	Turf, playground, picnic area, restrooms, soccer field, basketball court
Closter Community Park	7.00	Turf, playground, basketball/volley court
Constitution Soccer Fields/Veteran's Park	34.00	Soccer fields, restroom/concession bldg, picnic areas, veterans memorial
Creekbridge Neighborhood Park	3.00	Turf, playground, picnic area
East Laurel Pocket Park	0.75	Turf, playground
Firehouse Recreation Center	0.25	Turf, recreation bldg, basketball, picnic area, game courts
Frank Paul School Park	7.50	Turf, playground, Little League field
Fremont School Softball Field	3.50	Softball field
Gabilan Play Lot	0.50	Turf, playground
Hebbron Heights Service Center	0.10	Turf, recreation bldg, playground
Jaycee Tot Lot	0.75	Turf playground
La Paz Neighborhood Park	1.30	Turf, playground
Laurel Heights Neighborhood Park	3.00	Turf, playground, basketball/game court, softball backstop
Los Padres Neighborhood	3.00	Turf, playground
Natividad Creek Community Park	64.00	Turf, playground, picnic areas, nature trails, basketball courts, tennis courts, skate park, Amphitheater, gazebo/bandstand, sports fields, BMX facility
Salinas Fairways Golf Course	125.00	18 hole golf course, pro shop, driving range
Sanborn Neighborhood Park	4.80	Turf, playground, track, baseball/soccer fields
Soberanes Neighborhood Park	3.00	Turf, playground, baseball/soccer fields
Steinbeck Neighborhood Park	5.00	Turf, playground, baseball/soccer fields
Twin Creek Golf Course	70.00	9 hole golf course, pro shop, driving range
<i>East Area Total</i>	364.70	
<i>South Area</i>		
Acacia Court	0.10	Turf
Bataan Memorial Park	2.00	Turf
Central Community Park	8.00	Turf, playground, picnic area, recreation bldg, wading pool, tennis courts, restrooms, basketball court, volleyball court
Claremont Manor Neighborhood Park	5.00	Turf, playground, recreation bldg, tennis courts, Little League field, picnic area
Clay Street Park	0.50	Turf, playground
Cornell Corner	0.25	Turf
Exposition/PGE Grounds**	11.00	Turf, playground, softball field, soccer fields, restrooms
Hartnell Neighborhood Park	4.00	Turf, recreation bldg, restrooms, basketball/volleyball court, picnic area
Laurelwood Neighborhood Park	3.00	Turf, playground, basketball court
Maple Play Lot	0.75	Turf, playground
Mission Neighborhood Park	2.00	Turf, playground

**TABLE 5.13-7
EXISTING PARKS AND RECREATIONAL FACILITIES**

Facility	Size (acres)	Features
Rossi-Rico Parkway	10.00	Turf, paths, exercise course
Salinas Recreation Center	0.10	Recreation bldg., gymnasium, restrooms
Woodside Neighborhood Park	3.00	Turf, playground, Little League field, basketball court
South Area Total	49.80	
Grand Total	555.35	

* There is an approved Master Plan for a portion of the Sherwood Regional Recreation Area (Salinas Sports Complex) which will include additional softball and Little League fields as well as football/soccer fields. The Salinas Sports Complex is managed and operated by a private nonprofit corporation.

** The Exposition/PG&E Grounds are owned by a private nonprofit corporation, but are generally available for public use.

Figure 5.13-2
Existing Park Facilities

Figure 5.13-2 depicts the existing public parks and other recreation facilities in the community. As identified in **Table 5.13-7**, many of the existing parks in Salinas do not currently meet the national park standards identified in **Table 5.13-6**. Additionally, insufficient resources have led to a lack of adequate maintenance at all of the park sites. Many of the neighborhood parks, in particular, require infrastructure repairs, including the replacement of sidewalks, athletic courts, restroom facilities, and playground equipment. The increased maintenance of these facilities is essential to providing adequate and safe recreational opportunities in the community.

Joint-use agreements with local school districts supplement the City's recreation facilities. Both the school districts and City make use of the facility rental process in order to provide programs to the community. The City currently conducts adult and youth sports aquatic programs, as well as basketball, softball, football, and swim. However, even the joint use of these facilities has not resolved the great need for additional recreational space. Unmet demand is especially high for additional gymnasiums, basketball courts, and field space for softball and baseball. Although the Salinas Sports Complex has helped to alleviate some of this demand, additional gymnasium, basketball courts, and sports fields are needed in the community. With sufficient funding, opportunities exist for these facilities at the Rodeo Complex and Natividad Creek Park.

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 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.

ENVIRONMENTAL IMPACT

As indicated in **Table 3-1** in *Section 3.0 Project Description*, at buildout, approximately 1,905 acres of the planning area are designated for open space. Out of the 1,905 acres, 22 acres will be designated for agriculture, 611 acres for open space, and 1,272 acres for parks, which may include some private recreational development. Development according to the proposed General Plan land uses will result in approximately 18,400 residential dwelling units added to the planning area. Based on this estimate, the

projected population increase buildout is approximately 69,300 persons. Using the General Plan's proposed service standard for parks of 3.0 acres of developed community parkland per 1,000 residents, the estimated increase in population at the time of buildout will require 208 acres of additional parkland within the planning area.

As **Table 5.13-8** depicts, implementation of the General Plan would result in an additional 723 acres of designated parkland on 28 sites on the planning area. **Figure 5.13-3** depicts the Future Park Sites. Salinas' Bicycle Path System is depicted in **Figure 5.13-4**. Many of the recreational facilities in Salinas are easily accessible through the bicycle pedestrian network and are within easy walking distance of transit stops. The provision of these facilities will provide for additional park and recreation activities ranging from passive and active open space on approximately 400 acres of Carr Lake 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. At the time the park sites are developed, they should be connected to the bicycle/pedestrian path network.

**TABLE 5.13-8
FUTURE PARKS AND RECREATIONAL FACILITIES**

Site ¹	Acreage	Site ¹	Acreage	Site ¹	Acreage	Site ¹	Acreage
1	0.08	8	8.67	15	5.88	22	16.16
2	0.21	9	5.82	16	18.01	23	22.59
3	4.79	10	0.25	17	5.74	24	9.12
4	26.54	11	39.06	18	10.34	25	14.55
5	0.39	12	20.21	19	5.48	26	2.24
6	439.66	13	18.52	20	15.00	27	6.46
7	44.30	14	5.79	21	10.35	28	1.16
Total Acreage of Planned Park Sites 1 through 28 = 757.37 acres							

Note: ¹ Corresponds to site numbering on **Figure 5.13-3**.

As shown in **Table 5.13-9**, there is an existing deficiency of approximately 71 acres of parklands within the City when compared to the 431 acres that would be required to provide 3.0 acres of developed parkland per 1,000 residents. The proposed General Plan will result in a total of approximately 1,118 acres of designated parkland, which will be 479 acres more than required by the City's service standard for parks.

**TABLE 5.13-9
EXISTING AND FUTURE PARK ACREAGE NEEDS**

	Population	Park Acreage Required ^A	Available Acreage from Existing and Planned Parkland ^B	Surplus/(Shortfall)
Existing	143,776 ^C	431	360	(71)
Future	213,063 ^D	639	1,118	479

Notes:

- A Based on standard of three acres per 1,000 people.
- B Does not include 195 acres of golf course uses (Salinas Fairways and Twin Creeks) or other private facilities.
- C 2000 Census.
- D Based on future land use plan and 3.67 persons per household.

Figure 5.13-3
Future Park Sites

Figure 5.13-4
Bicycle Path System

Per State law, the City is allowed to impose parkland dedication and/or in-lieu fees on new development equal to three acres of parkland 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. New development will be required to provide for parkland, as required by the proposed General Plan and Mitigation Measure PSU1. Implementation of Mitigation Measure PSU1 will reduce the impact to a level less than significant. Mitigation Measure PSU1 requires the City to require new development to provide parkland and/or in-lieu fees, as allowed by law, to provide for three acres of parkland for every 1,000 residents.

Additionally, the City will implement Implementation Programs COS-26, COS-27, and COS-28. Implementation Program COS-26 requires the City to support the joint venture use of open space areas to reduce City maintenance costs and increase City revenues for maintaining open space and parks and recreational facilities. The City will also cooperate with public and private organizations to provide revenue generating open space uses to generate funds to protect and maintain important open space resources in the community. Implementation Program COS-27 requires the City to use the information provided in the *Parks and Recreational Facilities* subsection of the Conservation/Open Space Plan to identify the future recreation needs of the community and the feasibility of developing parks and recreational facilities (e.g., Gabilan Creek Regional Park, indoor sports center) to meet those needs. The City will also pursue funding to develop and maintain these facilities. Implementation Program COS-28 requires the City to coordinate with the County of Monterey to determine the feasibility of creating and maintaining a Gabilan Creek Regional Park.

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, recreation facilities, and bicycle path systems in the planning area cannot be determined at this first-tier level of analysis; however, 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

Project Level Parkland Dedication Impact

PSU1. The City shall require new development to provide parkland and/or in-lieu fees, as allowed by law, to provide for three acres of parkland for every 1,000 residents.

Construction Impact

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

IMPACT AFTER MITIGATION

Project Level Parkland Dedication Impact

Implementation of Mitigation Measure PSU1 will reduce the potential project level impact to parklands to a less than significant level. Potentially significant cumulative impacts associated with the provision of parklands are addressed in *Section 7.1* of this EIR.

Construction Impact

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

WATER SERVICE

ENVIRONMENTAL SETTING

California Water Service Corporation (Cal Water) and Alco Water Service (Alco) provide water to the City of Salinas. Alco serves approximately one-third of the City. The area is primarily in the east and southeast portions of the City. Cal Water services the majority of the urbanized planning area including: Vista Del Oro, Las Palmas, Toro Park, Oak Hills, Bolsa Knolls, and Las Lomas. **Figure 5.13-5** depicts the water purveyor service boundaries.

The source of all urban and agricultural water for Salinas is groundwater. Water supplies for the planning area are limited to the watershed since no imported water sources are available.

Figure 5.13-5
Water Purveyor Service Boundaries

Alco Water Service (Alco)

Alco Water Service has been providing utility service in the Salinas area for nearly 70 years. Alco services are regulated by the California Public Utilities Commission (CPUC) through the Public Utilities Code, CPUC Decisions, Resolutions, and General Orders. The specific General Order (GO) that deals with the level of service required is CPUC GO 103. GO 103 outlines the minimum standards of service supplied by the utility.

Alco Water Service currently meets or exceeds the level of service described in GO 103. The utility provides domestic water service to residential, commercial, and industrial properties. The utility also provides water for irrigation, industrial, and commercial purposes. The average single-family residential usage in the Alco Water Service area is 267 gallons per day (gpd).

Alco Water Service has currently nine wells and one storage tank to serve Salinas, with a total well capacity of about 13,560 million gallons per year and pump capacity of about 7,525 million gallons per year. Alco currently uses approximately 1,550 million gallons of groundwater per year. Facilities that serve the City of Salinas in Alco's service area, their well capacity, their present pump capacity, and their class are listed in **Table 5.13-10**.

**TABLE 5.13-10
SUMMARY OF ALCO WATER SERVICE**

Facility Name	Location (APN)	Well Capacity (MG/Yr)	Existing Pump Capacity (MG/Yr)	Class
Alisal High Well	153-102-026	2,102.4	1156.3	Groundwater Well
Alma Well	004-295-002	420.5	210.3	Groundwater Well
Boronda Well	153-291-002	1,314.0	788.4	Groundwater Well
County Well	003-851-005	1,839.6	1156.3	Groundwater Well
Hemingway Tanks	153-611-025	150,000-gallon capacity		Storage Tank
Kilbreth Well	153-102-025	2,102.4	1103.76	Groundwater Well
Las Casitas Well	153-221-007	2,102.4	1093.2	Groundwater Well
Laurel Heights Well	261-452-017	525.6	525.6	Groundwater Well
Nogal Well	153-102-013	1,839.6	956.6	Groundwater Well
Santana Well	004-443-053	1,314.0	535.0	Groundwater Well
TOTAL		13,560.5	7,525.46	

Source: Alco Water Service, March 2002.

Alco Water Service's existing capacity, with the nine existing water well sources is about 13,560 million gallons per year. With the future well that will be drilled between now and about 2005, this groundwater source capacity will approximately double. Alco has an exiting storage tank with a capacity of 150,000 gallons and intends on building an additional 5,000,000-gallon storage facility by 2010. Alco Water Services current water quality meets all California Public Utilities Commission, State of California Department of Health Services, and federal Environmental Protection Agency standards and requirements.

California Water Service Corporation (Cal Water)

Cal Water has provided water utility services to Salinas residents since 1962. The California Public Utility Commission (CPUC) regulates Cal Water’s rules and rates. Cal Water is a private investor-owned water utility and currently provides water service to approximately 100,000 Salinas residents. All of the water is groundwater produced by Cal Water-owned deep wells. The district has 27 wells to serve the Salinas area, producing approximately 4,700 million gallons of water. **Table 5.13-11** depicts the well locations, well numbers, depths of wells, and water production from each well serving Salinas.

**TABLE 5.13-11
CAL WATER WELL PRODUCTION 2001**

Location	Unit Number	I.D. Size (inches)	Depth (feet)	2001 M.G	2001 A.F.
Pajaro Street	1-04	16-12	459	205.1	629.4
Noise Drive	5-03	14	550	204.2	626.7
Griffin Street	6-01	12	342	70.7	217.0
Tervin Street	10-01	20-16-14	500	0.0	0.0
Laurel Drive	11-01	16	668	59.6	182.9
Orange Drive	12-01	20-16	614	293.7	901.3
Bridge Street	13-01	16	594	352.1	1080.6
Bridge Street	13-02	18	391	371.2	1139.2
Clark Street	14-01	14	597	0.0	0.0
East John Street	15-01	16-18	500	0.4	1.2
Natividad Road	16-01	20-16	664	142.5	437.3
Abbott Street	17-01	20-16	648	66.5	204.1
Anderson Avenue w/o Skyway Blvd.	18-01	20-16	697	65.4	200.7
San Vincente Ave. & Ambrose Street	19-01	30-14	650	222.2	681.9
Terrace Street W/O Filice Street	20-01	30-14	580	258.4	793.0
Harkins Road S/O Burton Avenue	21-01	30-14	524	0.0	0.0
1401 Adams Street	23-01	24-16	703	155.4	476.9
E/O Old La Mesa	24-01	30-14	540	299.8	920.1
Northridge Shopping Center	25-01	30-14	620	167.3	513.4
1006 University @ Palma	26-01	30-27-24-14	640	113.7	348.9
3 Homestead Avenue	28-01	30-14	600	199.6	612.5
N. Davis Road N/End of K-Mart	29-01	30-14	741	446.6	1370.6
Yacinto, Montecito Estates	30-01	30-14	647	81.2	249.2
Colton Drive & Flint Way	31-01	30-14	610	199.5	612.2
Moffett Street & Vanderberg	37-01	30-14	755	552.2	1694.6
South Side Victor Street	38-01	30-14	660	172.5	529.4
Constitution Blvd. E/O Saratoga Drive	41-01	30-16	650	0.0	0
Total	27			4,699.80	14,423.10

Source: California Water Service Company (Cal Water), April 2002.

The purveyor’s two greatest water quality challenges in and around the Salinas area are high nitrate levels and seawater intrusion. Cal Water is currently working closely with Monterey County Water Resources Agency (MCWRA) to address these regional issues and at the same time developing plans for nitrate treatment facilities at several of the well sites.

The total rated groundwater capacity for Cal Water's 155, 180 & 280 Pressure Zones in Salinas is 16,900 gallons per minute. There are two storage facilities within the Salinas area, with a capacity of 4,500,000 gallons. **Table 5.13-12** depicts the Cal Water storage facilities locations, designations, type of facility, and storage capacity in the Salinas district.

**TABLE 5.13-12
CAL WATER STORAGE FACILITIES IN SALINAS**

Location	Designation	Type	Capacity (1,000 gal)
Natividad Road s/o Saratoga	Sta. 016-Tank 1	Concrete	3,000 D
Dayton Road & Harkins	Sta. 047-Tank 1	Steel	1,500 D
Total Salinas District	2		4,500 D

D - Distribution

Water Quality and Supply

As discussed in more detail in *Section 5.5 Hydrology/Water Quality*, the City's groundwater supply is threatened by seawater intrusion and nitrate contamination.

Seawater intrusion in the Salinas Valley was first documented in 1946. The average annual seawater intrusion has continued to increase over time, resulting in contamination of the groundwater supply and closure of some public water system wells. If a project is not identified and implemented to curtail the inward movement of seawater, the State Water Resources Control Board will adjudicate the basin.

Nitrate contamination of the groundwater supply is also an issue of concern in the Salinas Valley. The average groundwater quality in several areas of the Salinas Valley exceeds the drinking water standard for nitrate, and some municipal wells have been closed due to excessive nitrate contamination as a result of non-point source pollution.

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. To meet the increased demand for water, new wells will need to be constructed or existing wells may need to be made deeper. The proposed General Plan includes a service standard that requires new development to provide its fair share of water improvements consistent with the adopted Water Master Plan and Urban Water Management Plan. If proposed development is not consistent with the Water Master Plan and/or Urban Water Management Plan, the Plans will need to be updated to reflect the proposed project and identify necessary improvements.

Alco Water Service

The proposed General Plan will create a need for the expansion of facilities to meet the additional water use demands and fire flow requirements. Alco’s future improvements are planned specifically to meet the projected water usage and demands of future growth as proposed by the General Plan. Currently, the utility intends to add seven additional water supply wells between now and Year 2005. The utility also intends to build a 5,000,000-gallon storage facility by Year 2010. There will also be associated piping facilities installed from the new sources and storage tank. Further, there will be substantial amounts of distribution and transmission water mains to be built to provide water service in the proposed General Plan area. **Table 5.13-13** depicts the future facilities including their locations, completion dates, and type of facility.

While these facilities have been planned, as development progresses other facilities may be necessary to meet future water quality and usage demands. Other facilities that may be necessary are booster facilities, additional storage facilities and/or water treatment facilities. Water treatment facilities would become necessary if current water quality standards become more stringent or if the quality of the groundwater itself changes.

**TABLE 5.13-13
ALCO’S FUTURE FACILITIES***

Facility Name	Projected Location	Approximate Completion Date	Class
MV Well #1	Portion of 153-011-035	2002	Groundwater well
MV Well #2	Portion of 153-011-035	2003	Groundwater well
MV Well #3	153-051-008	2003	Groundwater well
MV Well #4	Portion of 153-011-035	2005	Groundwater well
WR Well #2	153-331-022	2004	Groundwater well
WR Well #3	Not yet designated	2004	Groundwater well
Hibino Well	261-671-023	2005	Groundwater well
5 MG Tank	At elevation 330-feet	2010	Storage Tank

Source: Alco Water Service, March 2002.

* All of these facilities will be part of the water system that will serve the City of Salinas. The proposed location of these facilities may change depending on water quality and quantity and/or the location of higher demand.

In addition to the already planned facilities, Alco may need to install special facilities to meet the specific requirements of particular water customers. Also, the water quality standards may change and become stricter; therefore, water that meets current standards may not meet future standards, which will necessitate treatment facilities. Similarly, the water quality in the existing well sources may change, which would also necessitate the installation of treatment facilities. The utility will also need additional staff, including additional meter readers, customer service representatives, and service crews for routine facility maintenance and repair.

Alco does not anticipate that future demand from new development proposed by the General Plan will adversely affect the level of service that the utility presently provides. However, any type of land use that has the potential to contaminate groundwater, including but not limited to, land uses that apply chemicals or hazardous materials to the ground, land uses that have underground storage tanks that contain hazardous or potentially hazardous materials, and land uses that involve drilling of wells into the ground, may adversely affect the utility and the service it provides. The utility provider requests that it be consulted prior to approving any land use with these potential hazards. No impact is anticipated associated with new water contamination from urban uses as the City will implement Implementation Programs S-7 and S-6. Implementation Program S-7 requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:

- X Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste;
- X Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan;
- X 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);
- X Implementing the Multihazard Emergency Plan for accidents involving hazardous materials; and
- X Cooperating with the Certified Unified Program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City.

Implementation Program S-6 requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.

Alco Water Service, as a California Public Utilities Commission (CPUC) regulated utility, is regulated as to how certain improvements are funded. As land is developed in the planning area and water service is requested from developers, the developers will be required to pay for the system improvements necessary to provide their development with water service, as provided for by the utility's tariffs and rules approved by CPUC. Therefore, those requesting service, i.e. the developers, would pay for all necessary system expansion and improvements.

The specific environmental impact of constructing or expanding Alco facilities in the planning area cannot be determined at this first-tier analysis; however, development and operation of public facilities, such as water service, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in the EIR, or are the responsibility of the water service providers.

California Water Service Corporation (Cal Water)

Implementation of the proposed General Plan will create a need for the expansion of facilities to meet the additional water use demands and fire flow requirement. Cal Water’s future projects that will specifically serve the City of Salinas are depicted in **Table 5.13-14**.

**TABLE 5.13-14
CAL WATER FUTURE PROJECTS**

Use	Location	Completion Date
New Well	Natividad & Alvin	2002
New Well	Claremont Park	2002
Nitrate Treatment	Well 28	2002
Nitrate Treatment	Well 15	2002
Nitrate Treatment	Well 21	2002
Nitrate Treatment	Well 108	2002
New Well	Undetermined (Replace Well 18)	2003
New Well	104	2003

Source: California Water Service Company (Cal Water), April 2002.

Cal Water operates in a service area that is on file with the CPUC. When expansion occurs outside of Cal Water’s current service area, Cal Water must file for an extension of service area with the CPUC. Cal Water must also justify with the CPUC any increase in the number of employees. Most expansions or new development fall under Rule 15-C with the CPUC. The land developer deposits, up front, his/her portion of the cost for new water facilities needed to serve their development. Cal Water then enters into an agreement with the developer that provides for Cal Water to “buy back” the water system and refund the developer the cost of the water facilities at the rate of two and one half percent over forty years. According to Cal Water, the proposed General Plan land uses will not adversely impact the level of service the district currently provides.

The specific environmental impact of constructing or expanding Cal Water facilities in the planning area cannot be determined at this first-tier analysis; however, development and operation of public facilities, such as water service, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in the EIR, or are the responsibility of the water service providers.

Water Quality and Supply

While the two water purveyors will be able to provide necessary infrastructure to serve new development, they are currently limited to using groundwater for future water supplies. The availability of good quality groundwater may be negatively impacted by the ongoing problem related to seawater intrusion and nitrate contamination. If too much of the groundwater basin becomes contaminated, reducing available supplies, the demand for potable water generated by the proposed General Plan may exceed the available supply. This would be considered a significant impact. The impact associated with groundwater quality is discussed in detail in *Section 5.5 Hydrology/Water Quality* and an unavoidable, significant impact is found. Implementation of Mitigation Measures HW4 and HW9 through HW13 will reduce this potential impact to a degree; however, the impact to groundwater quality will remain significant and unavoidable.

MITIGATION MEASURES

Water Infrastructure Impact

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

Water Quality Impact

Implementation of Mitigation Measures HW4 and HW9 through HW13 contained in *Section 5.5 Hydrology/Water Quality* will address, to the extent possible, the impact associated with an adequate, good quality groundwater supply.

IMPACT 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 Quality and Supply Impact

Implementation of Mitigation Measures HW4 and HW9 through HW13 contained in *Section 5.5 Hydrology/Water Quality* will reduce the potential groundwater supply impact to a degree; however, the potential impacts associated with the increased pumping of groundwater and available an adequate supply of good quality groundwater will remain significant and unavoidable.

SEWER SERVICE

ENVIRONMENTAL SETTING

Monterey Regional Water Pollution Control Agency (MRWPCA) provides regional wastewater conveyance, treatment, disposal, and recycling services to all of the sewered portions of northern Monterey County, including the entire City of Salinas. Within MRWPCA's system, the planning area is served by the Salinas Pump Station and Salinas Interceptor. Both facilities are designed for Average Daily Wastewater Flow (ADWF) of about 12 million gallons per day (mgd) and Peak Waste Water Flow (PWWF) of about 29 mgd. Currently, ADWF from Salinas is about 12 mgd. PWWFs have occasionally exceeded 29 mgd, resulting in a backup in the City's system.

Wastewater treatment for the planning area is provided by MRWPCA's Regional Wastewater Treatment Plant and recycling is provided by the MRWPCA's Salinas Valley Reclamation Plant. The Regional Wastewater Treatment Plant is a secondary level plant using the Trickling Filters-Solids Process (TF-SC) process. The plant is rated at 29.6 mgd and current flows are about 21 mgd. The Salinas Valley Reclamation Plant is also a 29.6 mgd plant and uses mixed media gravity filters, preceded by coagulation/flocculation, and followed by chlorine disinfection. These treatment levels meet Title 22 standards for disinfected tertiary water, and the water is currently used for unrestricted irrigation of food crops.

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

Implementation of the General Plan will result in new residential and non-residential development which will require additional sewer service. The MRWPCA anticipated that it has sufficient capacity for some time into the future; however, eventually it will be

necessary to increase the capacity of the Salinas Pump Station to provide adequate service. A significant impact associated with this issue may occur. Implementation of Mitigation Measures PSU2, PSU3, and PSU4 will reduce the impact to a level less than significant. Mitigation Measure PSU2 requires the City to continue to work with the Monterey Regional Water Pollution Control Agency (MRWPCA) to plan for and ensure adequate capacity for sewage treatment facilities.

Mitigation Measure PSU3 requires the City to review development proposals and require necessary studies, as appropriate, and water conservation and mitigation measures to ensure adequate water and sewer service. The proposed General Plan includes a service standard for sewer treatment and distribution that requires new development to provide its fair share of sewer improvements consistent with the adopted Sewer and Drainage Master Plan. If the proposed development is not consistent with the Sewer and Drainage Master Plan, or if the Plan is out of date, the Plan will need to be updated to reflect the proposed project and identify necessary improvements.

Mitigation Measure PSU4 requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary. In addition, as part of the Master Plan update, the City will analyze the need for additional pump station capacity and identify methods to reduce the wet weather flows.

PWWFs have occasionally exceeded the Salinas Pump Station and Salinas Interceptor 29 mgd threshold, resulting in a backup in the City's system. Since the General Plan will result in additional need for sewer services within the planning area, a significant impact associated with this issue may occur. Implementation of Mitigation Measures PSS2, PSS4, and PSS5 will reduce the impact to a level less than significant.

Mitigation Measure PSU5 requires the City and new development to install essentially leak-free sewer piping in new developments and in City collection system projects that will prevent inflow/infiltration (I/I) from entering the system. The City shall also conduct smoke testing, inspection, and improvements to the existing sanitary sewer system to help prevent I/I.

MRWPCA uses connection fees to fund future expansions and to pay off debt-financing (i.e., bonds) that may be issued to pay for them. According to MRWPCA, they are in excellent financial condition and, while all the specific improvement projects have not been identified to meet the needs generated by the proposed General Plan, they do not anticipate any problems in funding future expansions when they become necessary. As a result, MRWPCA will continue to be able to provide waste water treatment consistent with the Regional Waster Quality Control Board standards. No impact associated with this issue is anticipated.

The specific environmental impact of constructing or expanding sewer facilities in the planning area cannot be determined at this first-tier level of analysis; however, development and operation of public facilities, such as sewer facilities, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in this EIR, or are the responsibility of MRWPCA.

MITIGATION MEASURES

- PSU2. The City will implement Implementation Program LU-16, which requires the City to continue to work with the Monterey Regional Water Pollution Control Agency (MRWPCA) to plan for and ensure adequate capacity for sewage treatment facilities.
- PSU3. The City will implement Implementation Program LU-14, which requires the City to review development proposals and require necessary studies, as appropriate, and water conservation and mitigation measures to ensure adequate water and sewer service.
- PSU4. The City will implement Implementation Program LU-15, which requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary. In addition, as part of the Master Plan update, the City will analyze the need for additional pump station capacity and identify methods to reduce the wet weather flows.
- PSU5. Requires developers and the City to install essentially leak-free sewer piping in new developments and in City collection system projects that will prevent inflow/infiltration (I/I) from entering the system. City shall also conduct smoke testing, inspection, and improvements to the existing sanitary sewer system to help prevent I/I.

IMPACT AFTER MITIGATION

Capacity to Serve Additional Demand

Implementation of Mitigation Measures PSU2, PSU3, and PSU4 will reduce the impact associated with exceeding the sewer services capacity to a level less than significant.

Exceeding Wastewater Treatment Services/Regional Water Quality Control Board

Mitigation Measures PSU2, PSU4, and PSU5 will reduce the impact associated with exceeding the wastewater requirements of the Regional Water Quality Control Board to a level less than significant.

Construction of New or Expansion of Existing Wastewater Treatment Facilities

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

FLOOD CONTROL

ENVIRONMENTAL SETTING

Monterey County Water Resources Agency (MCWRA) provides flood control for the City. The Salinas area topography includes creeks and lake beds that are dry during most of the year and figure prominently as open space within the City. Except for the Salinas River, the planning area's creeks, streams, and lakes are seasonal. Four natural channels flow from the Gabilan Mountains into the Salinas area. These include Alisal, Natividad, Gabilan, and Santa Rita Creeks. All of these creeks are tributary to the MCWRA Reclamation Ditch 1665, although the Santa Rita Creek intersects the Reclamation Ditch 3.5 miles west of the City limits. This channel was engineered in 1917 and continues to serve as the primary drainageway for the City.

Flooding and severe erosion are now occurring at numerous locations along the Reclamation Ditch drainage system. These conditions are anticipated to worsen unless future development is preceded by major improvements to the system. The MCWRA has formed an Advisory Committee consisting of representatives from various government agencies, commerce, agriculture, and the local community to assist in developing a final plan and funding alternatives along with public support. The flood prone areas are depicted in **Figure 5.6-2** in Section 5.6 *Hazards/Hazardous Materials* of this EIR.

There is also a problem with siltation within the Gabilan Creek channel between Boronda Road and Constitution Boulevard. The Gabilan Creek Watershed drains from north of the City, including a great deal of agricultural land, into the Carr Lake basin, resulting in siltation. The silt has a tremendous impact on channel carrying capacity and is both costly to remove and disruptive of the creek channel habitat.

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Requires or results in the construction of new storm water drainage 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 increase in development and additional demand for flood control and drainage services. Additional development may result in increased runoff or filling of storage area within the flood plain, but outside the floodway. Salinas is a member of the Federal Emergency Management Agency (FEMA) Community Rating System and administers flood management over new development

within Salinas. These duties include ensuring new structures are constructed above the 100-year flood elevation, preserving existing floodways, administering and coordinating changes in the flood boundaries as established by FEMA, and providing information to realtors, developers and homeowners regarding flood hazards within the City limits. Additionally, the City will implement Implementation Programs LU-17, S-17, S-18, S-19, and S-20.

Implementation Program LU-17 requires the City, as a condition of project approval, to require new development to provide adequate on-site and off-site storm water and flood management facilities to control direct and indirect erosion and discharges of pollutants and/or sediments so that “no net increase in runoff” occurs as a result of the proposed project. In order to determine the facility and Best Management Practices (BMP) needs, the City may require a hydrological/drainage analysis be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.

Implementation Program S-17 requires the City to continue to participate in the National Flood Insurance Program (NFIP). Implementation Program S-18 requires the City to continue to apply the Flood Overlay District regulations, pursuant to the City’s Zoning Code, to minimize the potential impacts to and from new development in areas subject to flooding. In addition, the City will update the boundaries of the District as needed to reflect current hydrologic conditions. Implementation Program S-19 requires the City to continue to participate with the Advisory Committee for the Reclamation Ditch drainage system improvement projects. Implementation Program S-20 requires the City to continue to update and implement the Master Plan to ensure adequate flood control is provided in Salinas.

The siltation problem existing within the Gabilan Creek channel between Boronda Road and Constitution Boulevard may be lessened by additional development. The Gabilan Creek Watershed drains from north of the City, including a great deal of agricultural land, into the Carr Lake basin, resulting in siltation. As depicted in **Figure 5.1-3**, in Section *5.1 Land Use and Planning* of this EIR, the northerly portion of the City is proposed mainly as residential development. As a result of buildings, landscaping, and paved roads the siltation is anticipated to decrease.

The specific environmental impact of constructing or expanding the Salinas Storm Drain System in the planning area cannot be determined at this first-tier analysis; however, development and operation of public facilities, such as storm drains, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in the EIR.

MITIGATION MEASURES

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

IMPACT AFTER MITIGATION

Environmental impacts associated with the construction and operation of 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 Salinas. PG&E facilities are currently located within and adjacent to the planning area. Energy that is provided throughout California, including to 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 5.13-15** 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 5.13-15
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:

- Result 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 5.13-16 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 5.13-16
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 the implementation of the General Plan will result in an additional demand for fuel and energy. **Tables 5.13-17** and **5.13-18** depict the anticipated increase in demand for electricity and natural gas. The demand for electricity is anticipated to increase by about 93 megawatt hours (mwh) per month, while the demand for natural gas is anticipated to increase by about 101 million cubic feet (mcf) per month. This represents an increase over current electrical and gas usage of approximately 52 and 51 percent, respectively.

**TABLE 5.13-17
ESTIMATED CURRENT AND FUTURE ELECTRICITY DEMAND**

Land Use	Usage Factor (kwh/month/ du or ksf)	Existing du/ksf	Estimated Existing Annual Usage (mwh/month)	Increase in du/ksf	Estimated Usage at Buildout (mwh/month)	Change in Usage (mwh/month)
Single-Family Residential	5,700	17,558 du	100.081	8,392 du	147.915	47.834
Multi-Family Residential	3,940	20,131 du	79.316	10,334 du	120.032	40.716
Commercial	3,940 du/ 20 ksf	250 du/ 9,518 ksf	0.985/ 0.190	(82) du/ (2,948) ksf	0.662/ 0.131	(0.323) (0.059)
Industrial	9	16,791	0.151	12,455 ksf	0.263	0.112
Office	3,940 du/ 17 ksf	93 du/ 3,983 ksf	0.366 0.068	36 du/ 1,142 ksf	0.508/ 0.087	0.142/ 0.019
Public & Institutional	8	11,584 ksf	0.093	3,280 ksf	0.119	0.026
Mixed Use	3,940 du/ 20 ksf	0/0	0	1,031 du/ 13,082 ksf	4.062/ 0.262	4.062/ 0.262
Arterial Frontage	3,940 du/ 20 ksf	308 du/ 671 ksf	1.214/ 0.013	4 du/ 8 ksf	1.230/ 0.013	0.016 0.000160
TOTAL			181.119		275.284	93.365

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 5.13-18
ESTIMATED CURRENT AND FUTURE NATURAL GAS DEMAND**

Land Use	Usage Factor (cf/month/ du or ksf)	Existing du/ksf	Estimated Existing Annual Usage (mcf/month)	Increase in du/ksf	Estimated Usage at Buildout (mcf/month)	Change in Usage (mcf/month)
Single-Family Residential	6,665.0	17,558 du	117.024	8,392 du	172.957	55.933
Multi-Family Residential	4,011.5	20,131 du	80.756	10,334 du	122.211	41.455
Commercial	4,011.5 du/ 2.9 ksf	250 du/ 9,518 ksf	1.002/ 0.028	(82) du/ (2,948) ksf	0.673/ 0.020	(0.329)/ (0.008)
Industrial	3.3	16,791	0.055	12,455 ksf	0.096	0.041
Office	4,011.5 du/ 2.0 ksf	93 du/ 3,983 ksf	0.373 0.008	36 du/ 1,142 ksf	0.517/ 0.010	0.144/ 0.002
Public & Institutional	2.0	11,584 ksf	0.023	3,280 ksf	0.030	0.007
Mixed Use	4,011.5 du/ 2.9 ksf	0/0	0	1,031 du/ 13,082 ksf	4.136/ 0.038	4.136/ 0.038
Arterial Frontage	4,011.5 du/ 2.9 ksf	308 du/ 671 ksf	1.236/ 0.002	4 du/ 8 ksf	1.252/ 0.002	0.016/ 0.000023
TOTAL			200.507		301.942	101.451

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

5.13 Public Services and Utilities

Although the State of California recently experienced energy shortages, the increased electricity demand of 93 mwh per month will not place a significant increase in demand upon the State electricity supply system since it will only use less than one percent of the total electrical use in the CAISO control area (using the lowest monthly estimated demand for 2010). Also, the increased natural gas demand of 101 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-30 and COS-31. Implementation program COS-30 requires the City to implement energy conservation measures in public buildings through the following actions:

- X Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and
- X Install energy saving devices in new public buildings and retrofit existing public buildings.

Implementation Program COS-31 requires the City to promote retrofit programs by the City to reduce energy usage and consequently reduce emissions from energy consumption and encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.

PG&E identifies that implementation of the proposed 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.

To ensure compliance with these standards, project proponents should 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.

The specific environmental impacts of constructing or expanding electrical and natural gas facilities in the planning area cannot be determined at this first-tier level of analysis; however, development and operation of utilities, such as electricity and natural gas, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in this EIR or are the responsibility of the energy providers.

MITIGATION MEASURES

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

IMPACT AFTER MITIGATION

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

SOLID WASTE

ENVIRONMENTAL SETTING

Salinas Valley Solid Waste Authority (Authority) and BFI provide solid waste services in Salinas. The Authority operates the sanitary landfill and transfer station facilities that serve as the primary disposal or load consolidation sites for the City of Salinas garbage franchise hauler (BFI Waste Services of Salinas) and for residents and businesses choosing to self-haul solid waste or recyclable materials.

The City's solid waste is disposed of at the Crazy Horse Canyon Sanitary Landfill, located approximately nine miles north of Salinas at 350 Crazy Horse Canyon Road, Salinas, CA 93907. The landfill is a Class III landfill, currently permitted for a maximum of 900 tons per day. The remaining permitted disposal capacity is estimated at 418,400 tons with an anticipated closure date of approximately 2006. The Authority has adequate landfill capacity under currently permitted landfill sites to continue receiving waste until 2015.

The Salinas Transfer Station located at 1120 Madison Lane in Salinas currently receives approximately 88,400 tons per year of resident and commercial waste. The current permitted tonnage limit is 300 tons per day.

The Authority currently charges a \$44.00 per ton disposal fee. Individuals or businesses that elect to utilize the Madison Lane Transfer Station are charged \$47.00 per ton for disposal costs.

The Household Hazardous Waste Collection Facility located at 1104 Madison Lane accepts motor oil, antifreeze, car batteries, latex paint, gasoline, solvents, aerosol cans, cleaners, household batteries, pool and spa chemicals, oil based paint, pesticides and fertilizers at no cost to residents within the Authority's jurisdiction.

5.13 Public Services and Utilities

In addition to operating the landfill and transfer station facilities, the Authority assists the City in the following areas:

- X AB 939 compliance and reporting
- X Commercial and industrial recycling programs
- X Public education
- X Household hazardous waste collection

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) revised the focus of solid waste management from landfill to diversion strategies such as source reduction, recycling, and composting. The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 included a number of components including those related to the Waste Management Board and Waste Management Plans; permitting and enforcement; financing and a requirement for a 25 percent reduction in the solid waste stream by 1995 and 50 percent reduction by 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 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 5.13-19** it is estimated that the generation of solid waste is anticipated to increase by about 350,000 pounds per day, for a total of about 960,000 pounds per day, at the buildout of the General Plan.

**TABLE 5.13-19
ESTIMATED CURENT AND FUTURE SOLID WASTE GENERATION**

Land Use	Generation Factor	Estimated Existing Development	Future Development	Increase in Development	Estimated Increase in Solid Waste Generation at buildout (lbs/day)
Single-Family Residential	10 du	17,558 du	25,950 du	8,392 du	83,920
Multi-Family Residential	7 du	20,131 du	30,465 du	10,334 du	72,338
Commercial	7 du/ 6 ksf	250 du/ 9,518 ksf	168 du/ 6,570 ksf	(82) du/ (2,948) ksf	(574) (17,688)
Industrial	8 ksf	16,791 ksf	29,246 ksf	12,455 ksf	99,640
Office	7 du/ 6 ksf	93 du/ 3,983 ksf	129 du/ 5,125 ksf	36 du/ 1,142 ksf	252/ 6,852
Public & Institutional	6 ksf	11,584 ksf	14,864 ksf	3,280 ksf	19,680
Mixed Use	7 du/ 6 ksf	0 du/ 0 ksf	1,031 du/ 13,082 ksf	1,031 du/ 13,082 ksf	7,217/ 78,492
Arterial Frontage	7 du/ 6 ksf	308 du/ 671 ksf	312 du/ 679 ksf	4 du/ 8 sf	28/ 48
TOTAL					350,205

Source: Modified by Cotton/Bridges/Associates from Orange County Sanitation Department

Notes:

du = dwelling units

ksf = thousand square feet

lbs = pounds

Currently, the planning area is served by BFI, a City of Salinas garbage franchise hauler. With the growth in demand for collection services resulting from development under the General Plan, BFI's existing capacity may be exceeded; however, this impact is less than significant as it can be expected that existing waste haulers would either increase their services in order to meet the additional demand, or services would be contracted to an additional hauler as needed.

The need for solid waste disposal facilities will increase as population increases; however, recycling activities will increase as well. The Authority recommends the City require that all residential, commercial and industrial development have mandatory recycling on their premises. 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 reduce 50 percent of their waste. The Authority's long-term plans include the provision of 70 years of disposal capacity for the area served by the Authority including the City of Salinas' residents and businesses. The capacity to accommodate 70 years of disposal needs takes into consideration estimated population growth and compliance with AB 939 recycling goals.

The Authority has adequate landfill capacity under currently permitted landfill sites to continue receiving waste until 2015. The Authority is presently circulating for comment a Regional Facilities Expansion EIR, which identifies proposed scenarios to accommodate the long-term disposal needs of all Salinas Valley residents. The costs of planning for land fill expansion, compliance with the CEQA process and a portion of the

cost for acquisition of property for landfill and transfer stations are budgeted in the current fiscal year and anticipated for fiscal year 2002-2003 and 2003-2004. The Authority anticipates that the current CEQA process and certification of the EIR will be completed and fully implemented prior to 2015, when existing capacity will be exceeded. The current planning project will also ensure future compliance with federal, state, and local statutes and regulations related to solid waste since the EIR and its project will address the long-term disposal needs of Salinas Valley residents.

Since the Regional Facilities Expansion EIR not has yet been adopted, a significant impact associated with the landfill capacity may occur if an expansion plan is not adopted to provide long term capacity to meet the needs generated by the proposed General Plan. Implementation of Mitigation Measure PSU6 will reduce the impact to the extent feasible, but will not avoid a significant impact. Mitigation Measure PSU6 requires the City to continue to support and cooperate with the Authority and waste haulers in their efforts to increase recycling activities. Implementation of the proposed General Plan will result in an unavoidable, significant impact related to the landfill capacity. While an unavoidable, significant impact is identified, it is anticipated that it will not occur, since the Authority is working to expand capacity.

The specific environmental impact of constructing or expanding solid waste facilities in the planning area cannot be determined at this first-tier 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 City policies and mitigation measures included in this EIR or are the responsibility of the Salinas Valley Solid Waste Authority. Additionally, the Salinas Valley Solid Waste Authority is analyzing the potential impacts associated with regional solid waste facilities as part of its own EIR process.

MITIGATION MEASURES

Landfill Capacity Impact

PSU6. The City shall continue to support and cooperate with the Authority and waste haulers in their efforts to increase recycling activities in order to achieve the mandated 50 percent waste diversion goal.

Facilities Expansion Impact

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

IMPACT AFTER MITIGATION

Landfill Capacity Impact

Implementation of Mitigation Measure PSU6 will help to minimize the impact related to landfill capacity to the extent feasible; however, the impact related to the landfill capacity will remain significant and unavoidable.

Facilities Expansion Impact

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

COMMUNICATIONS

ENVIRONMENTAL SETTING

Pacific Bell currently provides telephone services to the planning area. Two Pacific Bell facilities serve the City; Salinas Main Central Office located at 340 Pajaro Street, Salinas and Salinas Hickory Central Office located at 33 San Juan Grade Road, Salinas. The services Pacific Bell provides to the City include POTS (Plain Old Telephone Service), DSL (Digital Subscriber Loop), ISDN, T1 & HICAP, and FIBER (DS1, DS3, OC3). Pacific Bell offers same day service to its customers; however, occasional held orders take a day or two to resolve.

Cellular phone services are offered by various companies in the planning area. Cable television service is provided by AT&T Broadband Services. Cellular phone and cable television facilities are allowed in the planning area in proper zoning areas, and as allowed by State and federal law.

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 communication facilities, need for new or physically altered communication facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable levels of service.

ENVIRONMENTAL IMPACT

Implementation of the Salinas General Plan will result in an increase of development within the planning area. New residential, commercial, industrial, office space, and institutional and public facilities all require communications services. Pacific Bell, cellular phone companies, and AT&T expand facilities on an ongoing basis to meet increased demand.

Growth and new development trigger communications facilities to start new projects. Once definite development plans with a timeline and types of services are submitted, communication services will be expanded to serve the new development. Pacific Bell has no major projects planned at this time; however, the company has a budget for facilities expansion when needed.

For Pacific Bell telephone services, the increase in service is determined by zoning. Residential housing requires 1.5 lines per unit while commercial buildings needs for service is determined by the square footage and type of business. The proposed General Plan will place more demand on Pacific Bell services; however, there would not be a need to increase staff. As long as an adequate timeline and forecast of types of desired services for the next 5 to 15 years by zoning area is given, Pacific Bell does not anticipate any problems with servicing the planning area.

AT&T cable service will be expanded in a manner similar to Pacific Bell, with facilities designed and expanded to meet to need of future development as it is proposed. Cellular phone service is more of a regional service, providing service to anyone traveling through the region. As a result, future expansions of cellular facilities to provide adequate coverage will be less dependent on proposed growth in the planning area, and more dependent on geographical considerations, regional growth, and federal requirements.

The specific environmental impact of constructing or expanding communications facilities in the planning area cannot be determined at this first-tier level of analysis; however, development and operation of public facilities, such as communication facilities, may result in potentially significant impacts that are addressed by various City policies and mitigation measures included in this EIR, or are the responsibility of the communications providers.

MITIGATION MEASURES

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

IMPACT AFTER MITIGATION

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

5.12 POPULATION AND HOUSING

ENVIRONMENTAL SETTING

Population and Housing

The majority of the planning area is contained within the jurisdictional boundaries of the City of Salinas. The remainder of the planning area (the Future Growth Area) is primarily undeveloped or agricultural lands and contains only a few residential units, and no major employment generating uses. The 2000 Census estimates the Salinas population to be about 143,776 and the number of housing units 39,659, resulting in an average household size of 3.63 persons per household. This household size indicates possible crowded living conditions within the City. With the 2000 Census estimated population of approximately 144,000 and 53,700 jobs (including self-employment), the City supports about one-third of all jobs in the County. Salinas is the largest city and employment center in Monterey County.

According to the 2000 Census, the median age of the City population was 30 years, which is lower than the County median age of 31.7 years. This difference is attributable to the significantly smaller number of persons 45 years or older in Salinas. As shown in **Table 5.12-1**, only 22.6 percent of the City's population was 45 years old or older in 2000, as compared to County as a whole with 29.4 percent of the population 45 years or older.

TABLE 5.12-1
2000 AGE DISTRIBUTION

Age Group	Salinas	County of Monterey
Under 24 Years	45.2%	39.3%
25 to 44 Years	32.2%	31.4%
45 Years or Older	22.6%	29.4%

Source: 2000 Census.

According to the 2000 Census, the majority of the population of Salinas is Hispanic (65 percent), in comparison to the County as a whole in which only 47 percent of the population is Hispanic. While the County as a whole has 56 percent White population, the City's White population is only 24 percent. The City has the same percentage of Asian (6 percent) and similar percentage of African American (2 percent) as the County. **Table 5.12-2** depicts the racial make-up of Salinas and the County of Monterey.

**TABLE 5.12-2
2000 RACE AND ETHNICITY**

Race	Salinas	County of Monterey
Hispanic or Latino (any race)	65%	47%
White	24%	56%
Asian	6%	6%
Black or African American	2%	4%
All Other	1%	28%
Two or more races	2%	5%

Source: U.S. Census 2000.

The 2000 Census estimates the housing inventory for Salinas at 39,659 units. Between 1990 and 2000, the City experienced a net gain in housing units of 15 percent. In conjunction with the increase in the total number of housing units, the number of households residing in the City also increased by 15 percent.

According to the 2000 Census and California Department of Finance, of the 39,659 dwelling units, 60.6 percent are single-family residences, 35.3 percent are multifamily residences, and 4.1 percent are "other." As depicted in **Table 5.12-3**, in comparison to the County of Monterey, Salinas has a smaller percentage of vacant units than does the County.

**TABLE 5.12-3
2000 HOUSING UNIT AVAILABILITY**

Type	Salinas		County of Monterey	
	# of Units	% of Total Units	# of Units	% of Total Units
Total	39,659	100.0%	131,708	100.0%
% Occupied	38,298	96.6%	121,236	92%
% Vacant	1,361	3.4%	10,472	8%

Source: U.S. Census 2000, California Department of Finance 2000, and AMBAG 2000.

Jobs/Housing Ratio

The ratio of jobs to housing units (i.e. jobs/housing balance) in the area has environmental implications related to transportation and air quality. As the largest city in the County, with approximately one-third of the population, Salinas has more jobs than any other city in the County. **Table 5.12-4** depicts the population, employment, and housing units for Monterey County, Salinas, and surrounding cities. The existing job to housing ratio for Salinas is 1.35. The job/housing ratio indicates that 1.35 persons per household work within the City. The relatively low ratio means that, while Salinas has the greatest number of jobs, there are still more workers living in Salinas than working in the community. As a result, some Salinas residents are commuting to the Monterey Peninsula and Santa Clara County to work.

**TABLE 5.12-4
POPULATION, EMPLOYMENT, AND HOUSING
IN SALINAS AND SURROUNDING CITIES
YEAR 2000**

Area Name	Population	Employment	Housing Units
Monterey County	401,762	162,4000	131,708
Gonzales	7,525	1,820	1,724
Marina	21,014	10,110	8,537
Monterey	29,674	15,570	13,382
Pacific Grove	15,522	9,380	8,032
Salinas	143,776	53,700	39,659
Seaside	31,696	14,340	11,005
Soledad	11,263	3,020	2,534

Sources: U.S. Census Bureau, 2000.

State of California Employment Development Department, Labor Market Division, February 2002.

While the City has a more diverse economy than the County as a whole, many of the employment opportunities within the community are lower paying jobs, such as agriculture and retail. A major concern raised by the community is the lack of higher paying, professional jobs. Without this type of employment, the City will find itself losing its educated, young adult population who will be forced to leave to find desirable employment elsewhere.

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

Population and Housing

Implementation of the proposed General Plan would result in an increase of dwelling units and population within the planning area. As depicted in **Table 3-1** in the Section *3.0 Project Description* section of the EIR, an increase of approximately 18,397 dwelling units and a corresponding increase of approximately 69,287 persons over existing conditions is anticipated based on the buildout of land uses proposed in the General Plan. New residents will locate in the planning area as a result of the construction of new

residential units. The availability of new employment opportunities resulting from the development of currently vacant or underutilized land for employment generating uses will also draw additional residents to the City and surrounding areas. Previous calculations based on AMBAG and the 2000 Census indicated that Salinas' population would increase by approximately 40,000 people between 2000 and 2020. However, the actual rate of development that may occur pursuant to the proposed General Plan will depend on market conditions and other factors, such as availability of infrastructure or environmental constraints.

The estimated population for the planning area at the time of buildout is approximately 213,063 living in 58,056 housing units. This is an increase of 49 percent and 48 percent, respectively, over existing conditions. However, buildout according to the plan is not anticipated to occur for approximately 30 to 40 years. Based on certain development assumptions and historic growth rates, it is anticipated that by the year 2020, approximately 184,000 people will reside in approximately 50,100 dwelling units in Salinas. It is also anticipated that approximately 90,300 employment opportunities will exist in the planning area by 2020. A potentially significant impact associated with substantial growth is anticipated. Implementation of Mitigation Measures PH1 through PH7 will reduce the impact to a level less than significant.

Mitigation Measure PH1 requires the City to continue to work with the Local Agency Formation Commission to ensure that sufficient land, infrastructure, and services are available to support housing development. Mitigation Measure PH2 requires the City to review the fire protection, emergency services, and law enforcement level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained. Mitigation Measure PH3 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. Mitigation Measure PH4 requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east from the most productive farmland.

Mitigation Measure PH5 requires the City to promote retrofit programs by the City to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries. Mitigation Measure PH6 requires the City to: a) use the Smart Growth Network's *Getting to Smart Growth: 100 Policies for Implementation* (ICMA, 2002) or other similar policy manual, perform an "audit" of the City's Zoning and Subdivision Ordinances to identify potential impediments to the development of smart growth and traditional neighborhood development projects; and b) revise, adopt, and implement new standards and procedures as necessary to encourage smart growth and traditional neighborhood development in Salinas. Implementation Program PH7 requires the City to continue to cooperate with the Monterey Bay Unified Air Pollution Control District to implement the most recent Air Quality Management plan to address regional motor vehicle emissions. In particular, the

City will coordinate with the District and AMBAG, providing assistance and demographic data when available, during the development of future population projections by AMBAG.

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 Future Growth Areas designated for future development consist of vacant, agricultural, 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 General Plan 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 approximately 18,397 additional dwelling units. 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.

Jobs/Housing Balance

The implementation of the General Plan will result in more residential development as well as in more employment opportunities. Approximately 58,056 dwelling units and 103,647¹ jobs are anticipated at the buildout of the planning area, resulting in a job to housing ratio of 1.79. The existing job/housing ratio of 1.35 indicates that currently many of the Salinas residents have to commute to other areas, such as the Monterey Peninsula and Santa Clara County to work. At this time, many of the employment opportunities within the community and on the Peninsula are lower paying jobs, such as agriculture, retail, and those associated with the hospitality industry. The General Plan Land Use Element proposes an increase in office, business/park, general industrial, and mixed use land uses. An additional 28.6 million square feet of non-residential development is anticipated by the implementation of the General Plan. The proposed land uses will further result in more jobs, some higher paying and professional, within the community; therefore, fewer people need to commute to the surrounding areas to work, resulting in a better job/housing balance. Additionally, the City will implement Implementation Program LU-2, which requires the City to use land use decisions to improve the regional job/housing balance. According to *AMBAG 1997 Regional Population and Employment Forecast for Monterey*, the County's job/housing balance is expected to decrease from the current 1.41 down to 1.38 by the year 2020. Compared to

¹ The employment projection does not include employment associated with agriculture and airport land uses.

the County as a whole, Salinas anticipated 2020 job/housing balance of 1.79 is significantly better. Therefore, no significant impact associated with job to housing balance is anticipated.

MITIGATION MEASURES

- PH1. The City will implement Implementation Program HE-2, which requires the City to continue to work with the Local Agency Formation Commission to ensure that sufficient land, infrastructure, and services are available to support housing development.
- PH2. The City will implement Implementation Program LU-12, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.
- PH3. The City will implement Implementation Program C-3, 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.
- PH4. The City will implement Implementation Program COS-9, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east from the most productive farmland.
- PH5. The City will implement Implementation Program COS-29, which requires the City to promote retrofit programs by the City to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.
- PH6. The City will implement Implementation Program CD-11, which requires the City to use the Smart Growth Network's Getting to Smart Growth: *100 Policies for Implementation* (ICMA, 2002) or other similar policy manual, perform an "audit" of the City's Zoning and Subdivision Ordinances to identify potential impediments to the development of smart growth and traditional neighborhood development projects. Revise, adopt, and implement new standards and procedures as necessary to encourage smart growth and traditional neighborhood development in Salinas.
- PH7. The City will implement Implementation Program COS-23, which requires the City to continue to cooperate with the Monterey Bay Unified Air Pollution Control District to implement the most recent Air Quality Management plan to address regional motor vehicle emissions. In particular, coordinate with the

District and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG.

IMPACT AFTER MITIGATION

Implementation of Mitigation Measures PH1 through PH7 will reduce the impact to substantial growth within the planning area to a level less than significant.

5.11 AESTHETICS

ENVIRONMENTAL SETTING

The planning area provides a variety of views, including the surrounding hillsides, open space, agricultural resources, distinct urban/agricultural edges, and architecturally significant buildings. Because of the community's unique setting and development pattern, Salinas has a distinct identity as an urban island in a rural setting.

Gateways

The City has a number of "gateways" or entrances from Highway 101 that offer views of the City and provide the first impression of Salinas. The most important points of arrival, or "gateways" into the community are identified on **Figure 5.11-1** and include: 1) the South Main/Blanco Gateway; 2) the West Market/Davis Gateway; 3) the 101/Boronda Gateway; 4) the North 101/Main Gateway; and 5) the Sanborn/101 Gateway. As depicted in **Figure 5.11-1**, these gateway areas are zoned Gateway Overlay District and are subject to the land use regulations and development standards of the Gateway Overlay District. Implementation of the landscaping, screening, signing, and design requirements of the Gateway Overlay Zone serves to enhance the major entry points to the City.

Views from Highway 101

A visitor's first impression of Salinas is likely to be from Highway 101. Highway 101 provides several view corridors of the community. Primary views available from Highway 101 include: agricultural views in the northern portion of the planning area; views of the Northridge Shopping Center area, Westridge Center and the Auto Center; long vistas into Carr Lake; and views of potential office and commercial development in the central portion of the City.

Division 15 of the Zoning Ordinance contains special requirements that apply to the 101 gateway areas identified on **Figure 5.11-1**.

Urban/Agricultural Edges

Salinas has sharply defined edges, exemplified in such areas as the lettuce fields between Blanco Road and the Salinas River in the southern perimeter of the City and the agricultural fields west of Davis Road and north of Boronda Road. Approaching from the south and the west, the transition from agricultural to urban landscape is more apparent than from the north. Traveling toward the City from the southeast on Highway 68 and from the west on Highway 183/Highway 1, the urban edge is very well-defined.

Figure 5.11-1

Many of these edges are preserved by roadway segments that form distinct boundaries between urban development and agricultural uses. Additionally, the City implements several programs to preserve the prime agricultural land that provides these distinct boundaries to the City. These programs, include: implementing the Boronda Memorandum of Understanding (MOU) with the County of Monterey; supporting and implementing the City-Centered Growth Principle to maintain compact form and conserve agricultural land in the southern and western portions of the planning area; and providing necessary infrastructure that supports these agricultural uses.

Architectural Resources

The City's architectural heritage is an essential component of the City's distinctive visual character. The City has hundreds of buildings that link Salinas to its past. As depicted on **Figure 5.8-1** in *Section 5.8 Cultural Resources* of this EIR, a concentration of historic buildings is found in the City's downtown and surrounding neighborhoods, reflecting several generations of the City's growth and history. Three areas within the community also have a concentration of historic resources: 1) the Eastend Historic area, the City's first residential neighborhood, centered mostly on Soledad Street, between John and Gabilan Streets; 2) the Steinbeck Historic area, named after author John Steinbeck, includes Steinbeck's childhood neighborhood on Central Avenue and the 100 and 200 blocks of Main Street, where the first commercial buildings in Salinas were located; and 3) the Maple Park Historic area, which features a very stylish and distinctive residential subdivision built in the 1930s and 1940s. The Central City Redevelopment program strives to create a downtown that builds on the area's history and enhances the use and appearance of historic buildings in these areas.

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Has a substantial adverse effect on a scenic vista;
- Substantially damages scenic resources;
- Substantially degrades the existing visual character or quality of the City and its surroundings; or
- Creates a new source of light or glare that would adversely affect day or nighttime views in the area.

ENVIRONMENTAL IMPACT

Citywide Aesthetics

Implementation of the Salinas General Plan will allow development to occur in the planning area in both vacant and underdeveloped portions of the community. The introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing the aesthetic value of these resources. 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 Retail and General Commercial. Future development according to the proposed General Plan has the potential to change the visual character of the planning area, resulting in a significant aesthetic impact. Implementation of Mitigation Measures A1 through A5 will reduce the overall aesthetics impact to a level less than significant.

Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines. Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines. Mitigation Measure A3 requires the City to improve the Lighting Ordinance. Mitigation Measure A4 requires the City to implement landscaping requirements for all proposed projects. Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts.

Impacts to specific aesthetic resources in the community and their associated mitigation measures are discussed in more detail below.

Gateways

Implementation of the Salinas General Plan will allow new development to occur in the gateway areas to the City. New development in these areas, if not properly designed and implemented, could significantly impact travelers' first impressions of the City and interrupt views from these major entry points. This is considered a significant impact. Implementation of Mitigation Measures A1 through A5 as described above will reduce this potential impact to a level less than significant.

Views from Highway 101

The proposed General Plan will allow new development and rehabilitation projects to occur on sites adjacent to and visible from Highway 101. These projects could block scenic views from the Highway, degrade the visual character of the surroundings, and be incompatible (e.g., architecturally, size, height, bulk) with existing development and the character of the community. This is considered a significant impact. Implementation of Mitigation Measures A1 through A5 as described above will reduce this potential impact to a level less than significant.

Urban/Agricultural Edges

The proposed General Plan will allow development to occur on and adjacent to land used for agricultural operations. The expansion of development into these areas may modify certain areas of the community that currently have distinct urban/agricultural edges. This is considered a potentially significant aesthetic impact. Implementation of Mitigation Measures A1, A2, and A5 through A8 will reduce this impact to a level less than significant. Mitigation Measure A6 requires the City to encourage the maintenance and provision of buffers between urban and agricultural uses. Mitigation Measure A7 requires the City to continue to implement the Boronda Memorandum of Understanding, which directs growth away from the most productive farmland in the planning area. Mitigation Measure A8 requires the City to encourage City-Centered Growth through infill projects and incentives.

Architectural Resources

New development and rehabilitation projects may impact significant architectural resources in the community in two primary ways: 1) new development and rehabilitation projects may be proposed that would be architecturally and stylistically incompatible with existing architectural resources, detracting from the existing resources' aesthetic value and contributing to visual discontinuity in neighborhoods that have a concentration of significant architectural resources; and 2) new development and rehabilitation projects may be proposed that would result in the removal of significant architectural resources or that would modify the structure so that the aesthetic value of the structure is destroyed. This is considered a significant aesthetic impact. Implementation of Mitigation Measure A5 as described previously and Mitigation Measures A9 and A10 will reduce this potential impact to a level less than significant. Mitigation Measure A9 requires the City to expand participation in the California Main Street Program. Mitigation Measure A10 requires the City to consider implementing a historic/architectural preservation program.

MITIGATION MEASURES

- A1. The City will implement Implementation Program CD-1. Implementation Program CD-1 requires the City to implement the City's Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City's major entry points identified in Figure CD-1.
- A2. The City will implement Implementation Program CD-2. Implementation Program CD-2 requires the City to strengthen the City's Design Guidelines and require compliance to enhance the City's visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.
- A3. The City will implement Implementation Program CD-3 on an ongoing basis. Implementation Program CD-3 requires the City to improve the City Lighting Ordinance to ensure that: 1) all future outdoor lights include cut-off lenses to minimize light dispersion above the fixture head; 2) a lighting study is required to

be performed when appropriate to ensure adequate light levels, while not exceeding industry standards; and 3) sky glow is reduced.

- A4. The City will implement Implementation Program CD-4 on an ongoing basis. Implementation Program CD-4 requires the City to implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.
- A5. The City will implement Implementation Program CD-5 on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.
- A6. The City will implement Implementation Program COS-10 on an ongoing basis. Implementation Program COS-10 requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.
- A7. The City will implement Implementation Program COS-9 on an ongoing basis. Implementation Program COS-9 requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.
- A8. The City will implement Implementation Program LU-7 on an ongoing basis. Implementation Program LU-7 requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands and establish an incentive program to promote these projects, such as priority permit processing and density bonuses, for such developments.
- A9. The City will implement Implementation Program CD-8 on an ongoing basis. Implementation Program CD-8 requires the City to expand community participation in the Main Street Program and continue to work with the Program to create an identity that emphasizes our cultural heritage and attracts businesses and consumers to the downtown area.

- A10. The City will implement Implementation Program COS-13 on an ongoing basis. Implementation Program COS-13 requires the City to consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. TDR could benefit the community by protecting historic resources through an agreement that allows the development potential (“rights”) on the historic property to be transferred to another property when the historic resources on the original property is preserved.

The Mills Act program would involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.

IMPACT AFTER MITIGATION

Citywide Aesthetics

Implementation of Mitigation Measures A1 through A5 will reduce the potential citywide aesthetics impact to a level less than significant.

Gateways

Implementation of Mitigation Measures A1 through A5 will reduce the potential aesthetics impacts in the planning area’s gateways to a level less than significant.

Views from Highway 101

Implementation of Mitigation Measures A1 through A5 will reduce the potential aesthetics impacts associated with views from Highway 101 to a level less than significant.

Urban/Agricultural Edges

Implementation of Mitigation Measures A1, A2, and A5 through A8 will reduce the potential aesthetics impacts associated with urban/agricultural edges to a level less than significant.

Architectural Resources

Implementation of Mitigation Measure A5 and Measures A9 and A10 will reduce the potential aesthetic impact associated with architectural resources to a level less than significant.

5.10 GEOLOGY/SOILS

ENVIRONMENTAL SETTING

Geology

The relatively flat topography and geologic setting of Salinas offer few geologic hazards, other than those related to seismic activity. A map prepared by the Monterey County Planning Department, based on 1980 U.S. Geological Survey mapping, depicts all the incorporated, urbanized area and most of the surrounding planning area as being located within the area of “least landslide and erosion susceptibility.” An area east of Frank Paul School is shown as a “previously mapped landslide.”

Most of the City has slopes of one to 10 percent, although a few areas have slopes from 10 to 30 percent. To the east of the City, slopes increase toward the Gabilan Mountains. Northeast of the City, slopes from 10 to 30 percent are common. Generally, areas of low and moderate slopes reflect few soil constraints for residential development and road and street construction. Some localized soils constraints related to clay and steeper slopes may occur within the planning area.

Seismicity

Salinas lies within a region with active seismic faults, and is therefore subject to risk of 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 (tsunamis and seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

No known active fault is located in the City and no Alquist-Priolo Earthquake Fault Zoning has been established by the State for the planning area. Consequently, the potential for ground rupture is low. Although the potentially active King City and Gabilan Creek Faults (active within the last three million years, though not the last 11,000 years) are located within the planning area, they are not expected to generate seismic activity. The greatest seismic threat is related to the San Andreas and Calaveras Faults.

Damage from earthquakes is often the result of liquefaction. Liquefaction occurs primarily in areas of recently deposited sands and silts and in areas of high groundwater levels. Especially susceptible areas include sloughs and marshes that have been filled in and covered with development. Salinas has several former wetland areas that have been “reclaimed” (drained and filled) and developed. In addition, Salinas rests on almost 1,800 feet of alluvium.

The City is protected from sea waves due to its inland location. However, the City's tanks, reservoirs, seasonal lakes, and swimming pools are enclosed bodies of water that are subject to potentially damaging oscillation, or seiches, during earthquakes. The hazard is dependent upon specific earthquake parameters, and the degree of damage due to seiches is likely to be minor.

All of Salinas is in *Seismic Risk Zone IV*, the highest potential risk category due to the frequency and magnitude of earthquake activity nationwide as determined in the most recently adopted Uniform Building Code. *Seismic hazard zones* are a further-refined measurement, based largely on the type of ground material, but also reflect other geologic factors. **Figure 5.10-1** shows the designated seismic hazard zones in Salinas.

Most loss of life and injuries that occur during an earthquake are related to the collapse of buildings and structures. The downtown area is located in the zone of greatest seismic hazard. The downtown is also the area damage to structures is likely to be greatest in the event of an earthquake since there is a high number of masonry buildings. The City adopted an Unreinforced Masonry ordinance to address the risk posed by unreinforced masonry buildings as a result of seismic activity.

The time period to comply with this ordinance expired in 2000. Under this program, most of the 55 unreinforced masonry buildings in Salinas were reinforced. Of the 15 unreinforced structures that remain, only nine are occupied and the other six must remain unoccupied unless and until they are retrofitted or demolished.

Mineral Resources

The quarry located in the northeastern portion of the planning area is the one significant mineral resource area in the planning area. This area is designated by the State Division of Mines and Geology as an Aggregate Resource Area. Dolomite has been mined from this deposit for years. Mining activities are ongoing at this facility, and are anticipated to continue for at least fifty years. The Surface Mining and Reclamation Act (SMARA) requires that reclamation of the site must be to a condition consistent with the identified end use of the property. This area is just outside of the Future Growth Area boundary and no City land use designation is applied to the site.

Figure 5.10-1
Seismic Hazard Zones

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Exposes people or structures to potential substantial adverse effects, including the risk of loss, injury or death due to the rupture of a known earthquake, strong seismic ground shaking, seismic-related ground failure (such as liquefaction), or landslides;
- Results in substantial soil erosion or the loss of topsoil;
- Is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or
- Is located on expansive soil.

ENVIRONMENTAL IMPACT

Geology

As discussed in the *Environmental Setting*, all of the incorporated, urbanized area and most of the surrounding planning area is located within the area of “least landslide and erosion susceptibility.” However, some localized constraints related to clay and steeper slopes may occur within the planning area. 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 through GS4 will reduce this potential impact to a level less than significant.

Mitigation Measure GS1 requires the City to assess development proposals for potential hazards pursuant to the California Environmental Quality Act (CEQA), requiring mitigation measures to mitigate all identified public safety hazards. Mitigation Measure GS2 requires the City to use open space easements, buffers, and other techniques when necessary to avoid public safety hazards. Mitigation Measure GS3 requires the City to implement the most recent geologic, seismic, and structural guidelines including the most recent Uniform Building Code and the American Water Works Association Standard for Design of Steel Water Tanks. Mitigation Measure GS4 requires the City during the review of development proposals involving grading, unstable soils, and other hazardous conditions, to require surveys of soils and geologic conditions be performed by a state licensed engineering geologist or civil engineer, where appropriate. Based on the results of the survey, design measures will be incorporated into projects to minimize geologic hazards.

Seismicity

Although, no known active fault is located in the City and no Alquist-Priolo Earthquake Fault Zoning has been established by the State for the planning area, Salinas 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 through GS6 will reduce this potential impact to a level less than significant.

Mitigation Measure GS1 requires the City to assess development proposals for potential hazards pursuant to the California Environmental Quality Act (CEQA), requiring mitigation measures to mitigate all identified public safety hazards. Mitigation Measure GS2 requires the City to use open space easements, buffers, and other techniques when necessary to avoid public safety hazards. Mitigation Measure GS3 requires the City to implement the most recent geologic, seismic, and structural guidelines. Mitigation Measure GS4 requires the City during the review of development proposals involving grading, unstable soils, and other hazardous conditions, to require surveys of soils and geologic conditions be performed by a state licensed engineering geologist or civil engineer, where appropriate. Based on the results of the survey, design measures will be incorporated into projects to minimize geologic hazards. Mitigation Measure GS5 requires the City to implement the City's Multihazard Emergency Plan. Earthquake preparedness is one of the best methods to minimize personal injury and property damage, and accelerate recovery. The City will continue to promote earthquake preparedness in the community through its Multihazard Emergency Plan. The program will be coordinated with emergency service providers and school districts to maximize public participation and effectiveness. Mitigation Measure GS6 requires the City to coordinate with local agencies and organizations to provide emergency preparedness education and educational materials to its residents and businesses.

Mineral Resources

The quarry located in the northeastern portion of the planning area is the one significant mineral resource area in the community. This area is just outside of the Future Growth Area boundary and no City land use designation is applied to the site. Because the General Plan does not propose any land uses for this area or in the direct vicinity of this area, implementation of the proposed project will not result in a significant impact to mineral resources, and no mitigation is required.

MITIGATION MEASURES

- GS1. The City will implement Implementation Program S-13 prior to the approval of a discretionary permit. Implementation Program S-13 requires the City to assess development proposals for potential hazards pursuant to the California Environmental Quality Act, requiring measures when necessary to mitigate all identified public safety hazards.
- GS2. The City will implement Implementation Program S-14 when the threat from natural hazards cannot be mitigated through geotechnical and structural design methods. Implementation Program S-14 requires the City to use open space easements and other regulatory techniques to prohibit development and avoid unmitigable public safety hazards.
- GS3. The City will implement Implementation Program S-15 on an ongoing basis. Implementation Program S-15 requires the City to implement the most recent state building and seismic requirements for the structural design of new development and redevelopment projects.
- GS4. The City will implement Implementation Program S-16 on an ongoing basis. Implementation Program S-16 requires that during the review of development and redevelopment proposals, the City require surveys of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, the City shall require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.
- GS5. The City will implement Implementation Program S-22 on an ongoing basis. Implementation Program S-22 requires the City to maintain the Multi-hazard Emergency 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. 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.
- GS6. The City will implement Implementation Program S-23 on an ongoing basis. Implementation Program S-23 requires the City coordinate with local agencies and organizations to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies.

IMPACT AFTER MITIGATION

Geology

Implementation of Mitigation Measures GS1 through GS4 will reduce the potential impacts associated with geologic conditions to a level less than significant.

Seismicity

Implementation of Mitigation Measures GS1 through GS6 will reduce the potential impacts associated with seismicity to a level less than significant.

5.9 AGRICULTURAL RESOURCES

ENVIRONMENTAL SETTING

Existing Activities

Situated in the Salinas Valley, with its rich, fertile soils, Salinas has historically been an agricultural community. Surrounded by prime farmlands, agriculture is a major employer in the Salinas Valley and Monterey County in general. Agriculture employed approximately 35,500 employees in the County in 2000, totaling 21.5 percent of the County's employment, and generating nearly \$2.9 billion for the region. In 1999, the County ranked first in the State for vegetable production, with the following major crops:

- Lettuce
- Broccoli
- Strawberries
- Grapes
- Nursery Products
- Cauliflower
- Celery

The success of agriculture in the Salinas area is dependent on a range of factors, including the climatic environment. The Monterey Bay ocean water is near 60 degrees Fahrenheit all year. Prevailing winds off this cool ocean, coupled with rainless summers create a long, cool growing season, ideal for the commercial growth of high value crops that require cooler temperatures.

Department of Conservation Important Farmland Classifications

The planning area contains land classified by the Department of Conservation (DOC) as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Grazing Land. The goal of the Department of Conservation's Important Farmland Mapping is to provide land use conversion information for decision makers to use in their planning for the present and future use of California's agricultural land resources. **Figure 5.9-1** depicts the location of these DOC mapped farmlands within the planning area.

The DOC applies specific criteria for the purposes of categorizing important farmlands as follows:

- Ø **Prime Farmland – Land with the best combination of physical and chemical features able to sustain long term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for production of irrigated crops at some time during the two update cycles prior to the mapping date.**
- Ø **Farmland of Statewide Importance – Land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops. This land has minor shortcomings, such as**

Figure 5.9-1
Important Farmlands

greater slopes or less ability to store soil moisture than Prime Farmland. Land must have been used for production of irrigated crops at some time during the two update cycles prior to the mapping date.

- Ø Unique Farmland – Lesser quality soils used for the production of the state’s leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the two update cycles prior to the mapping date.
- Ø Grazing Land – Land on which the existing vegetation is suited to the grazing of livestock. This category is used only in California and was developed in cooperation with the California Cattlemen’s Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.

. Generally, Prime Farmland provides the best combination of physical and chemical features to sustain long-term production of agricultural crops. Farmland of Statewide Importance is similar to Prime Farmland; however, this land has much greater slopes or has less ability to hold and store moisture than lands categorized as “Prime Farmland”. Unique Farmland is of lesser quality soils used for the production of the state’s leading agricultural crops. Grazing Land is suited for grazing of livestock. The DOC updates the Important Farmlands Mapping on a two-year cycle. The amount and type of important farmlands in the project area could change in the future as a result of updated DOC mapping.

Approximately 1,116 acres of Prime Farmland is located within the City of Salinas. No Farmland of Statewide Importance, Unique Farmland, or Grazing Land is located in the City. The Future Growth/Urban Services Area has approximately 3,128 areas of Prime Farmland, 210 acres of Farmland of Statewide Importance, 189 acres of Unique Farmland, and 322 acres of Grazing Land.

Although surrounded by land designated as Prime Farmland and Farmland of Statewide Importance, farming activities within the city limits are currently focused within three areas: Carr Lake; an area surrounding the Salinas Municipal Airport; and an area located near the sewer treatment plant near Davis Road between West Blanco and Hitchcock Roads. **Figure 5.9-2** depicts the existing agricultural areas.

Agricultural Preservation

The City recognizes the many inherent benefits of maintaining agricultural land uses. Agriculture is the City’s economic base and also provides a variety of job opportunities, helps to preserve rural character, and maintains open space. Although much of the agricultural land within the City limits is anticipated to convert to urban uses, the City is working to preserve important agricultural lands located to the south and west of the City and within the planning area. There is also a need to balance agricultural land with other

Figure 5.9-2
Existing Agricultural Areas

land uses that are needed if agriculture is to survive. This includes housing and services for farmworkers and land for agricultural support industries.

Boronda Memorandum of Understanding

Preservation of prime agricultural land has long been a tenet of planning policy in the Salinas Valley. In 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey to preserve certain agricultural land and to provide certain areas for future urban growth. As part of the MOU, the City entered into a Master Tax Transfer Agreement to encourage the direction of growth toward the northeast between San Juan Grade Road to the north and Williams Road to the south. Areas specifically addressed by the MOU include: the Rancho San Juan Area; the Boronda Redevelopment Area; and the Salinas Auto Center. Infrastructure considerations include: the extension of Rossi Street, east of Davis Road; the western bypass and other transportation improvements; and public improvements such as water distribution and sewer collection systems.

Williamson Act

The Williamson Act, passed by the State Legislature in 1965, is another agricultural preservation technique that seeks to preserve agricultural uses by offering tax relief to large landowners if the owners agree not to change the use of their open space or agricultural lands for a contract period of ten years. The contracts automatically renew each year, thus extending the term, unless the owner files a notice of non-renewal to cancel the contract. Thus, contract expiration is always nine years from the date of filing the notice of non-renewal. No land within the planning area is presently preserved for agricultural use under a Williamson Act contract.

Agricultural District Zoning and General Plan

The City has also adopted an Agricultural District zoning. Agricultural District zoning areas include the Carr Lake area and a strip of land southwest of the 101 Freeway. The primary purpose of this zoning designation is to preserve and protect agricultural land from urban development.

The existing General Plan also has goals and policies that provide direction for preservation of agriculture in the community including:

- Directing future City growth away from most productive agricultural areas (direct future growth toward north and east)
- Minimizing leap-frog development
- Minimizing agricultural and urban use conflicts
- Minimizing growth inducing impacts of new roadways on agricultural areas

The City is also encouraging the preservation of important farmlands by supporting and implementing the City-Centered Growth principle. The City-Centered Growth principle supports agricultural land uses by: locating new urban development adjacent to existing City boundaries; directing economic development to cities; using existing urbanized land more efficiently through infill, higher density development, and revitalization of existing urban areas; and creating workable infrastructure to accommodate the planned growth of the City.

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use;
- Conflicts with existing zoning for agricultural use, or a Williamson Act contract; or
- Involves other changes in the existing environment that, due to their location or nature, could result in conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

ENVIRONMENTAL IMPACT

Future development within the City pursuant to the land uses of the proposed General Plan will result in the conversion of 3,525 acres currently designated for agriculture to urban uses. Out of the 3,525 existing agricultural acres, 22 will remain under agricultural land designation. The agricultural land will be located along a narrow strip of land, south of the 101 Freeway.

Agricultural Preservation

Implementation of the proposed General Plan will result in conversion of much of the agricultural land within the City limits to park lands and other urban uses. However, the City will work to preserve important agricultural lands located to the south and west of the City and within the planning area. As part of the General Plan process, the community of Salinas indicated that land designated for future growth outside the City limits should be minimized to protect the valuable agricultural resources. As depicted in **Figure 5.1-4** in the *Section 5.1 - Land Use and Planning* of this EIR, the Future Growth Areas are located to the north of Salinas, north of Boronda Road, and east, east of the Salinas Municipal Airport. The Future Growth Areas are located away from the best agricultural lands in the south and west.

While implementation of the proposed General Plan will result in the conversion of agricultural land to urban uses, there would also be a loss of agricultural land if the City continued to implement its adopted General Plan. When compared to the future growth areas identified in the adopted General Plan, the proposed General Plan will result in the conversion of similar amount of agricultural land to urban uses as the adopted General Plan. This issue is discussed in more detail in Section 6.0 *Alternatives*. A significant impact associated with the conversion of agricultural land to residential and other urban uses is anticipated. Implementation of Mitigation Measure AG1 will reduce the impact to the extent feasible, but will not avoid a significant impact. Mitigation Measure AG1 requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth to occur generally to the north and east away from the most productive farmland. Implementation of the proposed General Plan will result in an unavoidable, significant impact related to the loss of important farmland.

Boronda Memorandum of Understanding

The proposed General Plan is consistent with the Boronda Memorandum of Understanding; therefore, no impact associated with this issue is anticipated.

Williamson Act

No impact associated with Williamson Act would occur, as no land within the planning area is presently preserved for agricultural use under Williamson Act.

Agricultural District Zoning and General Plan

The proposed General Plan continues to recognize agricultural uses as important historic uses within the Planning Area and allows the continuation of agricultural businesses that wish to operate in the short-term or indefinitely. Although much of the agricultural land within the City limits is anticipated to convert to urban uses, the City is working to preserve important agricultural lands located to the south and west of the City and within the planning area. The Boronda Memorandum of Understanding directs that City growth to occur generally to the north and east away from the most productive farmland. Future development within the City pursuant to the land uses of the proposed General Plan may ultimately result in the conversion of 3,525 acres currently designated for agriculture to urban uses. Out of the 3,525 existing agricultural acres, 22 will remain under agricultural land designation. The conversion of 3,525 acres of agricultural land within the planning area is considered significant. Implementation of Mitigation Measure AG2 will help to reduce the impact to the extent feasible, but will not avoid a significant impact. Mitigation Measure AG2 requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City would also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments. Implementation of the proposed General Plan will result in an unavoidable, significant impact to agricultural resources.

Compatibility with Urban Uses

Implementation of the General Plan will result in expansion of residential and urban uses closer to agricultural land uses. Agricultural activity in proximity to residential and other urban uses may result in conflicts between the uses. Agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities. A significant impact associated with these issues is anticipated. Implementation of Mitigation Measures AG3 and AG4 will reduce the impact to a level less than significant. Mitigation Measure AG3 requires the City to be consistent with the County of Monterey's "Right-to-Farm" Ordinance, and the County of Monterey Draft General Plan Policy LU-7.8 and Actions LU-7.b and LU-7.c, revise the City's Zoning Ordinance to require the recordation of a Right-to-Farm Notice as a condition of discretionary permit approval for residential development within 1,000 feet of an established agricultural operation. The purpose of the Notice is to acknowledge that residents in the area may experience inconveniences and discomfort associated with the normal farming and grazing activities, such as noise and dust. The Notice shall specifically state that a variety of activities may occur that may be incompatible with the proposed development and that an established agricultural operation in full compliance with applicable laws, shall not be considered a nuisance due to changes in the surrounding area. The Notice shall also state that a person's right to recover under a nuisance claim against these activities may be restricted.

Mitigation Measure AG4 requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.

MITIGATION MEASURES

- AG1. The City will implement Implementation Program COS-9, which requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.
- AG2. The City will implement Implementation Program LU-7, which requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. Establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.
- AG3. The City will implement the Implementation Program COS-11, which requires the City to be consistent with the County of Monterey's "Right-to-Farm" Ordinance, and the County of Monterey Draft General Plan Policy LU-7.8 and

Actions LU-7.b and LU-7.c, revise the City's Zoning Ordinance to require the recordation of a Right-to-Farm Notice as a condition of discretionary permit approval for residential development within 1,000 feet of an established agricultural operation. The purpose of the Notice is to acknowledge that residents in the area may experience inconveniences and discomfort associated with the normal farming and grazing activities, such as noise and dust. The Notice shall specifically state that a variety of activities may occur that may be incompatible with the proposed development and that an established agricultural operation in full compliance with applicable laws, shall not be considered a nuisance due to changes in the surrounding area. The Notice shall also state that a person's right to recover under a nuisance claim against these activities may be restricted.

AG4. The City will implement Implementation Program COS-10, which requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.

AG5. The City will work with the County of Monterey, and other local jurisdictions, to create and implement an agricultural land conservation easement program including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank.

IMPACT AFTER MITIGATION

Implementation of Mitigation Measures AG1 and AG2 will help to minimize the impact related to the loss of important farmland to the extent feasible; however, the impact related to the loss of agricultural resources will remain significant and unavoidable. Implementation of Mitigation Measures AG3 and AG4 will reduce the impact associated with the compatibility of agricultural uses with urban uses to a level less than significant.

5.8 CULTURAL RESOURCES

Portions of this section are summarized from the *Cultural Resources Background Records Search for the City of Salinas General Plan* (Archaeological Consulting, November 16, 2001) contained in Appendix E of this EIR and *10,000 Years on the Salinas Plain, An Illustrated History of Salinas City, California* (Breschini et. al, 2000).

ENVIRONMENTAL SETTING

History of Community

Because of its rich past, Salinas includes a great number of historic resources. For centuries prior to the arrival of Spanish soldiers and missionaries, and the establishment of the presidio at Monterey and missions at Carmel, San Antonio, Soledad, and San Juan Bautista, the Salinas area was home to the Costanoan Indians. The Salinan Indians and Esselen Indians were also found in Monterey County. While the Salinas Valley remained generally unpopulated under Spanish rule, there were small settlements around the missions.

During the time of Spanish rule, settlements developed around the missions on the Central Coast, but the Salinas area remained largely undeveloped until after Mexico seceded from Spain in 1822 and began granting rancho lands to settlers. In the 1850s, two of these ranchos, the 6,700-acre Rancho Nacional and the 10,000-acre Rancho Sausal, formed the nucleus of what is today the City of Salinas.

Named for a nearby salt marsh, Salinas has existed as a town since 1856. Salinas began as a cattle-raising center and, through the California Rodeo; the community pays homage annually to this western heritage. Early in the gold rush years James Bryant Hill bought Rancho Nacional and became a pioneer in the agricultural industry by farming wheat. With its beginnings in wheat, barley, and cattle ranching, growth as a town began in the late 1860s when the fertility of the valley was publicized. In 1872, "Salinas City" became the seat of Monterey County, coinciding with the arrival of the Southern Pacific Railroad. Two years later the name was changed to the "City of Salinas" and the community incorporated.

In 1899, Claus Spreckels completed construction of the world's largest sugar beet processing factory and the sugar beet reigned from the early 1900s to the 1920s. Growing sugar beets for the huge mill at Spreckels (1899-1982) established large-scale irrigated agriculture. Also, by the early 1900s, dairies had become a major component of the valley's economy, employing newly developed condensing processes.

During the 1920s, a major change in agriculture occurred with the introduction of lettuce and other row crops, including the artichoke. With these new crops the demand for irrigation increased and wells were introduced for agricultural purposes. Construction of Reclamation Ditch 1665 in 1917 also had an effect on agricultural production in the area because construction of the ditch allowed marshland areas to be converted to farmland.

The development of ice-bunkered railroad cars made it possible to ship fresh produce nationwide, and lettuce soon replaced the sugar beet as the Salinas Valley mainstay. The new crops and the increasing demand for the produce created the practice of multiple crops being farmed on the same piece of land throughout the year. The demand and the wealth to be gained worked together to create the strain on water resources that the region faces today.

After World War I, the agricultural industry began to change from hides and tallows to products like grains, beans, and sugar beets. The "green gold" of lettuce, broccoli and artichokes, also helped to make Salinas one of the wealthiest cities per capita in the U.S. at that time.

Salinas' rich historic past has been incorporated into the fabric of the City and provides a link to the community's heritage and history. The significant points of identification for Salinas today are still its agricultural crops and the life and work of Nobel/Pulitzer Prize-winning novelist John Steinbeck. The many sites and structures of architectural and/or historic significance create focal points within the community and provide a sense of place.

With its rich heritage of ethnic and cultural diversity, Salinas has retained its western town image and its status as the dominant urban center in Monterey County. The Spanish heritage of the community is reflected in the names of the streets, lakes, shopping centers, recreation areas, and school districts.¹

Historic and Architectural Resources

As depicted on **Figure 5.8-1**, a concentration of historic buildings is found in the City's downtown and surrounding neighborhoods, reflecting several generations of the City's growth and history. Three areas within the community also have a concentration of historic resources: 1) the Eastend historic area, the City's first residential neighborhood, centered mostly on Soledad Street, between John and Gabilan Streets; 2) the Steinbeck historic area, named after author John Steinbeck, includes Steinbeck's childhood neighborhood on Central Avenue and the 100 and 200 blocks of Main Street, where the first commercial buildings in Salinas were located; and 3) the Maple Park historic area, which features a very stylish and distinctive residential subdivision built in the 1930s and 1940s. The Central City Redevelopment program strives to create a downtown that builds on the area's history and enhances the use and appearance of historic buildings in these areas.

Although more than 175 sites are located in the City that have architectural or historic significance, few properties are actually listed on the National Register of Historic Places or the State Historic Landmark Register.

¹ The Monterey County Historical Society.

Figure 5.8-1
Historic and Architectural Resources

The California Inventory of Historical Resources lists the following properties:

- Boronda Adobe
- California Rodeo
- Salinas City Bank
- Steinbeck House

The following are listed in the National Register as individual properties:

- Sheriff Nesbitt House – 66 Capitol Street
- Peter Bontadelli House (Empire House) – 119 Cayuga Street
- John Steinbeck House – 132 Central Avenue
- Krough House – 146 Central Avenue
- B.V. Sargent House – 154 Central Avenue
- Samuel M. Black House – 418 Pajaro Street
- Boronda Adobe – Boronda Road, just outside the proposed West Boronda Road future growth area

Other properties determined eligible for listing as separate properties include:

- The residence at 275 Blanco Road
- The Margaret Hart Surbeck residence at 322 Blanco Road
- The Thomas Bunn residence at 425 Blanco Road
- The structure at 124 San Luis Street

Salinas reviews all discretionary development proposals for potential impacts related to incompatible development and also for potential impacts to sensitive cultural resources pursuant to the California Environmental Quality Act (CEQA).

Archaeological Resources

Little archaeological investigation has occurred in Salinas or in Monterey County in general, and no prehistoric archaeological site has been recorded in the planning area. Generally, in accordance with settlement patterns in the Salinas Valley, areas with a history of available water supplies are most likely to contain archaeological sites. Although historic bodies of water abound around Salinas, the Carr Lake/Natividad Creek corridor is the only area within the City limits that has a potential for high sensitivity (potential for archaeological resources). In the northwest portion of the planning area, a wide band on either side of Highway 101 is also identified as having high sensitivity. County policies require archaeological field inspections prior to all proposed development in high sensitivity zones and for major projects in moderate sensitivity zones. Salinas reviews all discretionary development proposals for potential impacts related to incompatible development and also for potential impacts to archaeological resources pursuant to the California Environmental Quality Act (CEQA).

Paleontological Resources

Most of the fossils found in Monterey County are of marine life forms and form a record of the region's geologic history of advancing and retreating sea levels. Because of the marine origin of these deposits, they lack 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 the Cretaceous age (96-138 million years old) to Pleistocene age (11 thousand to 1.6 million years old).² Soil deposits and marine terraces from these periods occur within the planning area, indicating a potential for paleontological resources to occur.

THRESHOLDS FOR DETERMINING SIGNIFICANCE

For purposes of this EIR a significant impact will occur if the proposed project:

- Causes a substantial adverse change in the significance of a historical resource as defined in section 15064.5 of the CEQA Guidelines;
- Causes a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5 of the CEQA Guidelines;
- Directly or indirectly destroys a unique paleontological resource or site or unique geologic feature; or
- Disturbs any human remains, including those interred outside of formal cemeteries.

ENVIRONMENTAL IMPACT

Historic and Archaeological Resources

As indicated in Figure **5.8-1**, portions of the planning area contain potentially significant historical resources. Implementation of the General Plan may result in new development in the Planning Area. Most of the anticipated development will occur in vacant areas where there are no structures. However, small urban in-fill development or redevelopment projects that are not subject to discretionary review by the City may also occur that could involve the removal or alteration of existing structures with historical value or significance.

As described previously, the Carr Lake/Natividad Creek corridor and a wide band on either side of Highway 101 in the northwest portion of the planning area are the only areas within the planning area that have a potential for high sensitivity (potential for archaeological resources). Implementation of the General Plan may result in development in some of the vacant areas with a high potential of containing

² Monterey County General Plan Update Environmental Impact Report, March 27, 2002.

archaeological resources. Construction that could occur in these areas has the potential to impact archaeological resources. A significant impact to historic and archaeological resources could occur as a result of the proposed project.

Implementation of Mitigation Measures CR1, CR2, and CR3 would potentially reduce the impact to historic and archaeological resources to a level less than significant. Mitigation Measure CR1 requires the City to review discretionary development proposals for potential impacts to historic and archaeological resources and require modification of the project, or implementation of mitigation measures to reduce the impacts to a level less than significant in accordance with the California Environmental Quality Act (CEQA). Mitigation Measures CR2 requires the City to consider implementing a historic/architectural preservation program that could result in the discretionary review of projects on sites identified as having the potential for historic or archaeological significance. Mitigation Measure CR3 requires the City to actively identify the community's historic resources to encourage property owners to preserve important historic buildings.

However, the above mitigation measures may not reduce the potentially significant impacts to historic and archaeological resources for the following reasons: Mitigation Measure CR1 would apply only to discretionary permits, which would allow ministerial projects to be processed without being reviewed and subjected to the requirements of Mitigation Measures CR1; Mitigation Measure CR2, which is presented as a way to extend the discretionary review powers of the City over projects with potential impacts to historic and archaeological resources only requires the City to consider implementing the historic/architectural preservation ordinance. In effect, there is no assurance at this time that the historic/architectural preservation ordinance would actually be adopted and implemented by the City; and Mitigation Measure CR3 does not place specific requirements on property owners or the City to protect significant historic and archaeological resources. Because no other mitigation has been identified that would definitively reduce the potentially significant impacts to historic and archaeological resources to a level less than significant, the impact to historic and archaeological resources is significant and unavoidable.

Paleontological Resources

Important paleontological resources have the potential to occur within the planning area, especially in the undeveloped future growth areas. Implementation of the General Plan will result in development in some of the vacant areas of the community. The construction of new development would involve grading and other earthwork that can disturb important fossils. Once fossils are disturbed, the information about past plant and animal species is lost. The potential impact to paleontological resources is considered significant. Implementation of Mitigation Measure CR1, will reduce potentially significant impacts to paleontological resources to a level less than significant. Mitigation Measure CR1 requires the City to review development proposals for potential impacts to paleontological resources and require modification or the project, or implementation of mitigation measures to reduce the impacts to a level less than significant.

MITIGATION MEASURES

The following mitigation measures are required to reduce significant impacts to cultural resources:

- CR1. The City will implement Implementation Program COS-12 prior to the approval of a discretionary project. Implementation Program COS-12 requires the City to assess discretionary development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to Section 15064.5 of the California Environmental Quality Act Guidelines.
- a. For structures that potentially have historic significance, the City will 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. For all development proposals located within the Carr Lake/Natividad Creek corridor, the City will require a study to be conducted by a professional archaeologist. The objective of the study is to determine if significant archaeological resources are potentially 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 the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.
 - c. The City will assess development proposals for potential impacts to significant 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 paleontologist to determine if 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 paleontological materials, or require mitigation measures to mitigate the impacts.
- CR2. The City will implement Implementation Program COS-13 on an ongoing basis. Implementation Program COS-13 requires the City to consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. TDR could benefit the community by protecting historic resources through an agreement that allows the

development potential (“rights”) on the historic property to be transferred to another property when the historic resources on the original property is preserved.

The Mills Act program would involve the City entering into a contract with a property owner to change how the County Assessor calculates taxes on their property in exchange for the continued preservation of the property by the property owner. The adjusted property taxes are recalculated using a formula in the Mills Act and Revenue and Taxation Code.

- CR3. The City will implement Implementation Program COS-14 on an ongoing basis. Implementation Program COS-14 requires the City to promote public awareness and encourage tourism in the City by actively identifying the community’s many historic resources through the location of historic landmark plaques and the Historic House Tour Guide. Promote tours of these sites on the City’s and other organization’s websites.

IMPACT AFTER MITIGATION

Historic and Archaeological Resources

Implementation of the General Plan may result in potentially significant impacts to cultural resources. Implementation of Mitigation Measures CR1 through CR3 would reduce these impacts to a level less than significant; however, for the reasons identified above in the *Environmental Impact* section, the project level impact to historic and archaeological resources will remain significant and unavoidable.

Paleontological Resources

Implementation of Mitigation Measures CR1 will reduce project level impacts to paleontological resources to a level less than significant.

5.7 BIOLOGICAL RESOURCES

The following is summarized from the *Biological Assessment – Existing Conditions Report* (September 18, 2001) and the *Biological Assessment – Impact Analysis City of Salinas General Plan* (April 30, 2002) prepared by Biotic Resources. These reports are provided in Appendix D of this EIR.

Methodology

The biological resources of the project area were assessed through literature review and reconnaissance-level field observations. The major plant communities within the undeveloped portions of the project area, based on the classification system developed in *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986), were identified during the field reconnaissance visit. The general conditions of the habitats on the site were recorded and all species observed were recorded in a field notebook. Areas were viewed from public roads and binoculars were used to aid in observations.

To assess the potential occurrence of special status biological resources, two electronic databases were accessed to determine recorded occurrences of sensitive plant communities and sensitive species. Information was obtained from the California Native Plant Society's (CNPS) Electronic Inventory (CNPS, 2000), and California Department of Fish & Game's (CDFG) RareFind 2 database (CDFG, 2001) for the greater Salinas area. The following summarizes the findings of the reconnaissance-level biologic assessment.

ENVIRONMENTAL SETTING

The project area includes the entire planning area as identified in **Figure 3-1** of Section 3.0 *Project Description*. The habitat types of the undeveloped parcels within the project area include riparian woodland, in-stream and seasonal wetlands, grassland, and oak woodland. Previously disturbed and/or developed areas support non-native landscape trees, row crop agricultural, orchards, and barren areas; rural residential land uses and commercial/industrial areas also occur within the study area. The distribution of the habitat types within the undeveloped portions of the project area is depicted on **Figure 5.7-1**.

Riparian Woodland

The riparian woodland in the project area occurs along the myriad of watercourses that traverse through both the developed and undeveloped portions on the study area. The two major watercourses are Gabilan Creek and Natividad Creek. The main stem of these two creeks traverse through the developed portion of the City; a portion of their tributaries traverse through agricultural lands and grasslands in the northeastern portion of the project area (proposed growth expansion areas). The northern portion of the project area supports several tributaries to Alisal and Tembladero Sloughs. These tributaries traverse through agricultural lands and some urban areas. Alisal Slough occurs in the southern portion of project area.

Figure 5.7-1 Biological Resources Map

Native trees and shrubs dominate the riparian woodlands within the project area. As depicted on **Figure 5.7-1**, many of the watercourses within the project area support riparian woodland vegetation. The principal plant species are cottonwood, willows, box elder, and coast live oak. Associated understory plants include California blackberry, poison hemlock, and young willows. The areas adjacent to the low-flow channel can be dominated by wetland vegetation. Typical vegetation includes rabbitsfoot grass, umbrella sedge, rush, watercress, and willow herb.

Wildlife Resources of Willow Riparian. The riparian habitat is one of the highest value habitats for wildlife species diversity and abundance in California. Factors that contribute to the high wildlife value include the presence of surface water, the variety of niches provided by the high structural complexity of the habitat, and the abundance of plant growth. Riparian habitat within the project area may be used by a diversity of wildlife species for food, water, escape cover, nesting, migration and dispersal corridors, and thermal cover. The value of riparian areas to wildlife is underscored by the limited amount of remaining habitat that has not been disturbed or substantially altered by flood control projects, agriculture, and urbanization.

Common wildlife species that are expected to inhabit the riparian habitat within the project area include Pacific treefrog, bullfrog, western aquatic garter snake, Wilson's warbler, Bewick's wren, green heron, tree swallow, red-shouldered hawk, raccoon, opossum, and California myotis.

Special status wildlife species that may inhabit the riparian area within the project area include steelhead, California red-legged frog, southwestern pond turtle, Cooper's hawk, yellow warbler, yellow-breasted chat, pallid bat, and San Francisco dusky-footed woodrat. Several other species of neotropical migrant birds (protected under the Migratory Bird Treaty Act) also may use these riparian habitats during spring and fall migrations.

In-Stream Wetlands and Seasonal Wetlands

Where riparian woodland vegetation is absent along the watercourses, in-stream wetlands are often found. These wetlands occur in the bottom of channelized watercourses within the project area, such as the lower portions of Gabilan Creek and portions of the Alisal Slough. In many areas where a widened earthen channel has been created, the channel supports a dense growth of umbrella sedge, bull rush, and cattail.

Seasonal wetlands also occur in several depressions within grasslands, and possibly in other undeveloped lands within the project area. These depressions may be seasonally wet and support plant species adapted to such conditions, such as pennyroyal, rabbitsfoot grass, and curly dock.

Wetland habitats provide important foraging and breeding areas for a variety of wildlife species. The presence of wetland plants such as cattails and bull rush increases the wildlife value by providing cover, breeding sites, and a food base for a diversified aquatic invertebrate fauna, which form a link in many food webs. Special status wildlife species

that may occur in wetland habitat in the project area include California tiger salamander, California red-legged frog, southwestern pond turtle, and tricolored blackbird.

Grassland

Parcels of non-native grassland are scattered throughout the project area. The grasslands are dominated by annual and perennial non-native plant species, including wild oat, Italian ryegrass, field bindweed, yellow star thistle, English plantain, and black mustard. Grasslands in the project area may also support native plant species, including special status species, yet due to property access limitations, these areas were not surveyed to ascertain presence or absence of these species.

Ruderal (or weedy) areas within the project area occur adjacent to the existing roadways. Non-native grasses and forbs dominate these areas. The dominant plant species in these areas are Italian ryegrass, prickly sow thistle, common plantain, bristly ox-tongue, field mustard, field bindweed, stinging nettle, and Italian thistle.

Grasslands also occur along the upper banks and terraces of the seasonal drainage ditches.

Wildlife Resources of Grasslands. Grasslands provide an important foraging resource for a wide variety of wildlife species. The grasses and forbs produce an abundance of seeds and attract numerous insects, providing food for granivorous and insectivorous wildlife. Sparrows, rabbits, and rodents are commonly found in this habitat. Consequently, grasslands are valuable foraging sites for raptors such as hawks and owls, and other predators including coyote, fox, skunk, and snakes. Aerial foraging species that occur over grasslands include bats and swallows.

Common wildlife species expected to inhabit and/or utilize the grasslands for foraging within the project area include western fence lizard, gopher snake, house finch, American goldfinch, western meadowlark, American robin, cliff swallow, American kestrel, red-tailed hawk, barn owl, California ground squirrel, black-tailed jackrabbit, Botta's pocket gopher, California vole, coyote, and several species of bats.

Special status wildlife species that may inhabit grasslands in the project area include California tiger salamander, western burrowing owl, and northern harrier. Several special status raptors may forage over the grasslands, including northern harrier and white-tailed kite.

Oak Woodland Habitat

The oak woodland habitat in and around the project area is limited to a grove along Williams Road and a grove along San Juan Road (just outside project area). Native coast live oaks dominate these woodland areas. The understory is comprised of grasses and forbs (i.e., non-grass herbaceous plants) and some shrubs, such as poison oak.

Wildlife Resources of Oak Woodlands. There are only remnant oak woodlands within the project area, all of which are surrounded by agricultural and/or rural residential uses. Although large tracks of oak woodland do provide high value habitat for wildlife, the small fragments of remaining oak woodland in the project area, and the adjacent intensive agricultural uses reduce the overall value of this habitat for native wildlife in the project area. Acorns from oaks provide an important food resource for many wildlife species, and natural cavities in the oaks provide nesting opportunities for some birds and mammals. Snags are an important component of oak woodlands to some wildlife such as woodpeckers, which excavate nests in snags and holes for storing acorns. Downed decaying logs and limbs add to the structural complexity of the habitat, and are important cover, nesting, roosting, and foraging substrate for some species.

Common wildlife species expected to occur in oak woodlands within the project area include California slender salamander, scrub jay, California quail, red-tailed hawk, several species of bats, western gray squirrel, and black-tailed deer.

Special status wildlife species that may inhabit oak woodland in the Salinas General Plan area include white-tailed kite and Cooper's hawk.

Agricultural Fields and Landscape Trees

The agricultural lands are primarily row crops, however some orchards and other crops were observed during the August field reconnaissance. The rural residential areas support numerous landscape and orchard trees. Trees observed along the roadways include blue gum eucalyptus, various *Prunus* sp., remnant native coast live oaks and other various landscape trees and shrubs.

Wildlife Resources of Agriculture Fields. The agricultural lands in the project area provide limited habitat for native wildlife. The disking of the soil for row crops reduces habitat for ground burrowing animals and the application of pesticides may reduce the invertebrate fauna that several types of wildlife depend upon for forage. Agricultural fields also often attract non-native wildlife such as European starling, Norway rat, and feral pigs, which compete with native wildlife for habitat and food resources. Probably the most valuable aspect of the agricultural lands for native wildlife is the open space to allow unobstructed movement of wildlife between other natural features such as Gabilan and Natividad Creeks.

Wildlife Resources of Landscaping. Wildlife use of the landscaping plants is expected to be low because many are non-native plants not frequented by native wildlife species, and most are only single shrubs or trees interspersed among an otherwise urbanized and developed area providing little vegetative cover for wildlife. Urban adapted species such as scrub jay and European starling may use the landscaped areas as perches, and these, as well as other birds, may occasionally forage on berries or nectar of some plants.

Sensitive Biological Resources

Sensitive Habitats

Sensitive habitats are defined by local, State, or Federal agencies as those habitats that support special status species, provide important habitat values for wildlife, represent areas of unusual or regionally restricted habitat types, and/or provide high biological diversity. The habitats meeting these criteria in the project area are the: 1) riparian woodland, 2) in-stream wetlands, 3) seasonal wetlands, and 4) oak woodland.

A delineation of Water's of the U.S., including wetlands, as per U.S. Army Corps of Engineers (COE) criteria was not conducted for the project. However, based on the preliminary review of site conditions, the bed and/or side slopes of the intermittent and perennial watercourses may meet the criteria of wetlands; the channel beds of these watercourses are likely "Other Waters". Activities occurring in these locations may be within COE jurisdiction and subject to permitting. Other seasonal wetlands may occur in the undeveloped grassland areas, but these areas were not evident during the August 2001 field review.

Special Status Plant Species

Plant species of concern include those listed by either the Federal or State resource agencies as well as those identified as rare by CNPS (Skinner and Pavlik 1994). The search of the CNPS and CNDDDB inventories for the area resulted in seven special status plant species of concern known, or with potential, to occur within the project area (**Table 5.7-1**).

Special Status Wildlife Species

Special status wildlife species are those that are listed as threatened or endangered by state or federal agencies, those proposed for listing, candidates for listing, as well as those species listed as Species of Special Concern by State and Federal agencies due to declining numbers and/or habitat. The list of potential species was developed from occurrences listed in the Natural Diversity Data Base (CDFG 2001), from a general knowledge of special status species usually associated with the habitats present within the project area, from consultation with resource agencies, and from previous wildlife surveys conducted within the project area. Each species is briefly described below.

The following special status wildlife species were evaluated for possible occurrence within the project area, but are considered unlikely to occur there because the area lacks suitable habitat: western spadefoot toad, foothill yellow-legged frog, golden eagle, California horned lark, loggerhead shrike, and San Joaquin kit fox, and woodrat.

**Table 5.7-1
Special Status Plant Species with Potential to Occur in Vicinity of the Project Area**

Species	Status	Habitat Requirements	Known or Potential Habitat within Project Area?
Congdon's tarplant	Federal: None State: None CNPS: List 1B	Valley and foothill grasslands, including non-native grasslands	Yes; known occurrences in grasslands within and adjacent to project area; grasslands within the proposed growth areas provide suitable habitat
Contra Costa goldfields	Federal: Endangered State: None CNPS: List 1B	Mesic grasslands	Not recorded, but potential habitat within grasslands; species known from lands southwest of Salinas
Pinnacles buckwheat	Federal: None State: None CNPS: List 1B	Chaparral and valley/foothill grasslands; known occurrence on Fremont Peak	Not recorded from area; rocky grasslands may provide suitable habitat
Alkali milk-vetch	Federal: None State: None CNPS: List 1B	Mesic grasslands	Not recorded, but potential habitat within grasslands; historic occurrence 1 mile northeast of Salinas
Santa Cruz clover	Federal: Endangered State: None CNPS: List 1B	Mesic grasslands	Not recorded, but potential habitat within grasslands; species known from lands southwest of Salinas
Hutchinson's larkspur	Federal: Endangered State: None CNPS: List 1B	Grasslands and oak woodlands	Not recorded, but potential habitat within grasslands and oak woodlands; historic occurrence near Spreckels
Kellogg's horkelia	Federal: Endangered State: None CNPS: List 1B	Grasslands and oak woodlands	Not recorded, but potential habitat within grasslands and oak woodlands; known from Ft. Ord lands.

Source: Biotic Resources, 2002.

Steelhead

Steelhead is a State Species of Special Concern and Federally listed as threatened (South-Central California Coast Evolutionary Significant Unit). Steelhead are anadromous fish, that migrate from the ocean up freshwater creeks and rivers to spawn. The young steelhead typically remain in the freshwater for two years before migrating to the ocean or bay. They typically spend 2-3 years in marine waters before returning to their natal stream to spawn (National Marine Fisheries Service 1997). Steelhead often spawn more than once before they die, and spawning usually occurs between December and June. Eggs are laid in gravels of streams, and take 1.5 to 4 months to hatch. The hatchlings are called alevins and remain in the gravels until their yolk sac is absorbed, at which time they emerge from the gravels as "fry" and begin actively feeding. After 1-4 years, the steelhead migrate to the ocean as "smolts."

Steelhead were found during recent fish surveys of upper Gabilan Creek (Gary Flossy, CDFG, pers. comm.).

California Tiger Salamander

The California tiger salamander is a Federal candidate for listing as endangered and a State species of special concern. The tiger salamander is a permanent resident of annual grasslands and foothill-valley woodlands, and is occasionally found along streams. Adults spend most of the year in mammal burrows in grasslands, coming out at night to forage. The first heavy rains of winter initiate the migration of adults to permanent and temporary ponds, where breeding takes place from December to February (Stebbins 1985). Agricultural and urban development have reduced much of the former habitat of this species. Introduction of non-native fish that prey on the salamander larvae has significantly reduced some local populations.

Harvey & Associates (1997) identified a pond/marsh area along lower Natividad Creek just north of Laurel Drive as potential habitat for this species. Recent aquatic surveys for amphibian larvae found no California tiger salamanders (CTS), and numerous predatory non-native fish in the Sunfish family were found (Bryan Mori, pers. comm.). There are no known occurrences of this salamander listed on the CNDDDB for the Salinas area (CDFG 2001). The area between Natividad and Gabilan Creeks within the City limits is mostly tilled agricultural fields and residential development; these surrounding land uses and the presence of predatory fish in the pond near Natividad Creek lower the value of this habitat for CTS. Areas within the project area that may still support CTS populations include the oak/grassland with agricultural ponds nearby on the far northeastern side of Salinas and the grassland/seasonal marsh area on the eastern area just west of Old Stage Road.

California Red Legged Frog

The California red-legged frog is a State species of special concern and Federally listed as threatened. This species is found in quiet pools along streams, in marshes, and ponds. Red-legged frogs are closely tied to aquatic environments, and favor intermittent streams which include some areas with water at least 0.7 meters deep, a largely intact emergent or shoreline vegetation, and a lack of introduced bullfrogs and non-native fishes. They are generally found on streams having a small drainage area and low gradient (Hayes and Jennings 1988). The red-legged frog occurs west of the Sierra Nevada-Cascade crest and in the Coast Ranges along the entire length of the state. Much of its habitat has undergone significant alterations in recent years, leading to extirpation of many populations. Other factors contributing to its decline include its former exploitation as food, water pollution, and predation and competition by the introduced bullfrog and green sunfish (Moyle 1973, Hayes and Jennings 1988). This species' breeding season spans January to April (Stebbins 1985).

There are no known occurrences of California red-legged frog within the project area. Recent surveys for this species on Natividad Creek found a very large population of the predatory bullfrog, but no red-legged frogs (Biological Resources Group 1998). This native frog is probably extirpated from within the developed project area. However, this frog may still occur along portions of the Salinas River (David Pereksta, pers. comm.).

Southwestern Pond Turtle

The southwestern pond turtle is a Federal and State species of special concern. This aquatic turtle inhabits ponds, lakes, streams, marshes, and other permanent waters located in woodland, grassland, and open forests below 6,000 feet (Stebbins 1985). Pond turtles can often be seen basking in the sun on partially submerged logs, rocks, mats of floating vegetation, or mud banks. During cold weather, they hibernate in bottom mud. The diet of these turtles consists of aquatic vegetation, insects, fish, worms, and carrion. Females dig soil nests in or near stream banks, and in open grasslands and disturbed areas near their perennial aquatic habitat (Nussbaum *et al.* 1983, Dr. Jerry Smith, pers. comm.). Eggs are deposited between April and August. One factor in the decline of this species is the introduction of non-native fish that prey on hatchlings and juveniles.

No occurrences of pond turtles are known within the project area. It is possible that this species has been extirpated from the area due to intense agricultural and residential land uses which are incompatible with the nesting requirements of the turtle.

Burrowing Owl

The burrowing owl is a Federal and State species of special concern (breeding population). Burrowing owls use open grassland habitats with low-growing vegetation. They prefer areas interspersed with bare ground, and raised areas used as rest/perch sites. Small mammals and insects are their primary prey. Abandoned burrows, especially of ground squirrels, are used as roost and nest sites. Breeding occurs from March to August, and clutches average 5-6 eggs. Agricultural, industrial, and urban development have resulted in a significant decline of suitable habitat for this species throughout California (Remsen 1978). Programs to control burrowing mammals with poison and burrow destruction have also reduced owl populations (Zarn 1974).

Burrowing owls are known to occur at the Salinas Airport and on the west side of the City near Highway 183 (CDFG 2001).

White Tailed Kite

The white-tailed kite is listed as a fully protected species by the CDFG. This bird usually nests in trees along riparian areas, including eucalyptus, willows and live oaks, and also occasionally in oak savannah. They prefer nest trees with adjacent open fields for hunting. The male does all the hunting while the female kite incubates the eggs and broods the young. The favored prey of white-tailed kites is voles and mice. Nesting occurs from April through July. During fall and winter, kites form communal roosts (Roberson and Tenney 1993).

This species was observed nesting in the riparian woodland near the golf course along Natividad Creek (Harvey & Assoc. 1997). They may also nest along portions of Gabilan Creek, and the adjacent grasslands provide foraging habitat.

Northern Harrier

The northern harrier is a State species of special concern. This bird is an uncommon permanent resident in open grasslands, marshy areas, and edges of estuaries in Monterey County (Roberson and Tenney 1993). Nesting begins in late March with young fledged during June and July. They build nests of sticks and grass on the ground hidden by tall grass or reeds. Harriers hunt a wide variety of prey, including other birds and small mammals. Primary threats to this species include loss of habitat, egg predation by non-native red fox, and poisoning by rodenticides and pesticides (Roberson and Tenney 1993).

Northern harrier may nest in the denser grassland areas within the project area, and the grassland habitat provides suitable foraging habitat for this species.

Coopers Hawk

Cooper's hawk is an uncommon migrant and winter visitor in San Benito County, and is rare and locally distributed during the breeding season. Migrant and wintering individuals occur in a variety of habitats, including oak woodland, conifer and mixed broadleaf forests, grasslands, residential areas, riparian woodland, and marshes. Breeding pairs favor wooded and forested habitats, but have recently been observed in the well-vegetated suburban habitats of northwestern Santa Clara County and the Willow Glen district of San Jose. Cooper's hawks feed primarily on small birds, but also take small mammals, reptiles, and amphibians. Foraging occurs in both dense cover, and open habitats. Nests are constructed in a variety of trees, but stands of live oaks may be preferred. The nest site is vigorously defended by the adults.

The denser portion of the riparian woodland and the oak woodland habitat within the project area may provide nesting and foraging habitat for Cooper's hawk, and the grasslands provide foraging habitat.

Merlin

Merlin is a State species of special concern. This bird is a rare to uncommon spring and fall transient and winter visitor, occurring in California between late September to mid-April (Small 1994). They do not nest in California. Wintering individuals occur in a variety of habitats, including riparian, open woodlands, grasslands and agricultural fields, tidal estuaries, marshes, and developed areas. Merlins prey primarily on small birds, but also take small mammals and insects. Because they prey mostly on birds, merlins may be threatened by the use of pesticides (Remsen 1978).

Merlin may establish winter roosts in the oak woodlands within the project area, and may forage over the open grassland areas.

Yellow Warblers

Yellow warblers, a State species of special concern, are common during spring and fall migration in central California, and are locally common during the summer breeding season (Roberson and Tenney 1993). Breeding pairs are closely associated with riparian habitat along streams and lakes, and are most numerous where substantial areas of riparian habitat remain along major creeks and rivers. A variety of riparian trees are used during foraging, but habitats with willows and cottonwoods or willows and sycamores, with dense undergrowth, seem to be favored. The yellow warbler's diet consists of spiders and insects, which it gleans from understory vegetation and the canopies of deciduous trees. Nests are constructed low in trees, typically from 2-12 feet above the ground (Harrison 1978), and nesting takes place from April to mid-June. Yellow warblers are much reduced in numbers over much of their California breeding range, largely due to loss of riparian habitat and nest parasitism by the brown-headed cowbird (Remsen 1978).

Yellow warblers may nest in the riparian woodland along Gabilan and Natividad Creeks where the understory is dense.

Yellow-Breasted Chat

The yellow-breasted chat, a State species of special concern, was once a fairly common summer resident in riparian woodland throughout California. In central California, yellow-breasted chats appear to prefer dense riparian habitats dominated by willows, sycamores, and cottonwoods, with a well-developed understory, and are considered a riparian obligate species (Roberson and Tenney 1993). They inhabit the area from April to early August (Roberson and Tenney 1993). Yellow-breasted chats forage at various heights in dense riparian foliage, gleaning insects from leaves and bark, and feeding on small fruits. They build their nest in dense vegetation, typically from 1-8 feet above the ground (Harrison 1978, Ehrlich *et al.* 1988). This species' numbers have declined dramatically in many parts of California, primarily due to loss and alteration of riparian habitat, and possibly nest parasitism by brown-headed cowbirds (Remsen 1978).

Yellow-breasted chat may nest in the riparian woodland along Gabilan and Natividad Creeks where the understory is dense.

Tricolored Blackbird

Tricolored blackbird is a Federal and State species of special concern. This bird is an uncommon local permanent resident in Monterey County (Roberson and Tenney 1993). They inhabit freshwater marshes, stock ponds, and willow thickets. They prefer dense cattails, tules, and rushes where they build deep cup nests. They breed in large colonies of 50-100+ pairs, from April to mid-May. During fall and winter, tricolored blackbirds are nomadic and may be observed in pastures, grasslands, cattle pens, and marshes throughout the county (Roberson and Tenney 1993). Extensive alteration of the Salinas River floodplain, and drainage of marshes for agriculture and urban development are the main threats to this species (Roberson and Tenney 1993).

It is unlikely that tricolored blackbirds nest within the plan area due to limited marsh areas and surrounding development. However, flocks of tricolored blackbirds may rest and forage in the grasslands within the project area.

Pallid Bat

The pallid bat is a State species of special concern. Pallid bats are found in a variety of habitats. This species moves about locally on a seasonal basis, but is not considered to be migratory (Jameson and Peeters 1988). During the day, pallid bats roost in buildings, crevices, caves, mines, and hollow trees. Maternity roosts are colonial, while males and feeding bats roost singly. This species is very sensitive to disturbances at roost sites (E. Pierson, pers. comm.). During the night, pallid bats glean moths from leaves and forage on the ground for invertebrates, especially Jerusalem crickets.

Pallid bats may roost in the oak woodland or riparian habitat within the project area, and may forage along the creeks and nearby grasslands.

Long-Eared Myotis

Long-eared myotis is a Federal species of concern. This bat emerges later in the night, after dark, and captures flying insects 4-6 feet above ground (Jameson and Peeters 1988). Long-eared myotis roost in caves, buildings, crevices, spaces under bark, and in snags. They usually roost singly, but nurseries occur as small colonies. Mating occurs in the fall and the single young are born from May to July. This myotis occurs in brush, woodland, and forest habitats from sea level to 9,000 feet (Zeiner *et al.* 1990).

Potential roosting habitat for long-eared myotis exists in the riparian and oak woodland in the project area.

Long-Legged Myotis

Long-legged myotis is a Federal species of concern. This bat is most common in woodland and forest habitats and occurs from sea level to 11,400 feet (Zeiner *et al.* 1990). The long-legged myotis emerges early, long before dark, and feeds on flying insects, primarily moths (Jameson and Peeters 1988). Mating occurs in the fall, and a single young is born in June or July. This bat roosts in rock crevices, buildings, under tree bark, in snags, mines, and caves; trees are the most important day roost. These bats form large nursery colonies of hundreds of individuals usually under bark or in hollow trees (Zeiner *et al.* 1990).

Potential roosting habitat for long-legged myotis exists in the riparian and oak woodland in the project area.

Townsend's Western Big-Eared Bat

The Townsend's western big-eared bat is a state species of special concern. Big-eared bats occur in a variety of plant communities throughout California, including coastal conifer and broad-leaf forests, oak and conifer woodlands, arid grasslands and high elevation forests

(Williams 1986). In coastal California, the big-eared bat is primarily associated with riparian forests, where it gleans insects from leaf surfaces. Roosting sites for Townsend's big-eared bat include limestone caves, lava tubes, mine tunnels, buildings, and other human-made structures within 100m of riparian habitat (Williams 1986, Pierson 1988). Townsend's big-eared bats are extremely sensitive to human disturbances at roost sites.

Townsend's western big-eared bat may roost in the riparian and oak woodlands within the project area.

Yuma Myotis

Yuma myotis is a federal and State species of special concern. It inhabits a wide variety of habitats at lower elevations and is a year-round resident in California. This bat feeds on emergent aquatic insects, and foraging takes place over the surface of calm waters of ponds, streams, and rivers (Heady 2000).

Yuma myotis may roost in the riparian and oak woodlands within the project area.

San Francisco Dusky-Foot Woodrat

San Francisco dusky-foot woodrat is also a State species of special concern. These small mammals build large stick nests at the bases of trees and shrubs. They prefer forested habitat with a moderate canopy and brushy understory, and are often found on the upper banks of riparian forests. This woodrat feeds on a variety of woody plants, fungi, flowers, and seeds.

This woodrat may occur in the riparian woodland habitat within the project area.

Regulatory Issues

Many federal and state regulations address impacts to sensitive resources. These Federal and State regulation include the following:

Federal Regulations:

The Endangered Species Act (ESA), administered by the U.S. Fish and Wildlife Service (USFWS), applies to impacts to federally listed species, or habitat occupied by federally listed species. ESA Section 9 forbids specified acts that directly or indirectly harm listed species. Section 9 prohibits "taking" any species of wildlife or fish listed as endangered. Under the ESA, the term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct. "Harm in the definition of take means an act which actually kills or injures wildlife. Such acts may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." These restriction apply to all federal agencies and all persons subject to United States jurisdiction.

A Section 10(A) or Section 7 permit may be issued by USFWS to impose limitations on work in the event that federally listed species are located within a project site. Sections 7 and 10(a) of the federal ESA regulate actions that could jeopardize endangered or threatened species. Section 10(a) allows issuance of permits for ‘incidental’ take of endangered or threatened species. The term ‘incidental’ applies if the taking of a listed species is incidental to, and not the purpose of, an otherwise lawful activity.

Clean Water Act (CWA), Section 404 issued by the Army Corps of Engineers (ACOE), addresses the placement of dredged or fill materials into wetlands and jurisdictional waterways. A Section 404 permit is required for construction impacts to riparian habitat, streambeds, vernal pools, and other wetland and non-wetland waterways. There is no minimum threshold requirement of an ACOE permit where there is federal jurisdiction of the waterway and type of activity; however, a number of nationwide permits may be appropriately utilized to minimize permitting requirements. For example, a Nationwide 26 permit allows for fill of all areas with impacts of less than 1/3 acre of wetlands without separate notification, or authorization from, ACOE.

Migratory Bird Treaty Act (MBTA), overseen by USFWS, provides protection to numerous nesting bird species. No permits are applicable. The MBTA prohibits the removal or destruction of the active nests of most bird species. Compliance generally consists of restricting prohibited activities to outside the nesting season.

State Regulations:

California Endangered Species Act (CESA), Sections 2081 and 2835. CESA is a state act patterned after the ESA, designed to provide protection to species within California that are threatened with extinction. CESA policy dictates that state agencies should not approve projects that would jeopardize the continued existence of any endangered or threatened species, or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat. The act provides measures for protection and addresses means by which a “take” may be authorized. Take authorizations may be required for projects that have the potential to impact species occurring in coastal sage scrub, grasslands containing clay soils, vernal pools, riparian woodland/scrub lands, and possibly other habitats. Permits may be issued through CDFG. Depending upon the work required, section 2835 may not cover the action in its entirety and a separate management Memorandum of Understanding (MOU) may be required under section 2081 of the Fish and Game Code. Measures to avoid, reduce, or mitigate potential impacts to species of concern are expected to be conditions of permit approval.

Clean Water Act, Section 401, Water Quality Certification or waiver issued by the California Regional Water Quality Control Board (RWQCB). The certification or waiver is part of the approval process for impacts to wetlands and jurisdictional waterways under the federal regulation of the Army Corps of Engineers, and is a required element of approval and processing of Section 404. Section 401 provides the state some oversight authority with respect to the implementation of federal actions within state waters.

California Fish and Game Code, Section 1601 and 1603, Streambed Alteration Agreement approved through CDFG. Development of a streambed alteration agreement is required for all construction impacts to streambeds and other wetland habitats associated with streams or lakes. This section of the Fish and Game Code is designed to manage impacts to critical aquatic and semi-aquatic resources. If an existing fish or wildlife resource may be substantially adversely affected by proposed construction, CDFG will notify the permit applicant of the existence of the resource with a description thereof and will propose reasonable modifications in the proposed construction to provide for the protection of the resource.

Additionally, California Environmental Quality Act guidelines are stated in CEQA Section 21083, adopted in CEQA Section 21082 and applicable to discretionary projects through CEQA Section 21080. The City of Salinas and County of Monterey are responsible for compliance with CEQA and review discretionary projects in accordance with CEQA.

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Conflicts with the provision of an adopted local, regional, or state habitat conservation plan or policy;
- Reduces the number or restricts the range of rare or endangered plant or animal species;
- Adversely affects any sensitive species, riparian habitat or wetland;
- Interferes substantially with the movement of any native migratory fish or wildlife species; or
- Conflicts with any local policies or ordinances protecting biological resources.

ENVIRONMENTAL IMPACT

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, street improvements, and utility improvements.

Potential impacts associated with a loss of riparian habitat, seasonal wetlands and/or loss of habitat for special status species are considered significant. 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.

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 Salinas planning area, removal of ruderal areas, intensively used agricultural lands (i.e., row cropped land) or landscape trees are not considered significant impacts to biological resources.

The following analyzes the specific impacts to biological resources that may occur.

Riparian and Wetland Resources

Development in a portion of the project's planning area will occur adjacent to creeks, riparian woodland and wetlands (i.e., other waters of the U.S. and wetlands). This development may result in significant direct or indirect impacts to riparian and wetland resources from habitat removal, noise, lighting, increased human uses and urban runoff.

Additionally, in areas where development cannot avoid impacts to riparian/wetland resources, such as new road crossings, removal of riparian and/or wetland resources may occur. This may in turn impact federally listed species (i.e., steelhead, California red-legged frog) or other special status species (i.e., California tiger salamander). These impacts are considered significant.

Implementation of Mitigation Measures BR1, BR2, and BR3 will reduce this potential impact to a level less than significant. Mitigation Measure BR1 requires the establishment of setbacks along creeks within the planning area to protect from direct and indirect impacts to these riparian and wetland resources. Mitigation Measure BR2 requires revegetation and replacement for impacts to wetland resources, pursuant to current state and federal policies. Mitigation Measure BR3 requires the City to cooperate with agricultural operators in their efforts to reduce nitrate and sediment input to creeks. Successful implementation of Mitigation Measures BR1, BR2, and BR3 will reduce direct and indirect impacts to riparian and wetland resources to a less than significant level.

Trees and Oak Woodlands

The proposed project may allow development to occur in areas with trees or oak woodland. If trees are removed for a project, the project may impact breeding raptors if they are nesting in the trees. Additionally, oak woodland habitat, including singular trees, are considered a significant biological resource due to their value to wildlife. The potential impact to trees, nesting raptors, and oak woodlands is considered a significant impact.

Implementation of Mitigation Measure BR4 will reduce this potential impact to a level less than significant. Mitigation Measure BR4 requires the retention of significant trees within the planning area. Mitigation Measure BR4 also requires any development to be postponed if active nests are observed.

Grasslands

Development within the grasslands within the planning area may impact species status species, if such species are confirmed to be present. In general, the loss of non-native grassland is not considered a significant impact. This is due to the prevalence of non-native plant species and lack of special status plants species. Loss of non-native grassland may however be significant if special status species are utilizing it, such as:

- § Congdon's tarplant
- § Contra Costa goldfields
- § Pinnacles buckwheat
- § Alkali milk-vetch
- § Santa Cruz clover
- § Hutchinson's larkspur
- § Kellogg's horkelia
- § Burrowing owl
- § California tiger salamander

Because future development could occur that would disturb grassland areas that are being used by special status species, the proposed project could result in a significant impact associated with grassland.

Implementation of Mitigation Measure BR5 will reduce this potential impact to a level less than significant. Mitigation Measure BR5 requires biological assessments for proposed development and redevelopment activities, with requirements for buffers, open space easements, mitigation, and habitat management plans, when necessary.

MITIGATION MEASURES

BR1. The City will implement Implementation Program COS-16 on an ongoing basis. Implementation Program COS-16 requires project developers to protect and enhance riparian corridors through setbacks and open space easements within development areas along Gabilan and Natividad Creeks and other streams in the planning area. Protect and enhance wetlands by requiring setbacks and open space easements within future development areas in the planning area. A 100-foot setback area shall be established along Gabilan and Natividad Creeks and other unnamed creeks within the planning area. The setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. A 100-foot setback area shall be established along wetlands not associated with creeks (i.e., seasonal wetland swales or ponds) within the planning area. The riparian setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. The wetland setback shall be measured from the outside edge of the wetland. Development activities would be prohibited in the setback area; the City shall consider exceptions for open space recreational uses (i.e., trails, playfields, and picnic areas). No building or structures shall be developed in the setback area. The existing riparian woodland or wetland shall be protected from construction disturbance. Fencing shall be temporarily placed at the outside edge of

the setback area. This fencing shall remain in-place until construction is complete. If recreational trails are placed within the buffer area, implement a revegetation program wherein a vegetative buffer is established between the trail and the outside edge of the riparian woodland.

- BR2. The City will implement Implementation Program COS-17 on an ongoing basis. Implementation Program COS-17 requires the project developer to retain creeks and wetlands in their natural channels rather than placing them in culverts or underground pipes, where feasible. Where streambanks must be deepened, widened or straightened, they should be landscaped and revegetated afterward. Where wetlands are impacted, they should be re-created afterwards.

If impacts are incurred to creeks and/or riparian woodlands as part of development within the planning area, the project applicant shall develop and implement a riparian/wetland habitat mitigation and management plan. The plan shall specify the replacement ratio for impacts to riparian resources and to wetland resources, pursuant to current state and federal policies. The project applicant shall receive authorization to fill wetlands and “other” waters from the US Army Corps of Engineers, pursuant to the requirements of the Clean Water Act. The project applicant shall also obtain a water quality certification (or waiver) from the Regional Water Quality Control Board, consistent with requirements of this State agency. The project applicant shall also obtain a 1601/1603 Streambed Alteration Agreement from the California Department of Fish and Game, pursuant to Fish and Game Code. These permits shall be received prior to any site grading that may occur in or immediately adjacent to creeks or wetlands.

The project applicant shall also receive authorization from the National Marine Fisheries Service for “take” of steelhead and from the U. S. Fish and Wildlife Service for “take” of California red-legged frog, if work cannot avoid impacts to creek resources and/or these species.

Pursuant to provisions of the Section 404 permit, 1601/1603 Streambed Alteration Agreement and State water quality certification (or waiver), the project applicant shall implement a riparian/wetland mitigation plan, and any other measures so identified by regulatory agencies. This plan shall identify measures for the applicant to compensate for unavoidable impacts to riparian or wetland resources. A minimum 1:1 replacement ratio is typically recommended for impacted wetland resources to satisfy requirements of the U.S. Army Corps of Engineers and the Regional Water Quality Control Board (RWQCB). A minimum 3:1 replacement ratio is typically recommended for impacted riparian resources to satisfy requirements of the CDFG. The applicant shall also identify and implement a 5-year maintenance and monitoring program.

- BR3. The City will implement Implementation Program COS-18 on an ongoing basis. Implementation Program COS-18 requires the City to cooperate with the Regional Water Quality Control Board and the Resource Conservation District in their efforts to develop a plan to assist agricultural operations to reduce nitrate and sediment

input to creeks. Such a plan will enhance water quality and benefit aquatic plants and wildlife within the planning area as well as downstream.

- BR4. The City will implement Implementation Program COS-19 on an ongoing basis. Implementation Program COS-19 requires the project developer to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas. All coast live oak and valley 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.
- BR5. The City will implement Implementation Program COS-20 on an ongoing basis. Implementation Program COS-20 requires the project developer to protect and enhance special status species habitat through setbacks and open space easements within new development and/or redevelopment areas. Protection and enhancement of special status species habitat **by State and Federal Agencies, with the cooperation of the City**, to ensure persistence of the species within the setback areas.

Surveys shall be conducted at the appropriate season to ascertain whether the habitats within the proposed project area supports special status species. If special status species are observed, avoidance measures shall be implemented.

A qualified biologist shall conduct a biological assessment of all habitat areas to assess the potential for the following special status species: Congdon's tarplant, Contra Costa goldfields, Pinnacles buckwheat, Alkali milk-vetch, Santa Cruz clover, Hutchinson's larkspur, Kellogg's horkelia, Burrowing owl, and/or California tiger salamander. If suitable habitat for any of these species is observed, then focused surveys during the appropriate season should be conducted. Such surveys would include winter and spring surveys for tiger salamander, protocol presence/absence surveys for burrowing owl, and spring/summer surveys for special status plant species. The California Department of Fish and Game shall be consulted regarding the appropriate level of effort and protocol prior to conducting focused wildlife species surveys. If any of these species are found to inhabit the survey area, the City may require the preparation and implementation of a Habitat Management Plan to provide protection for the habitat. If impacts to occurrences are deemed unavoidable, the plan shall identify mitigation measures to compensate for impacts to the species. As part of the Habitat Management Plan, a 100-foot buffer shall be established around rare plant occurrences. The plan shall include measures to manage the rare plant occurrences for their protection and persistence at the site. The Habitat Management Plan shall be reviewed and approved by California Department of Fish and Game and/or USFWS prior to issuance of any permits by the City.

Prior to any proposed development within 150 feet of the stream corridors, protocol presence/absence surveys for California red-legged frog, southwestern pond turtle, and nesting birds should be conducted. If these species are observed, the CDFG and the USFWS should be consulted regarding appropriate measures to

avoid and mitigate potential impacts of the project on these species. The City shall not issue any permits prior to obtaining written approval from the CDFG and/or USFWS that the proposed mitigation plan has been approved.

Prior to any proposed development within or adjacent to oak woodland, a qualified biologist should conduct surveys to determine if protected wildlife species are nesting in the oak woodland, e.g., nesting raptors. If trees are to be removed, a qualified bat biologist should evaluate the trees as potential bat roost sites prior to removal, and recommend measures to avoid impacts to bats, such as exclusionary devices.

IMPACT AFTER MITIGATION

Riparian and Wetland Resources

Implementation of Mitigation Measures BR1, BR2, and BR3 will reduce the potential impact to riparian and wetland resources to a level less than significant.

Trees and Oak Woodlands

Implementation of Mitigation Measure BR4 will reduce the potential impact associated with trees and oak woodlands to a level less than significant.

Grasslands

Implementation of Mitigation Measure BR5 will reduce the potential impact associated with grasslands to a level less than significant.

5.6 HAZARDS/HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

Certain natural conditions and human activities in Salinas 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 5.10, Geology/Soils** of this EIR. Criminal activity is addressed through the need for police protection, discussed in **Section 5.13, 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 Salinas for a variety of purposes including manufacturing, service industries, small businesses, agriculture and agricultural processing, 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. Within Salinas there are approximately 122 generators of hazardous wastes. Hazardous waste generators include facilities such as automotive repair and medical office buildings. The approximate location of these EPA registered sites is depicted on **Figure 5.6-1**. Of the 122 hazardous waste generators within the City, approximately ten are located in areas projected to be inundated by the hypothetical 100-year flood.

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 Salinas 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.

In order to effectively manage hazardous materials and waste, the City also implements applicable portions of the Monterey County Hazardous Waste Management Plan and works with the Salinas Valley Solid Waste Authority to implement its Household and Small Business Hazardous Waste Programs.

Figure 5.6-1
Hazardous Materials Sites

Pesticide Use

The use of pesticides in agricultural operations is a large source of hazardous materials within the project area since the City is surrounded by agricultural operations and there are agricultural activities in Carr Lake. There is an increase in the number of organic farming operations in the area, which will help to reduce the total amount of pesticides used. The City does not have direct authority over the use of pesticides. The County Agricultural Commission and the California Environmental Protection Agency, Department of Pesticide Regulation are the major enforcement agencies responsible for controlling and monitoring pesticide use.

Leaking Underground Storage Tanks

Leaking underground storage tanks are one of the greatest environmental concerns of the past several decades. According to the Regional Water Quality Control Board Central Coast, *Active Local and Regional Underground Tank Cases, March 2002*, 86 leaks have been reported for the Salinas area. 42 of the leaks are cases limited to soil contamination and are under the regulatory authority of the Monterey County Health Department. 44 of the cases include groundwater contamination and are being pursued by the Regional Board.

Transportation of Hazardous Materials

Hazardous materials also pass through the City in route to other destinations via the freeway, rail, and surface street system. The major transportation routes through the City include regional Highways 101, 68, and 183 and the Union-Pacific rail line. 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 these 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, but does not regulate all hazardous materials.

Flooding

The Salinas area topography includes creeks and lakebeds that are dry during most of the year and figure prominently as open space within the City. Except for the Salinas River, planning area creeks, streams, and lakes are seasonal. Four natural channels flow from the Gabilan Mountains into the planning area. These include Alisal, Natividad, Gabilan, and Santa Rita Creeks. The Galiban Creek channel has experienced siltation problems between Boronda Road and Constitution Boulevard, reducing the capacity of the creek. All of these creeks are tributary to the Monterey County Water Resources Agency (MCWRA) Reclamation Ditch 1665, although the Santa Rita Creek intersects the

Reclamation Ditch 3.5 miles west of the city limits. This channel was engineered in 1917 and continues to serve as the primary drainageway for the City.

Figure 5.6-2 depicts flood-prone areas primarily in a wide band on either side of the creeks, in the vicinity of the Airport and a narrow strip along the Reclamation Ditch running northwest-southwest through the City. Floods in residential areas are considered hazardous due to the potential for injury and property damage. Business and commercial activities can be impeded by floods due to facility damage and access related problems. A series of lakebeds along the ditch are subject to flooding and are included in the floodway as established by the Federal Emergency Management Agency (FEMA). These historic lakebeds along the ditch are subject to flooding during more intense storm events and serve as retention basins. Thus, they hold water when the capacity of the Reclamation Ditch is reached and protect areas downstream from flooding; although, the areas adjacent to the lakes also become flooded. MCWRA policy requires old lakebeds that are in private ownership be retained as undeveloped areas.

The lakebed most centrally located within Salinas is Carr Lake. Gabilan, Natividad, and Alisal (upper reach of the Reclamation Ditch) Creeks drain into Carr Lake, before flowing to the Reclamation Ditch, and eventually the ocean. Approximately 64,000 acres (100 square miles) of watershed drain through Carr Lake.

The Schaaf & Wheeler 1999 Zone 9 and Reclamation Ditch Drainage System Operations Study prepared for the MCWRA evaluates the operation of the Reclamation Ditch drainage system and makes recommendations for improving its function, as flooding and severe erosion are occurring at several locations along the system. The solution proposed by the study includes increasing channel capacity and improving tide gates. The MCWRA has formed an Advisory Committee consisting of representatives from various government agencies, commerce, agriculture, and the local community to assist in developing a final plan and funding alternatives, along with public support. The City participates in the process.

The City has a Sewage and Drainage Master Plan that addresses the necessary flood control system needed to meet development capacity identified in the 1988 Salinas General Plan. No existing problem with storm drainpipes was identified.

Salinas also has the potential for inundation due to the failure of the Nacimiento and San Antonio Dams. According to the City's Multihazards Emergency Plan, in the event that one of these dams were to fail during a normal wet river flow, approximately two-thirds of Salinas would be flooded within 22 hours after failure. Salinas is required by Section 8589.5 of the California Government Code to have emergency procedures for the evacuation and control of populated areas within the limits of inundation below dams. In addition, real estate disclosure upon sale or transfer of property in the inundation area is required under Section 1103 of the Civil Code.

Figure 5.6-2
Flood Prone Areas

Salinas participates in the National Flood Insurance Program (NFIP), which is administered by the Federal Emergency Management Agency (FEMA). The NFIP program provides federal flood insurance and federally financed loans for property owners in flood prone areas. To qualify for federal flood insurance, the City must identify flood hazards areas and implement a system of protective controls.

The City also continues to control development in the floodplain and floodway through its Flood Overlay Zoning District Regulations and implementing Section 9, Article VI of the Municipal Code. These measures help to protect the public and their property from flood hazards by limiting development within those areas subject to flooding and ensuring that allowed development occurs in a manner that does not increase the risk of flooding to the project, nor the community as a whole.

Fires

Since Salinas is an urbanized community surrounded by agricultural lands, the greatest fire risk in Salinas is urban fires. Structural and automobile fires are the most common fire risks for residents of Salinas. A risk of wildland fires is associated with the rangelands on the hillsides surrounding the community. As development extends out closer to these areas, the risk of wildland fires will increase.

The City currently promotes fire prevention in the following ways:

- Funds the Salinas Fire Department to implement fire hazard education and fire prevention programs, including weed abatement programs;
- Coordinates with Cal Water, Alco, and the Fire Department to ensure adequate water pressure for fire fighting purposes; and
- Adopts and implements the most recent Uniform Fire Code provisions and appropriate amendments to reflect the unique needs of Salinas.

Salinas Municipal Airport

The Salinas Municipal Airport is located in the southeastern portion of the City. The airport is a general aviation airport serving single and twin engine and corporate aircraft and helicopters. The airport provides support to the surrounding agricultural industry by allowing the operation of agriculture-related equipment, such as helicopters, and the corporate aircraft owned by some agricultural operations. **Figure 5.6-3** depicts the Salinas Municipal Airport Area of Influence.

The Salinas Municipal Airport is subject to the Salinas Municipal Airport Master Plan 1990-2010. This plan identifies future improvements for the airport to meet future aviation needs. The plan also addresses land use surrounding the airport. The type of development occurring in the airport environs impacts the safety of aircraft operation, as well as impacting the number of people exposed to aircraft hazards, such as airplane crashes. An update to the master plan has been funded.

Figure 5.6-3
Salinas Municipal Airport Area of Influence

The County of Monterey has adopted a County Airport Land Use Plan (MCALUP). The plan identifies areas impacted by aircraft operations and includes policies to allow for the continued operation of county airports, while protecting the public safety. The MCALUP needs to be updated, especially to be consistent with the most recent California Airport Land Use Planning Book. General Plan Implementation Program LU-22 requires the City to continue to support the implementation of the MCALUP. It also directs the City support the timely update of the MCALUP to meet new state guidelines.

The Salinas Municipal Airport Master Plan, the Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook provide guidance as to appropriate land uses in the area surrounding the airport. Development controls include limiting development within areas subject to high noise levels and limiting the intensity and height of development within aircraft hazard zones.

Emergency Preparedness

Recognizing that the City has the responsibility to save lives, limit injuries, and minimize damage to property, the City has adopted a Multihazard Emergency Plan. Local emergency preparedness plans serve as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multihazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City emergency operations.

The Multihazard Emergency Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The Plan is designed to include the City as part of a county and statewide emergency management system. The Plan also addresses evacuation and movement of people in the event of an emergency.

Salinas will continue to annually review and update the emergency preparedness plan and provide annual practice sessions to the City. The plan identifies resources available for emergency response and addresses emergency response to emergencies such as: earthquakes, floods, fires, hazardous spills or leaks, major industrial or transportation accidents, major storms, airplane crashes, environmental responses, and civil unrest.

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.

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, and industrial 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. A significant impact associated with household hazardous materials could occur. Implementation of Mitigation Measure H1 will reduce the impact to a level less than significant. Mitigation Measure H1 requires the City to continue working with the Salinas Valley Solid Waste Authority to implement the Household Hazardous Waste program to protect resident from dangers resulting from the use, transport, and disposal of hazardous materials used in the home. The proposed General Plan will also result in additional small businesses that handle hazardous materials. A significant impact with this issue could occur. Mitigation Measure H2 will reduce the impact to a level less than significant. Mitigation Measure H2 requires the City to continue working with the Salinas Valley Solid Waste Authority to implement the Small Business Hazardous Waste Program, which allows qualified small businesses to dispose of their hazardous wastes at the Salinas Hazardous Household Waste Collection Facility.

In addition, many of the planned commercial and industrial operations will store and use 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. A significant impact associated with these issues could occur. Implementation of Mitigation Measure H3 will reduce the impact to a level less than significant. Mitigation Measure H3 requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:

- X Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste;
- X Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan;
- X Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways);
- X Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and
- X Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City.

Pesticide Use

Implementation of the General Plan will result in additional residential areas on the edges of the City limits where agricultural operations and the use of pesticides take place. The interface between the urban areas and agricultural operations will be expanded, resulting in a greater potential for human exposure to pesticides. Serious adverse effects either within or outside the agricultural environment could occur. The City does not have any direct authority over the use of pesticides. The County Agricultural Commission, California Environmental Protection Agency, and Department of Pesticide Regulation are the major enforcement agencies responsible for controlling and monitoring pesticide use. A significant impact associated with human exposure to pesticides could occur. Implementation of Mitigation Measure H4 will reduce the impact to a level less than significant. Mitigation Measure H4 requires the City to continue monitoring regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.

Transportation of Hazardous Materials

More hazardous materials will also be transported through the City on major arterials and on regional Highways 101, 68, and 183, and the Union-Pacific rails line. Due to the increased generation and transport of hazardous materials, the potential for accidents and environmental contamination may increase. The transport of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (DOT). Federal safety standards are also included in the California Administrative Code. Additionally, the California Health Services Department regulates the haulers of hazardous waste. Due

to the increased transportation of hazardous materials within the planning areas, a significant impact associated with transportation of hazardous materials could occur. Implementation of Mitigation Measure H3 will reduce the impact to a level less than significant. Mitigation Measure H3 requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:

- X Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste;
- X Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan;
- X Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways);
- X Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and
- X Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City.

Flooding

Recognizing the importance of Carr Lake in regards to flood control within the community, the majority of Carr Lake is designated for open space park uses in the Land Use Element. However; development may occur on areas adjacent to the areas subject to flooding. A potentially significant impact associated with flooding could occur. Implementation of Mitigation Measures H5 through H7 will reduce the impact associated with flooding to a level less than significant. Mitigation Measure H5 requires the City to continue participation in the National Flood Insurance Program (NFIP). Mitigation Measure H6 requires the City to continue applying the Flood Overlay District regulations, pursuant to the City's Zoning Code and implement Section 9, Article VI or the Municipal Code, to minimize the potential impact to and from new development in areas subject to flooding. Update the boundaries of the District as needed to reflect current hydrologic conditions.

Additionally, new development may change the planning area drainage patterns due to increase in impervious surfaces. The planning area is anticipated to have an additional 29 million square feet of non-residential development at buildout. New development is required to provide stormwater retention and detention facilities to regulate runoff. Such 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 where land is limited, retention facilities have included 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 City will continue to require new developments to provide adequate stormwater drainage systems to address runoff resulting from those developments. A potentially significant impact associated with this issue could occur.

Mitigation Measure H7 will reduce the impact to a level less than significant. Mitigation Measure H7 requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities as determined by the Public Works Department. In order to determine the facility and Best Management Practices (BMP) needs, the City may require a hydrological/drainage analysis to be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.

Fires

Implementation of the General Plan will result in both, the construction of new development in the urban area and the expansion of the urban area closer to wildland fire hazards area. The interface between the urban areas and natural vegetation will be expanded, resulting in a greater potential for wildland and urban fires. A significant impact associated with urban and wildland fires could occur. Implementation of mitigation Measures H8 through H10 will reduce the impact to a level less than significant. Mitigation Measure H8 requires the City to promote fire prevention in Salinas by:

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

Mitigation Measure H9 requires the City to continue to monitor and abate weeds throughout the community. Mitigation Measure H10 requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.

Salinas Municipal Airport

Implementation of the General Plan may place more demand on aircraft use on the Salinas Municipal Airport. The increased operations may cause higher noise levels and limit the intensity and height of development within aircraft hazard zones. A significant impact associated with these issues may occur. Implementation of Mitigation Measures H11 through H15 will reduce the impact to a level less than significant. Mitigation Measure H11 requires the City to continue working with the Salinas Airport Commission to implement the Airport Master Plan, providing technical assistance and information to the Commission when necessary. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for Eastern bypass south of airport, define how Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses

to allow continuation of airport operations and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.

Mitigation Measure H12 requires the City to continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport. Encourage ALUC to update its County Airport Land Use Plan. Mitigation Measure H13 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 Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook for comprehensive airport land use planning. Mitigation Measure H14 requires the City to revise the Airport Master Plan in order to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property, and recommend land use compatibility standards for land surrounding the airport. Mitigation Measure H15 requires the City, upon any update of the Salinas Municipal Airport Master Plan, the County Airport Land Use Plan, or California Airport Land Use Planning Handbook, review and revise as necessary Table N-4, Figure N-2, and the goals, policies, and noise plan within the General Plan Noise Element to correspond with the updated Airport Master Plan.

Emergency Preparedness

The General Plan will result in new development and population growth resulting in an increase in demand for emergency services during disasters. A significant impact associated with emergency services will occur. Mitigation Measures H10, H16, and H17 will reduce the impact to a level less than significant. Mitigation Measure H16 requires the City to annually review and update the Multi-Hazard Emergency 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. The plan also requires the City to provide annual practice sessions to the City, support high-level multi-jurisdictional cooperation and communication for emergency planning and management, and 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 H17 requires the City to coordinate with local agencies and organizations to educate all citizens to take appropriate action to safeguard life and property during and immediately after emergencies.

MITIGATION MEASURES

- H1. The City will implement Implementation Program S-8, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Household Hazardous Waste program to protect resident from dangers resulting from the use, transport, and disposal of hazardous materials used in the home.
- H2. The City will implement implementation Program S-9, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Small Business Hazardous Waste Program, which allows qualified small businesses to dispose of their hazardous wastes at the Salinas Hazardous Household Waste Collection Facility.
- H3. The City will implement Implementation Program S-7, which requires the City to minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:
- X Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste;
 - X Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan;
 - X Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways);
 - X Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and
 - X Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City.
 - X **Requiring development project applicants to provide a hazardous materials report documenting past uses of the property and reporting the results of soil sampling where needed to determine whether remediation is required.**
- H4. The City will implement Implementation Program S-6, which requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.
- H5. The City will implement Implementation Program S-17, which requires the City to continue to participate in the National Flood Insurance Program (NFIP).
- H6. The City will implement Implementation Program S-18, which requires the City to continue to apply the Flood Overlay District regulations, pursuant to the City's Zoning Code and implement Section 9, Article VI of the Municipal Code, to minimize the potential impact to and from new development in areas subject to flooding. Update the boundaries of the District as needed to reflect current hydrologic conditions.

- H7. The City will implement Implementation Program LU-17, which requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities as determined by the Public Works Department. In order to determine the facility and Best Management Practices (BMP) needs, the City may require a hydrological/drainage analysis to be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.
- H8. The City will implement Implementation Program S-21, which requires the City to promote fire prevention in Salinas by:
- X Working closely with the Salinas Fire Department to implement fire hazard education and fire prevention programs;
 - X Coordinating with Cal Water and Alco water districts and the Salinas Fire Department to ensure that water pressure for existing developed areas and sites to be developed is adequate for fire fighting purposes;
 - X Conform to Fire Department requirements for individual projects;
 - X Adopting and implementing the most recent Uniform Fire Code provisions and appropriate amendments; and
 - X Continue to require sprinklers in new buildings.
- H9. The City will implement Implementation Program CD-10, which requires the City to continue to monitor and abate weeds throughout the community.
- H10. The City will implement Implementation Program LU-12, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.
- H11. The City will implement Implementation Program LU-21, which requires the City to continue working with the Salinas Airport Commission to implement the Airport Master Plan, providing technical assistance and information to the Commission when necessary. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for Eastern bypass south of airport, define how Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses **and new roadways** to allow continuation of airport operations, **including the potential lengthening of runway 31/13**, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.
- H12. The City will implement Implementation Program C-8, which requires the City to continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport. Encourage ALUC to update its County Airport Land Use Plan.

- H13. The City will implement Implementation Program S-11, which 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 Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook for comprehensive airport land use planning.
- H14. The City will implement Implementation Program S-12, which requires the City to revise the Airport Master Plan in order to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property, and recommend land use compatibility standards for land surrounding the airport.
- H15. The City will implement Implementation Program N-4, which requires the City upon any update of the Salinas Municipal Airport Master Plan, the County Airport Land Use Plan, or California Airport Land Use Planning Handbook, review and revise as necessary Table N-4, Figure N-2, and the goals, policies, and noise plan within the General Plan Noise Element to correspond with the updated Airport Master Plan.
- H16. The City will implement Implementation Program S-22, which requires the City to annually review and update the Multi-Hazard Emergency 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.
- H17. The City will implement Implementation Program S-23, which requires the City to coordinate with local agencies and organizations to educate all citizens to take appropriate action to safeguard life and property during and immediately after emergencies.

IMPACT AFTER MITIGATION

Hazardous Materials Generators and Leaking Underground Storage Tanks

Implementation of Mitigation Measures H1, H2, and H3 will reduce the impacts associated with hazardous materials generators and leaking underground storage tanks impact to a level less than significant.

Pesticide Use

Implementation of Mitigation Measure H4 will reduce the impact associated with pesticide use to a level less than significant.

Transportation of Hazardous Materials

Implementation of Mitigation Measures H3 will reduce the impact associated with transportation of hazardous materials to a level less than significant.

Flooding

Implementation of Mitigation Measures H5 through H7 will reduce the impact associated with flooding to a level less than significant.

Fires

Implementation of Mitigation Measures H8 through H10 will reduce the impact associated with fires to a level less than significant.

Salinas Municipal Airport

Implementation of Mitigation Measures H11 through H15 will reduce the impact associated with Salinas Municipal Airport to a level less than significant.

Emergency Preparedness

Implementation of Mitigation Measures H10, H16, and H17 will reduce the impact to emergency preparedness to a level less than significant.

5.5 HYDROLOGY/WATER QUALITY

ENVIRONMENTAL SETTING

Surface Water

Although the City depends solely on groundwater resources for agricultural and urban use, Salinas also contains the Carr Lake basin and three creeks that are subject to various sources of pollution. Reclamation Ditch 1665 carries the majority of urban runoff in the City, discharging the runoff to the Tembladero slough and Moss Landing.

Located within Regional Water Quality Control Board Central Coast (Region 3) (RWQCB), is the Watershed Management Initiative in which the City is a partner. The Watershed Management program, which is updated annually, identifies activities to improve implementation of non-point source pollution management. The initiative applies to three Watershed Management Areas – the North, Central, and South Watershed Management Areas. Salinas is located within the Central Area – which includes the largest targeted watershed – the Salinas River Watershed. The Salinas Watershed covers approximately 4,600 square miles and lies within San Luis Obispo and Monterey Counties.

The primary surface water pollutants of concern targeted in the Salinas River Watershed include: nitrates, pesticides; heavy metals; erosion; and sedimentation. The primary water quality problems addressed include: agricultural activities; urban development and runoff; seawater intrusion; past mineral mining; and gravel mining.

Groundwater

Water for urban use is pumped from wells owned and operated by California Water Service (Cal Water) and Alco Water Service (Alco). Agricultural users generally own and operate their own wells. Located in the Salinas Valley Groundwater Basin, much of the groundwater supply in the planning area is generated through recharge of the basin via the Salinas River. No imported water sources are available and water supplies are limited to the watershed. The high dependence on groundwater and the growth in water demand by urban and agricultural users has put a strain on groundwater resources of the Salinas Valley. Despite efforts to maintain a balance in the Valley, increased pumping during the irrigation season has resulted in seasonal as well as long-term declines in groundwater levels in some parts of the Valley. The overdrafting of groundwater is not only an issue of supply, but also leads to contamination of the water supply by seawater intrusion, and exacerbates the degradation of the water supply by nitrate contamination.

Seawater intrusion in the Salinas Valley was first documented in 1946. Declining groundwater levels have caused a lowering, and even reversing, of the hydraulic gradient of the groundwater system, resulting in seawater intrusion. The average annual seawater intrusion has continued to increase over time, resulting in contamination of the

groundwater supply and closure of some public water system wells. If a project is not identified and implemented to curtail the inward movement of seawater, the State Water Resources Control Board will adjudicate the basin. Thus, cooperating with other State, regional, and local agencies to halt seawater intrusion into the basin is essential in assuring and improving water quality and supply in the basin.

Nitrate contamination of the groundwater supply is also an issue of concern in the Salinas Valley. The average groundwater quality in several areas of the Salinas Valley exceeds the drinking water standard for nitrate, and some municipal wells have been closed due to excessive nitrate contamination as a result of non-point source pollution.

Salinas Valley Water Project (SVWP)

To address the existing and future needs of agricultural users in the Castroville Seawater Intrusion Project (CSIP) area in northern Salinas Valley, the Monterey County Water Resources Agency (MCWRA), in cooperation with the Army Corps of Engineers, State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board, has developed the SVWP. The SVWP was developed to address three critical water supply, water distribution, and water quality issues in the Salinas Valley:

- Stopping seawater intrusion;
- Providing adequate water supplies to meet current and future (Year 2030) agricultural needs; and
- Hydrologically balancing the groundwater basin in Salinas Valley.

To address these three issues, the SVWP proposes:

- Modifying the spillway at Nacimiento Dam and reoperating Nacimiento and San Antonio Reservoirs;
- Utilizing the Salinas River for conveying water to the northern portion of the Salinas Valley;
- Storing flows from the Monterey County Water Recycling Project and utilizing the stored recycled water to help meet summer irrigation needs;
- Diverting the Salinas River; and
- Treating and distributing water to agricultural users in the northern Salinas Valley.

If built, the SVWP will provide the facilities necessary to maximize water supply benefits to farmlands within the existing Castroville Seawater Intrusion Project (CSIP) area in northern Salinas Valley.

Hydrology

The following summarizes the hydrological conditions within the planning area. Section 5.6 *Hazards/Hazardous Materials* of this EIR describes the hydrology and flooding hazards within the City in more detail.

The two agencies responsible for flood control in Salinas 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.

Figure 5.6-2 in Section 5.6 *Hazards/Hazardous Materials* depicts the local hydrology. As discussed in detail in Section 5.6 of this EIR, the MCWRA Reclamation Ditch 1665, with the associated lakebed system, is the major drainage feature in the community. This channel was engineered in 1917 and continues to serve as the primary drainageway for the City. Currently, flooding and severe erosion and siltation problems are occurring at several locations along the system.

The *1999 Zone 9 and Reclamation Ditch Drainage System Operations Study* prepared by Schaff and Wheeler for the MCWRA evaluates the operation of the Reclamation Ditch drainage system and makes recommendations for improving its function, as flooding and severe erosion are occurring at several locations along the system. The solution proposed by the study includes increasing channel capacity, improving tide gates, and adding pumping capacity. The MCWRA has formed an Advisory Committee consisting of representatives from various government agencies, commerce, agriculture, and the local community to assist in developing a final plan and funding alternatives, along with public support. The City continues to participate in this process. The City of Salinas must be represented and has voting power in the Advisory Committee and any subcommittees.

The City's Sewer and Drainage Master Plan identifies the necessary flood control system needed to meet development capacity identified in the 1988 Salinas General Plan. No existing problem with storm drainpipes was identified.

Existing Regulations Addressing Water Quality, Drainage, and Flooding

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

California Regional Water Quality Control Board – Central Coast - Region 3 (RWQCB) Storm Water Program

Construction activities, industrial activities, and Caltrans activities in the County of Monterey are covered under three separate permits issued by the (RWQCB). Issued to the City in 1999, the City of Salinas holds the only individual municipal storm water permit in the Central Coast region. The municipal permit implements the National Pollutant Discharge Elimination System (NPDES), which regulates the discharge of storm water from the City. The NPDES permit defines the current and future activities of the Wastewater Division by providing the maintenance requirements and best management practices that will protect local waterways from pollutants. The primary goals of the NPDES program are:

- Maintain the storm drainage system in a safe and sanitary condition.

- Assure the City is safe from flooding through routine cleaning and repairs of the storm drain system.
- Assure the free flow of storm water runoff by maintaining City owned open drainage channels.
- Develop a water quality monitoring and maintenance program consistent with federally mandated NPDES requirements.

The City's NPDES Permit requires industrial storm water inspections be performed, documented, and reported in the Annual NPDES Report to the RWQCB. The inspections are to eliminate, to the maximum extent practical, the potential for storm water pollution.

National Pollutant Discharge Elimination System (NPDES) Requirements for Best Management Practices

Under the NPDES storm water permit issued to the City of Salinas, all development and significant redevelopment must be implemented with runoff pollution control measures known as Best Management Practices (BMPs). Proposed development projects (both public and private) within Salinas must incorporate structural and non-structural BMPs to preclude significant water quality impact from non-point source pollutants.

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Degrades or depletes groundwater or surface water;
- Substantially degrades water quality
- Violates any water quality standards or waste discharge requirements;
- Substantially alters the existing drainage patterns in the City; or
- Contributes runoff that would exceed the capacity of existing or planned stormwater drainage systems.

ENVIRONMENTAL IMPACT

Surface Water

Implementation of the General Plan will result in the development and redevelopment of residential and non-residential uses in the community. A majority of this new development will occur in the northern portion of the planning area. Development of this land may contribute additional urban runoff to Gabilan, Santa Rita, Alisal, and Natividad Creeks, as well as the Reclamation Ditch, the Salinas River, and Carr Lake basin.

The quality of these surface waters may be affected by the development allowed by the General Plan. Pollutants associated with urban 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, increasing the sediment load of runoff. These non-point source pollutants in the runoff may flow into local surface waters and incrementally deteriorate water quality. This is considered a potentially significant impact.

Implementation of Mitigation Measures HW1, HW2, HW3, HW4, and HW5 will reduce this potential impact to a level less than significant. Mitigation Measure HW1 requires the City to require new development to incorporate Best Management Practices pursuant to the National Pollutant Discharge Elimination System (NPDES) permit. Mitigation Measure HW2 requires the City to coordinate in the development and implementation of a public education program to inform the public of the harm caused by pollutants and litter that can be carried on the surface of land to the drainage systems, creeks, rivers, and ultimately the ocean. Mitigation Measure HW3 requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides. Mitigation Measure HW4 requires the City to continue to cooperate with regional agencies to implement the Watershed Management Initiative. Mitigation Measure HW5 requires the City to ensure that new development provides adequate stormwater and flood management facilities.

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), particularly in the northern portion of the planning area. 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 a significant impact. Implementation of Mitigation Measures HW5, HW6, HW7, and HW8 will reduce this potential impact to a level less than significant.

Mitigation Measure HW5 requires the City to ensure that new development provides adequate stormwater and flood management facilities. Mitigation Measure HW6 requires the City to continue to participate in the MCWRA Advisory Committee to finalize and implement the recommendations contained within the *Zone 9 and Reclamation Ditch Drainage System Study*. Mitigation Measure HW7 requires the City to continue to work with the Monterey Regional Water Pollution Control Agency (MRWPCA) to plan for and ensure adequate capacity for sewage treatment facilities. Mitigation Measure HW8 requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary.

Groundwater

Salinas relies solely on groundwater to meet its urban and agricultural demands. Although urban development generally use less water than agricultural operations, water used for agricultural irrigation recharges the basin. Further, most water used for urban development results in an irretrievable commitment to supply water to these uses.

Implementation of the General Plan has the potential to affect the quality and supply of groundwater in the following ways:

- The proposed General Plan will create a need for the expansion of facilities to meet the additional water use demands and fire flow requirement. To meet the increased demand for water, new wells may need to be constructed or existing wells may need to be made deeper.
- Increased pumping of groundwater may exacerbate the contamination of the water supply by seawater intrusion and increases the degradation of the water supply by nitrate contamination.
- Increases in impervious surfaces may result in a reduction in the amount of water that infiltrates the soil to the groundwater table, which leads to a reduction in the groundwater recharge rate over time; and
- Development allowed by the proposed General Plan may result in an increase in the amount of industrial chemicals and urban contaminants infiltrating groundwater supplies, further decreasing groundwater quality.

The above effects of the General Plan may result in a significant impact to the supply and quality of groundwater in the Salinas Watershed. Implementation of Mitigation Measures HW4 and HW9 through HW13 will reduce this potential impact to a 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 HW4 requires the City to continue to cooperate with regional agencies to implement the Watershed Management Initiative. Mitigation Measure HW9 requires the City to review development proposals and require necessary studies and water conservation and mitigation measures to ensure adequate water and sewer service. Mitigation Measure HW10 requires the City to continue to cooperate with local, state, and federal agencies to find a solution to halt seawater intrusion toward Salinas. Mitigation Measure HW11 requires the City to cooperate with the County of Monterey Water Resources Agency and water service providers to continue to monitor urban and agricultural well usage rates and quality of the groundwater. Mitigation Measure HW12 requires the City to participate in programs that seek to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Mitigation Measure HW13 requires the City to encourage water conservation throughout Salinas by implementing a variety of water conservation programs.

MITIGATION MEASURES

- HW1. The City will implement Implementation Program COS-1 on an ongoing basis and in response to development proposals. Implementation Program COS-1 requires 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 the City complies with applicable state and federal regulations.
- HW2. The City will implement Implementation Program COS-4 on an ongoing basis. Implementation Program COS-4 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 caused by pollutants and litter deposited on the surface of the land that can be carried in drainage systems, creeks, rivers, and ultimately the ocean.
- HW3. The City will implement Implementation Program S-6 on an ongoing basis. Implementation Program S-6 requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.
- HW4. The City will implement Implementation Program COS-3 on an ongoing basis. Implementation Program COS-3 requires the City, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.
- HW5. The City will implement Implementation Program LU-17, on an ongoing basis. Implementation Program LU-17 requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities to control direct and indirect erosion and discharges of pollutants and/or sediments so that “no net increase in runoff” occurs as a result of the proposed project. In order to determine the facility and Best Management Practices (BMP) needs, the City ~~may~~ **will** require, **when necessary**, a hydrological/drainage analysis to be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.
- HW6. The City will implement Implementation Program S-19 on an ongoing basis. Implementation Program S-19 requires the City to continue to participate with the Monterey County Water Resources Agency (MCWRA) Advisory Committee for the Reclamation Ditch drainage system improvement projects.
- HW7. The City will implement Implementation Program LU-16 on an ongoing basis. Implementation Program LU-16 requires the City to continue to work with the

Monterey Regional Water Pollution Control Agency (MRWPCA) to plan for and ensure adequate capacity for sewage treatment facilities.

- HW8. The City will implement Implementation Program LU-15 on an ongoing basis. Implementation Program LU-15 requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary.
- HW9. The City will implement Implementation Program LU-14 on an ongoing basis and in response to development proposals. Implementation Program LU-14 requires the City to review development proposals and require necessary studies and water conservation and mitigation measures to ensure adequate water and sewer service.
- HW10. The City will implement Implementation Program COS-2 on an ongoing basis. Implementation Program COS-2 requires the City to continue 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 Salinas.
- HW11. The City will implement Implementation Program COS-5 on an ongoing basis. Implementation Program COS-5 requires the City to cooperate with the County of Monterey Water Resources Agency and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the groundwater.
- HW12. The City will implement Implementation Program COS-6 on an ongoing basis. Implementation Program COS-6 requires the City, in cooperation with the state, regional, and local water agencies and suppliers, participate in programs that seek to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, the City shall support the expansion of the use of recycled water for urban and agricultural irrigation and cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.
- HW13. The City will implement Implementation Program COS-7 on an ongoing basis. Implementation Program COS-7 requires the City to encourage water conservation throughout Salinas in the following ways:
- Implementing the Salinas Urban Water Conservation Plan, the purpose of which is to reduce pumping of water from the Salinas Valley Groundwater Basin for urban uses to the maximum extent feasible and to reduce overall pumping from the Salinas Valley Groundwater Basin by fifteen percent from the pumping that occurred in 1987;
 - Regulating development with the City's Landscaping and Irrigation Ordinance, which requires developments to apply xeriscape principles including such techniques and materials as native or low water use plants and

low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices;

- Supporting the production of recycled water and developing new use for recycled water; and
- Applying water conservation techniques/project “water budgets” to achieve a significant reduction over historic use and over average uses for the proposed type of development by the incorporation of water conservation devices, such as low-flow toilets, flow restriction devices and water conserving appliances in new public and private development and rehabilitation projects.

IMPACT AFTER MITIGATION

Surface Water

Implementation of Mitigation Measures HW1 through HW5 will reduce the potential surface water impact to a level less than significant.

Hydrology

Implementation of Mitigation Measures HW5 through HW8 will reduce the potential hydrology impact to a level less than significant.

Groundwater

Implementation of Mitigation Measures HW4 and HW9 through HW13 will reduce the potential groundwater impact to a degree; however, the potential impacts (i.e., overdrafting, seawater intrusion) associated with the increased pumping of groundwater will remain significant and unavoidable.

5.4 AIR QUALITY

ENVIRONMENTAL SETTING

Salinas is located within the North Central Coast Air Basin (**Figure 5-4-1**), which is comprised of more than 5,100 square miles, and includes Monterey, Santa Cruz, and San Benito Counties. Although air quality in Salinas 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. 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 Meteorology

The Salinas Valley is oriented northwest-southeast parallel to the Pacific Coast. The proximity of the ocean to the open valley mouth, along with prevailing northwesterly winds, tend to give Salinas a moderate climate year-round. The average temperature is 68.2 degrees, with summer temperatures in the 70s, dipping at night into the 50s. Winter temperatures are generally in the low 60s, dropping at night into the middle 30s. Average rainfall is 14.4 inches, usually occurring in winter and early spring.

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. The prevalence of morning fog and stratus clouds in the summer months contribute to cool summers and help to account for the highest temperatures, which occur not in summer, but in September and October. With occasional stagnant air during the winter, there are some days of heavy fog, but this is infrequent and of short duration. Relative humidity is fairly high, averaging between 85 and 95 percent at 4:30 AM, and 65 to 75 percent at 4:30 PM.

Figure 5.4-1
Air Basin

From March through October the prevailing wind is predominantly from the northwest with top speeds averaging between seven and eight miles per hour. In late fall, the frequency of northwesterly winds decreases; during December and January the prevailing winds are southeasterly with slightly higher average speeds. High wind speeds are infrequent, and winds over 25 miles per hour are rare.

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 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 5.4-1**.

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, including one station in Salinas. The National Park Service also operates a station at the Pinnacles National Monument. These stations are identified on **Figure 5.4-2**. The station in Salinas monitors carbon monoxide (CO), nitrogen dioxide (NO₂), Ozone (O₃), fine particulate matter (PM₁₀), and other conditions/pollutants. The station at Pinnacles National Monument measures O₃ as well as other conditions/pollutants; however, the State Air Resources Board only collects ozone data from this site. **Table 5.4-2** summarizes the number of days the State and federal standards were exceeded for O₃, PM₁₀, CO, and NO₂ at the Salinas 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.

As shown in **Table 5.4-2**, no State or federal standard for O₃, CO, or NO₂ was exceeded between 1996 and 2001. Additionally, the State standard for PM₁₀ was exceeded on only two days during this five year period. Exceedance of State ozone standards was more frequent at the Pinnacles monitoring station, which recorded 27 days on which the State hourly ozone standard was exceeded.

**Table 5-4-1
Ambient Air Quality Standards**

Figure 5.4-2 air monitoring stations

**Table 5.4-2
Salinas Air Quality Monitoring Summary:
1996-2001**

Pollutant/Standard^A	1996	1997	1998	1999	2000	2001
Ozone						
Number of Days Standard Exceeded:						
State 1-hour (0.09 ppm (180 µg/m ³))	0	0	0	0	0	0
Federal 1-hour (0.12 ppm (235 µg/m ³))	0	0	0	0	0	0
Federal 8-hour (0.08 ppm (157 µg/m ³))	0	0	0	0	0	0
Maximum 1-hour concentration (ppm)	0.07	0.06	0.06	0.06	0.08	0.08
Maximum 8-hour concentration (ppm)	0.06	0.05	0.05	0.06	0.07	0.07
Carbon Monoxide						
Number of Days Standard Exceeded:						
State 8-hour (9.0 ppm (10mg/ m ³))	0	0	0	0	0	0
Federal 8-hour (9.0 ppm (10mg/ m ³))	0	0	0	0	0	0
Maximum 8-hour concentration (ppm)	2.56	1.79	2.18	1.79	1.40	1.38
Respirable Particulate Matter						
Number of Days Standard Exceeded:						
State 24-hour (50 µg/m ³)	0	1	1	0	0	0
Federal 24-hour (150 µg/m ³)	0	0	0	0	0	0
Maximum 24-hour concentration (µg/m ³)	50.0	59.0	52.0	50.0	36.0	50.0
Nitrogen Dioxide						
Number of Days Standard Exceeded:						
State 1-hour (0.25 ppm (470 µg/m ³))	0	0	0	0	0	0
Maximum 1-hour concentration (ppm)	0.06	0.06	0.05	0.09	0.07	0.04

Source: California Environmental Protection Agency Air Resources Board, 2002.

Notes:

^A – The air quality monitoring station in Salinas was moved approximately two blocks at the beginning of Year 2000 from a County building to a location (continuation school) that better accommodates (i.e., access, room for equipment, etc.) the air quality monitoring. Both locations are in very similar urban settings.

ppm – parts per million

µg/m³ – micrograms per cubic meter

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 required the preparation of the 1991 Air Quality Management Plan. This plan, which is required to be updated every 3 years, shows how the State would 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) and maintenance of federal AAQS. The *2000 Air Quality Management Plan (AQMP) for the Monterey Bay Region* (MBUAPCD 2001) includes transportation control measures that are either implemented by transportation planning agencies through the regional transportation planning process or by cities and counties on a voluntary basis, e.g., sustainable development measures. These include a variety of transportation system management, transportation demand management, and *New Urbanism*/sustainable development measures in which the City participates.

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 5.4-3**, typical health problems associated with major pollutants and smog include respiratory ailments, eye and throat irritations, headaches, coughing, and chest discomfort.

Table 5.4-3
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).
PM₁₀	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:

- Violates any federal, State, or local ambient air quality standard;
- Exceeds the MBUAPCD significance thresholds as identified below;
- Degrades Level of Service (LOS) on roadway segments from D or better to E or F;
- Conflicts with the MBUAPCD Air Quality Management Plan;
- Creates objectionable odors; or
- Exposes sensitive receptors to substantial pollutant concentrations.

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 5.4-4**.

Table 5.4-4
Thresholds of Significance for Criteria Pollutants of Concern
Operational Impacts^{1, 2, 3}

Pollutant	Thresholds of Significance
VOC	137 lb/day (direct + indirect)
NO _x , 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
SO _x , 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* ~~1997~~. 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 Salinas, 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 update are consistent with the population forecasts used in the AQMP¹. This consistency analysis has been performed in cooperation with AMBAG.

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.

Construction Impacts

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; and 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 air quality impacts will occur periodically throughout implementation of the General Plan. 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 (Note: the average density proposed by the Plan in the future growth areas is 9.0 dwelling units per acre) 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 PM10 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 PM10 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

¹ Based on a telephone conversation with Janet Brennan of the Planning and Air Monitoring division of the MBUAPCD, May 20, 2002.

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 PM10 from construction activities, but PM10 from the construction of large scale or multiple projects could still exceed the PM10 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. As such, the potential short-term air quality impacts from construction of allowed General Plan land uses are considered significant for CO, SOx and PM10. Implementation of Mitigation Measures AQ1 through AQ3 will reduce this impact to the extent feasible; however, this impact will remain significant and unavoidable.

Objectionable Odors

Construction activities and certain types of land uses, such as heavy industrial, commercial, restaurants, and agricultural 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 5.4-4. However, General Plans establish development for cities over extended time periods and are used directly in the development of the AMGAB 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. 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;
- Areawide 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 update 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. This approach has been recommended in lieu of the MBUAPCD operational emission thresholds because the MBUAPCD has already prepared an emissions inventory associated with existing and future developments in the City of Salinas in their AQMP. The emissions inventory for the City of Salinas 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 update are below the population forecasts in the AQMP, then the General Plan update can be considered to be consistent with the AQMP. If the population forecast is higher in the General Plan update than in the AQMP, then the General Plan update 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 because AMABG develops population forecasts (the most recent forecasts are the *1997 Regional Population and Employment Forecast*) that are used in the AQMP. AMBAG has determined that the population forecasts described in Section 5.12 *Population and Housing* for year 2020 are higher than the population forecasts used in the AQMP for year 2020.

This inconsistency is due to the fact that in its *1997 Regional Population and Employment Forecast*, AMBAG forecasted a population of approximately 130,200 persons in Salinas for the Year 2000. However, the recently completed 2000 Census identified a population of approximately 143,800 persons in Salinas. Thus, the AMBAG projections for 2000 were approximately 13,600 persons lower than identified by the Census. In fact, the Year 2005 AMBAG projection for Salinas of 143,802 persons is closer to the actual 2000 population as identified by the Census.

It can thus be assumed that population and employment projections contained in the *1997 Regional Population and Employment Forecast* by AMBAG for years 2000 through 2020 for Salinas are lower than will actually occur. Thus, the General Plan projections for 2020 for Salinas are not consistent with the population projections identified by AMBAG for 2020 (approximately 170,100). Instead, the General Plan projections assume the *level* of growth that AMBAG anticipated to occur between 2000 and 2020 (approximately 40,000 persons) is valid. When this 40,000 is added to the actual year 2000 population of approximately 143,800 as identified by the Census, the City's population projection for 2020 is 183,800, approximately 13,700 higher than AMBAG's 2020 projection of 170,100.

Based on the difference between AMBAG's projections and those expected to occur according to the General Plan, emissions attributable to General Plan implementation are inconsistent with the AQMP. Inconsistency with the population estimates could lead to increased emissions not accounted for in the AQMP and, as per Appendix G of the CEQA Guidelines, would conflict with the applicable air quality plan. Inconsistency with the population estimates used in the AQMP could cause a delay in the attainment of the AAQS due to the increased emissions associated with a population projection larger than was used in the emissions inventory for the AQMP. This inconsistency in population forecasts are considered to result in a significant air quality impact. Mitigation Measures AQ1 through AQ7 will reduce this impact to a degree; however, the inconsistency with the adopted AQMP will remain significant and unavoidable.

Local-scale Emissions - 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 MBAPCD 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 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. This air quality analysis evaluates the potential for local scale air quality impacts based on the degradation of Level of Service (LOS) from D or better to E or F at roadway segments. Based on the traffic analysis presented in *Section 5.2 Traffic/Circulation*, **Table 5.4-5** depicts those roadway segments that experience a significant deterioration of LOS as a result of the proposed project. As listed in **Table 5.4-5**, there are five roadway segments that will experience a significant deterioration in LOS due to the implementation of the updated General Plan. This deterioration of LOS would result in decreased vehicle speeds and increased idling times due to congested traffic conditions and may potentially result in the occurrence of CO "hotspots" or elevated concentrations of CO in exceedance of the AAQS. Consequently, the implementation of the updated General Plan may potentially result in local air quality impacts. Implementation of Mitigation Measures AQ2 through AQ5 and the traffic mitigation measures identified in *Section 5.2 Traffic/Circulation* will reduce the local impacts to sensitive receptors to a level less than significant

**Table 5.4-5
Roadway Segments With a
Significant Deterioration of Level of Service**

STREET NAME	No Project Level of Service	With Project Level of Service
Alisal Street		
E/O Monterey Street	D	E
Mckinnon Street		
S/O E. Boronda Road	D	F
Monterey Street		
N/O E. Gabilan Street	A	F
Old Stage Road		
S/O Natividad Road	C	E
Russell Road		
E/O Van Buren Avenue	C	F

Source: Higgins Associates, 2002.

E/O, W/O, N/O, S/O – east of, west of, north of, south of, respectively.

MITIGATION MEASURES

- AQ1. The City will apply Implementation Program COS-21. Implementation Program COS-21 requires the City to reduce dust and particulate matter levels by implementing fugitive dust control measures such as:
- Restrict outdoor storage of fine particulate matter;
 - Provide tree buffers between new residential and adjacent agricultural uses;
 - Monitor construction and agricultural activities and emissions; and
 - Pave areas used for vehicular maneuvering.
- AQ2. The City will apply Implementation Program COS-23. Implementation Program COS-23 requires the City to continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with the MBUAPCD and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG.
- AQ3. The City will apply Implementation Program COS-25. Implementation Program COS-25 requires the City to review discretionary 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 feasible.

- AQ4. The City will apply Implementation Program COS-22. Implementation Program COS-22 requires the City to include electric vehicle charging areas in new public and private development and redevelopment projects. The City shall also inform property owners of electric vehicle charging area programs when plans for development and redevelopment projects are submitted.
- AQ5. The City will apply Implementation Program COS-24. Implementation Program COS-24 requires the City to coordinate with the MBUAPCD and AMBAG to support the updated Transportation Control Measures as described in detail in the most recent AQMP. Currently, these measures include:
- Improved Public Transit Service
 - Areawide Transportation Demand Management
 - Signal Synchronization
 - New and Improved Bicycle Facilities
 - Alternative Fuels
 - Livable Communities (communities designed to reduce automobile dependency).
 - Selected Intelligent Transportation Systems
 - Traffic Calming
- AQ6. The City will apply Implementation Program COS-30. Implementation Program COS-30 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.
- AQ7. The City will apply Implementation Program COS-31. Implementation Program COS-31 requires the City to promote retrofit programs to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Short-term Impacts

Short-term air quality impacts will be assessed on a project-by-project basis to determine level of significance. However, development of projects over the time of General Plan implementation would produce projects of sufficient magnitude to exceed the MBUAPCD construction emission thresholds. Mitigation Measures AQ1 through AQ3 would reduce pollutants produced during construction to the degree feasible, but would not be able to reduce all of them to levels below significance. As such, unavoidable significant short-term air quality impacts from construction would result from implementation of the General Plan.

Long-term impacts

Air quality policies contained in the Conservation/Open Space Element are supported by control measures specified in the AQMP. However, population forecasts described in this General Plan exceed the population forecasts used in the AQMP. Based on this, AMBAG has determined that the General Plan is not consistent with the AQMP and therefore would result in air pollutant emissions in excess of those quantified within the AQMP. Mitigation Measures AQ1 through AQ7 would reduce emissions to a degree but would not be able to reduce emissions to a level that is consistent with the AQMP. Therefore, the General Plan would result in significant air quality impacts despite the application of mitigation measures.

Mitigation AQ2 through AQ5, in addition to mitigation measures contained in Section 5.2 *Traffic/Circulation* would reduce the occurrence of roadway segments functioning at poor LOS. Application of these mitigations will be done on a project-by-project basis. All of the roadway segments that experience a significant deterioration of LOS could be sufficiently mitigated by the mitigation measures contained in Section 5.2 *Traffic/Circulation*. As such, local scale impacts will be reduced to a level less than significant.

5.3 NOISE

Portions of the following section are summarized from the noise analysis prepared by Wieland Associates (June 2002), which is provided in Appendix C of this EIR. Detailed noise contour tables and calculations of the existing and future conditions are provided in this appendix.

ENVIRONMENTAL SETTING

The existing noise environment is described later in this section. The following provides an explanation of the characteristics of noise, noise measurement and community noise standards.

Effects of Noise on People

Whether a sound is considered a noise depends on the source of the sound, the loudness relative to the background noise, the time of day, the surroundings and the listener. The difference in people's reactions to different noises or sounds is explained by the perceived noisiness, or how undesirable the sound is to the people in the vicinity of the source. An unwanted sound may be extremely irritating although it is not unreasonably loud. The areas most vulnerable to the harmful effects of sound are residential locations, particularly at night. All human activities can be adversely affected by excessive noise.

Excessive noise levels in the community can affect overall quality of life. For example, noise can result in speech interference and disrupt activities at home and work, including sleep patterns and recreational pursuits. The long-term effects of excessive noise exposure are physical as well as psychological. Physical effects may include headaches, nausea, irritability, constriction of blood vessels, changes in heart and respiratory rate, and increased muscle tension.

Measures of Noise Level and Noise Exposure

The standard unit of measurement of the loudness of sound is the decibel (dB). The decibel measurement is logarithmic, meaning each increase in one decibel is a tenfold increase in the level of noise. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dB(A)) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Community noise levels are measured in terms of the A-weighted decibel. The City of Salinas uses the Community Noise Equivalent Level (CNEL) scale for land use/noise compatibility assessment. The CNEL is the weighted sound level averaged over a 24-hour period, with a penalty of 5 dB added to the sound levels in the evening (7:00 pm to 10:00 pm) and 10 dB to sound levels in the night (10:00 pm to 7:00 am) to compensate for the increased sensitivity to noise during the quieter evening and nighttime hours.

Noise Standards

Salinas General Plan Noise Element

To ensure that noise producers do not adversely affect sensitive receptors, the City identifies land use compatibility standards within its General Plan to use when planning and making development decisions. **Table 5.3-1** summarizes the City noise standards for various types of land uses. The standards represent the maximum acceptable noise level as measured at the property boundary, which is used to determine noise impacts.

**Table 5.3-1
Exterior Noise Standards**

Designation/District of Property Receiving Noise	Maximum Noise Level, Ldn or CNEL, dBA
Agricultural	70
Residential	60
Commercial	65
Industrial	70
Public and Semipublic	60

Source: Salinas Draft General Plan, 2002 based on Section 37-154 of Salinas Zoning Ordinance.

These noise standards are the basis for development of the land use compatibility guidelines in presented in **Table 5.3-2**. 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 may be required to meet the City's and Title 24 noise standards. All development project proponents are required to demonstrate that the noise standards will be met.

If the noise level falls within Zone C, substantial mitigation is likely needed to meet City noise standards. Substantial mitigation may involve construction of noise barriers and substantial building sound insulation. Projects in Zone C can be successfully mitigated; however, project proponents with a project in Zone C must demonstrate that the noise standards can be met.





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.

In addition to the standards identified in **Table 5.3-2**, which are applied city-wide, **Table 5.3-3** identifies the noise/land use compatibility guidelines for areas potentially affected by operations at the Salinas Municipal Airport. These guidelines help identify whether a project should be approved, conditionally approved with mitigation, or prohibited.

**Table 5.3-2
Noise/Land Use Compatibility Matrix**

Land Use	Community Noise Exposure (Ldn or CNEL)					
	55	60	65	70	75	80
Residential	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Transient Lodging – Motel, Hotel	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Schools, Libraries, Churches, Hospitals, Nursing Homes	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Auditoriums, Concert Halls, Amphitheaters	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Sports Arena, Outdoor Spectator Sports	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Playgrounds, Parks	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Golf Course, Riding Stables, Water Recreation, Cemeteries	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Office Buildings, Business Commercial, and Professional	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	A	A
	A	A	B	B	C	C
	A	A	A	A	D	D

Source: Modified by CBA from 1998 State of California General Plan Guidelines.

-  **ZONE A - Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.
-  **ZONE B - Conditionally Acceptable:** New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.
-  **ZONE C - Normally Unacceptable:** New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.
-  **ZONE D - Clearly Unacceptable:** New construction or clearly should not be undertaken.

**Table 5.3-3
Salinas Municipal Airport
Noise/Land Use Compatibility Guidelines**

Land Use	Below CNEL 65	65-70 CNEL	70.1-75 CNEL	75.1-80 CNEL	80.1-85 CNEL	Over 85 CNEL
Residential						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile homes	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking		Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing – general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and exaction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shell, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Source: Salinas Municipal Airport Master Plan 1990-2010, August 1993.

- CNEL = Community Noise Equivalent Level
Y (Yes) = Land use and related structures compatible without restrictions
N (No) = Land use and related structures are not compatible and should be prohibited
NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure
25, 30 or 35 = Land use and related structures generally compatible, measures to achieve NLR of 25, 30 or 35 must be incorporated into the design of the structure

Notes to Table 5.3-3:

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dBA and 30 dBA should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dBA, thus, the reduction requirements are often stated as 5, 10 or 15 dBA over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR of 25 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- (4) Measures to achieve NLR of 35 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- (5) Land use compatible provided special sound reinforcement systems are installed.
- (6) Residential buildings require a NLR of 25.
- (7) Residential buildings require a NLR of 30.
- (8) Residential buildings not permitted.

City of Salinas Zoning Ordinance

Section 37-154 *Performance Standards* of the City's Zoning Ordinance provides controls for excessive and annoying noise from stationary sources such as air conditioning and refrigeration units, industrial development and commercial activities, and other potentially nuisance-related noise sources. Section 37-154 of the Zoning Ordinance establishes allowable exterior noise levels for agricultural, residential, commercial, industrial, and public and semipublic districts (**Table 5.3-1**). Specific standards for daytime and nighttime hours are also provided. The Ordinance establishes guidelines for acoustic studies, noise measurement, and noise attenuation measures.

City of Salinas Noise Ordinance

Chapter 21A of the City Municipal Code defines various classes of noise (i.e., Class A, Class B, Class C or Class D) and identifies noise regulation standards based on those classes. Certain noise sources are prohibited and the ordinance establishes an enforcement process. Nuisance noise such as amplified sound, noise associated with residential living, equipment noise, and noise associated with sporting and recreational activities are specifically addressed by the Noise Ordinance. Specific Noise Ordinance requirements and standards are identified in the Plan section of the Noise Element.

California Environmental Quality Act Guidelines

The California Environmental Quality Act (CEQA) was adopted by the state legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. Excessive noise is considered an environmental impact under CEQA. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the noise impacts associated with public and private development projects.

California Noise Insulation Standards (Title 24)

The California Commission on Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 establishes an interior noise standard of 45 dBA for residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures that are to be located within noise contours of 60 dBA or greater from freeways, major streets, thoroughfares, rail lines, rapid transit lines or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dBA or lower.

Existing Noise Levels

The existing noise levels in the community are 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, residential and recreational uses, and landscape maintenance equipment.

Transportation Related Noise

Noise from transportation related activity is the primary source of noise in the planning area. The four major sources of transportation related noise in Salinas are:

- Ø Traffic on Highways 101, 68 and 183;
- Ø Traffic on major arterial roadways within the City;
- Ø Train movement on the Union Pacific Railroad line; and
- Ø Flight activity at the Salinas Municipal Airport.

Vehicular Traffic

As depicted on **Figure 5.3-1**, the most prevalent and consistent noise in the planning area is generated by vehicular traffic along U.S. 101, which north of Boronda Road currently handles approximately 68,500 average daily trips. The maximum existing noise level along U.S. 101 averages approximately CNEL = 80.5 dB at distance of 50 feet from the roadway centerline. Vehicular traffic along Blanco, E. Boronda, Davis and N. Davis, and E. and W. Laurel also significantly contributes to the existing noise level within the planning area. The average daily trips on these roadways range from approximately 4,200 to 43,400. The current noise levels 50 feet from the roadway centerlines of these roadways range from a low of approximately CNEL = 64.0 dB on E. Boronda to a high of CNEL = 75.0 dB on Blanco and E. Boronda.

Railroad Operations

Railroad operations along the Union Pacific Railroad contribute to existing noise levels within the community. As shown in **Table 5.3-4**, currently, land uses within 250 feet of the train tracks may experience noise levels in excess of 65 dB.

Table 5.3-4
Distance to Existing and Future Rail Line Noise Contours

	Distance From Track Center to CNEL Contour			
	75 dB	70 dB	65 dB	60 dB
Tracks At Grade	-	100'	250'	550'

- not applicable

Source: Weiland Associates, 2002.

Figure 5.3-1 existing noise contours

Aircraft Operations

The Salinas Municipal Airport is located in the southeastern portion of the planning area. As depicted in **Figure 5.3-2**, a few areas within the immediate vicinity of the airport are subject to noise levels in excess of 65 dB.

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Exposes persons to or generates noise levels in excess of the standards established in the General Plan, Zoning Ordinance, or Noise Ordinance, or applicable standards of other agencies, including California Noise Insulation Standards (Title 24);
- Exposes persons to or generates excessive groundborne vibration of groundborne noise levels;
- Creates a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Creates a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Exposes people residing or working in the project to excessive noise levels associated with public and private aircraft operations.

ENVIRONMENTAL IMPACT**Construction Activities**

Implementation of the Salinas General Plan would result in additional development within the planning area, which would generate noise associated with construction activity. Noise from construction activity would have the potential to impact noise sensitive land uses adjacent to construction sites.

Figure 5.3-2 airport noise contours

Figure 5.3-3 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 dBA to 105 dBA, resulting in a significant impact where noise sensitive land uses adjoin construction sites. This is considered a potentially significant noise impact. Although construction activities will result in a noise impact at such locations, this impact will be short-term in nature and will cease upon completion of construction. Additionally, implementation of Mitigation Measure N1 will reduce this impact to a level less than significant. Mitigation Measure N1 requires the City to ensure that all construction activities comply with the limits established in the City noise regulations.

Transportation Related Noise

Vehicular Traffic

Implementation of the Salinas 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 F-1 in Appendix C** of this EIR summarizes the noise levels along roadways within the planning area due to development allowed under the General Plan as distributed to the proposed Circulation Element roadway network (Buildout with \$210 Million Improvements). Future noise levels within 50 feet of the roadway centerlines of major streets in the planning area are projected to range from approximately 59.0 dB on Central Avenue to 76.5 dB on Blanco Road. U.S. 101 will continue to be the primary noise source with noise levels reaching a high of 81.0 dB at a distance of 50 feet from the roadway centerline.

As shown in **Tables F-2, F-3, and F-4 in Appendix C** of this EIR, future noise levels along these roadways under the three other Circulation Element scenarios analyzed (Buildout with Prunedale Bypass and Eastside Expressway, Buildout without Roadway Improvements, and Buildout with the Prunedale Bypass) are anticipated to be similar to the proposed Circulation Element scenario. As shown in these tables, land uses within 50 feet of the roadway centerlines will experience similar noise levels under each scenario. Most noise levels along the major roadways within the community are expected to be within 0.5 dB of each other under either scenario. As can be expected, the highest noise levels occur in the Buildout Without Improvements scenario, with the greatest increases in CNEL occurring along N. Davis Road and Abbot Street, at 7.5 dB and 7.0 dB respectively.

Figure 5.3-3 Construction equipment noise levels

Figure 5.3-4 depicts the CNEL contours generated by the projected traffic volumes distributed to the proposed Circulation Element roadway network. As identified in **Figure 5.3-4**, certain portions of the City will be subject to noise levels exceeding the City's noise standards. This may result in existing development and future development areas being exposed to excessive noise levels. This is considered a potentially significant impact. Because the noise contours of each alternative Circulation Element scenario (Buildout with Prunedale Bypass and Eastside Expressway, Buildout without Roadway Improvements, and Buildout with the Prunedale Bypass) are similar to the proposed Circulation Element scenario, these scenarios would also result in a significant noise impact due to vehicular traffic. Mitigation Measure N5 requires the City to reduce the impact of vehicular noise affecting existing residential development through the addition of noise reduction methods such as sound walls, berms, or others. Mitigation Measure N2 requires the City to review development proposals per the California Environmental Quality Act (CEQA). Implementation of Mitigation Measures N2 and N5 will reduce this impact to the extent feasible; however, there is no guarantee that existing development within the noise impact contours will be retrofitted to reduce the noise impacts to a level less than significant. Because of this future noise impacts associated with vehicular traffic will remain significant and unavoidable.

Railroad Operations

According to the Union Pacific Railroad, no change to train service or schedules has been identified to occur in the foreseeable future; therefore, noise levels generated by the train will remain the same as under existing conditions where land uses within 250 feet of the train tracks may experience noise levels in excess of 65 dB. Because the proposed General Plan may allow development and redevelopment to occur within areas with noise levels exceeding 65 dB, the proposed General Plan may result in a potentially significant impact. Implementation of Mitigation Measure N2 as described above will reduce this impact to a level less than significant.

Airport Operations

The proposed General Plan may allow development to occur within the Salinas Airport 65 dB or greater noise contours. This is considered a potentially significant impact. Implementation of Mitigation Measures N2 and N3 will reduce this impact to a level less than significant. Mitigation Measure N2 requires the City to review development proposals per the California Environmental Quality Act (CEQA). Mitigation Measure N3 requires the City to amend the General Plan policies and programs to correspond with any update of the Airport Master Plan.

Figure 5.3-4 future noise contours

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/community centers. These types of uses may occur throughout the planning area. This is considered a potentially significant impact. Implementation of Mitigation Measures N2 and N4 will reduce this impact to a level less than significant. Mitigation Measure N2 requires the City to review development proposals per the California Environmental Quality Act (CEQA). Mitigation Measure N4 requires the City to limit the delivery or service hours for stores and businesses and only approve exceptions if full compliance with the nighttime limits of the noise regulations is achieved.

MITIGATION MEASURES

- N1. The City will apply Implementation Program N-3 during the construction phase of proposed projects within the community. Implementation Program N-3 requires 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, Salinas Zoning Code, and Chapter 21A of the Municipal Code).
- N2. The City will apply Implementation Program N-1 during the review phase of discretionary development proposals. Implementation Program N-1 requires the City to review 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 (per Figures N-1 and N-2 of the Noise Element) shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Code, Noise Ordinance, the Noise Contours Map (Figures N-1 and N-2 of the Noise Element), and Tables N-3 and N-4 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.
- N3. The City will apply Implementation Program N-4 in concert with the update of the Salinas Airport Master Plan. Implementation Program N-4 requires the City to review and revise as necessary Table N-4, Figure N-2, and the goals, policies and noise plan within the General Plan Noise Element to correspond with any update to the Salinas Airport Master Plan.
- N4. The City will apply Implementation Program N-2 on an ongoing basis. Implementation Program N-2 requires the City to limit delivery hours for stores

and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. The City can only approve exceptions if full compliance with the nighttime limits of the noise regulations is achieved.

N5. The City will implement Implementation Program N-5 which requires the City to reduce the impact of vehicular noise affecting existing residential development through the addition of noise reduction methods such as sound walls, berms, or others.

IMPACT AFTER MITIGATION

Construction Activities

Implementation of Mitigation Measure N1 will reduce the potential impact associated with construction activities to a level less than significant.

Transportation Related Noise

Implementation of Mitigation Measures N2, N5 and N3 will reduce the potential impacts associated with transportation related noise to the extent feasible; however, vehicular generated noise impacts will remain significant and unavoidable. Impacts associated with the airport and railroad will be reduced to a level less than significant.

Stationary Noise

Implementation of Mitigation Measures N2 and N4 will reduce the potential stationary noise impact to a level less than significant.

5.2 TRAFFIC/CIRCULATION

The information contained in this section is summarized from the *City of Salinas General Plan Circulation Element and Environmental Impact Report Traffic Study* prepared by Higgins Associates (June 2002). This study is contained in **Appendix B** of this EIR. Higgins Associates used the *Existing Conditions Traffic and Circulation - City of Salinas General Plan Update* report (“Existing Conditions Report”) prepared by DKS Associates (May 2000) for the existing conditions analysis. This report is included as **Appendix A** of the Higgins Associates report.

An evaluation of the existing transportation system was conducted as part of the Higgins Associates report. It was primarily based upon average daily traffic on selected road segments because an extensive evaluation of existing conditions was previously performed by DKS Associates in the “Existing Conditions Report.” The Existing Conditions Report analyzed 60 intersections throughout the city for am and pm peak hour Levels of Service and recommended a variety of improvements to mitigate existing deficiencies. Roadway segment Levels of Service were also reported for a total of 97 road segments.

A modeling effort on future traffic impacts was performed as a part of the Higgins Associates traffic report in order to evaluate various land use and transportation network alternatives in the City and in the region. A detailed discussion of the methodology and results is provided in **Appendix B**. The forecasting model utilized for this analysis is the AMBAG Three County Travel Demand forecasting model. The model was used because of the significant effect of regional transportation improvements located outside the city on network infrastructure within the city. In addition, the model has the ability to replicate travel patterns that either only begin or end in the City of Salinas or are through traffic that has both their origins and destinations external to the City.

A single land use alternative was analyzed for future conditions. Street and road improvements were analyzed under three regional network alternatives, as discussed under the Environmental Impacts section. The City network projects were analyzed with regard to their ability to accommodate traffic demand from the proposed General Plan land use buildout. In addition, level of service (LOS) analysis was performed on selected freeway segments, ramps and arterial segments within the City of Salinas, the sphere of influence, and surrounding areas. Analysis was performed for existing network conditions and all the network alternatives.

ENVIRONMENTAL SETTING

Roadway System

Existing Traffic Volumes and Levels of Service

Figure 5.2-1 indicates the existing average daily traffic on many of the major street segments within the City. **Table 5.2-1** tabulates the major streets including collectors, arterials, rural highways, and U.S. 101. It includes sections that are freeway and sections that are expressway. This table indicates each roadway's number of travel lanes, facility type and direction of travel (i.e., roadway orientation). Existing annual average daily traffic is also provided. The volumes reported include counts performed in 1998 and 1999 during the time of the preparation of the Existing Conditions Report. Traffic counts reported in 1999, 2000 and 2001 are also provided. The 1999 counts in the second column pertain to the most recent data available from Caltrans for certain roadways in North Monterey County. The corresponding LOS for these count years is also provided. Finally, a column is provided indicating the traffic volumes estimated by the travel forecasting model used for predicting future traffic volumes. These volumes indicate what the model calculates for these road segments based upon the network travel characteristics as well as existing land uses based on the 2000 census. They can be compared to actual counts to determine the accuracy of the model for predicting existing travel behavior in the City of Salinas. A comparison of virtually all segments indicates a very close correlation between actual counts and volumes predicted by the model. Again, levels of service corresponding with traffic model volumes are provided. Substandard service levels are highlighted.

Level of Service 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. **Appendix D-1** and **D-2** of the Higgins Associates report provide descriptions of road segment levels of service and the planning level volume thresholds for each level of service.

The existing Levels of Service are based upon LOS threshold volumes calculated by DKS Associates as part of their Existing Conditions Report included in **Appendix B**. These are planning level volumes and are based upon various assumptions for percentage of traffic in the peak hour, directional split on the roadway and other factors associated with travel lane widths, percentage trucks, signal spacing and a variety of other characteristics that could affect the individual capacity and LOS for each individual roadway. These thresholds have been established as reasonably accurate for program level planning purposes.

Figure 5.2-1

Table 5.2-1

Table 5.2-1

Table 5.2-1

Table 5.2-1

Table 5.2-1

The City of Salinas established a LOS D as an acceptable LOS in the previous General Plan. LOS C was established as the acceptable LOS for conditional growth areas, which are generally located in the north and easterly areas of the city where new development has been taking place over the past 10 years and is planned for the future. The currently proposed General Plan includes a threshold of LOS D throughout the City, with no LOS C standard anywhere in the City of Salinas.

Caltrans has established a point between Levels of Service C and D as their LOS standard. Caltrans has intentionally not defined a precise LOS standard. This is in order to maintain flexibility to apply a more or less stringent standard for individual situations. It can generally be assumed that LOS “D+” is acceptable.

Currently Deficient Roadways

A number of roadways currently operate at LOS D. These are marginally acceptable but will reach unacceptable levels of service in the near future. They include West Laurel Drive immediately east and west of Highway 101, East Laurel Drive between Natividad Road and Constitution Boulevard, East Market Street east of Monterey Street, East Market east of Highway 101 and Highway 101 north of Boronda Road.

Highway 101 north of Boronda Road is a Caltrans facility. Caltrans LOS standards, therefore, apply. The planning level threshold for LOS D for a four lane freeway is 69,000 vehicles per day. LOS C is 57,000 vehicles per day. Existing volumes, based upon the traffic model, are actually near the E end of LOS D. This, therefore, is currently operating at an unacceptable LOS and warrants widening to a six-lane freeway. Six lanes are planned for this segment as a part of the Highway 101 Prunedale Bypass (Caltrans Alternative 4E, discussed as Circulation Alternative 2 in this EIR) as well as the potential upgrade of the existing Highway 101 through Prunedale to a freeway (discussed as Circulation Alternate 1 in this EIR). Caltrans, the Transportation Agency for Monterey County (TAMC), Monterey County and City of Salinas, as well as other affected local agencies are in the process of identifying the preferred alternative for improvements along the Highway 101 corridor through North Monterey County north of the City of Salinas at the present time. A total of \$210,000,000 has been earmarked for this project. On the other hand, the upgrade of the existing alignment as well as the Prunedale Bypass is estimated to cost over \$550 million. Securing the additional funding or developing a scaled down project is currently being investigated by these agencies. It is hoped that a feasible project can be identified and that construction can take place within the next 10 years to provide some traffic relief in this corridor.

Several streets in the City of Salinas currently operate LOS E or F. They are as follows:

1. **Abbott Street**, south of John Street, currently operates at LOS E and is an undivided four lane arterial. Traffic volumes declined from 1998/1999 to 2000/2001 on this roadway segment. This is possibly due to the relocation of the auto-dealers from Abbott Street to the new auto center located at the southwest quadrant of the Highway 101/Boronda Road interchange. The provision of left turn channelization at major intersections and driveways along this street would

result in LOS C being achieved. Parking must be prohibited where median left-turn lanes will be added.

2. **Blanco Road** currently operates at a LOS E west of and immediately east of Davis Road. This is a primary commuter route between the Monterey Peninsula and the City of Salinas. It is currently a two lane rural highway west of Davis Road. It is planned for widening to a four lane highway in the future. This widening project has been identified as a needed improvement in the Monterey County Regional Transportation Plan prepared by TAMC, however full funding for this improvements has not been secured.
3. **East Boronda Road** currently operates at a LOS E to F on its two lane section between San Juan Grade Road and Constitution Boulevard. This is a roadway that is planned to be widened in the future to a six lane expressway. When this roadway is widened in the future, it will operate at an acceptable LOS A or B with existing volumes.
4. **Davis Road** between Blanco Road and Market Street (State Route 183) currently operates at LOS F. Davis Road is a two-lane rural highway in this area. The existing congestion could be mitigated by widening the existing Davis Road to four lanes. The City of Salinas and County of Monterey are planning a Western Bypass that will result in the existing Davis Road becoming a frontage road. The Western Bypass will divert the vast majority of traffic from Davis Road onto this four-lane expressway. Davis Road would then operate well within an acceptable LOS.
5. **Davis Road** currently operates at LOS E on its existing four-lane section just south of West Laurel Drive. This can be remedied to some extent by traffic signal timing optimization. The City of Salinas is in the process of completing a Congestion Mitigation and Air Quality Grant (CMAQ) project to coordinate traffic signals along Davis Road and Laurel Drive in the vicinity of the Highway 101/Laurel Drive interchange, which will improve traffic operations in this area. Additional improvements in traffic operations can be achieved by adding capacity on side-street approaches and by providing better channelization for left-turn movements. Monterey County, in cooperation with the City of Salinas, is in the process of planning the Rossi Street extension from Davis Road westerly to Boronda Road in the southern portion of the Boronda area. This will relieve traffic volumes on Calle Del Adobe and Post Drive in the vicinity of this impacted segment of Davis Road. Ultimately, Davis Road will need to be widened to six lanes. Alternatively, the Western Bypass would be needed to divert traffic from Davis Road.
6. **John Street** west of Highway 101 currently operates at LOS D as a four-lane undivided arterial. The model predicts traffic volumes slightly higher than the actual counts, which would correspond with LOS E based upon planning thresholds. This section of roadway is marginally acceptable at the present time. The implementation of left-turn channelization at some of the major private

driveways along this section of roadway would result in a significant improvement in traffic operations and ensure an acceptable LOS.

7. **Laurel Drive** operates at LOS E east of Highway 101. Left turn channelization at major intersections and driveways would result in LOS C or better. As discussed for Davis Road, just south of Laurel Drive, the City of Salinas is completing signal coordination improvement studies that will partially improve the LOS at the Highway 101 interchange. Ramp widening and channelization improvements at the interchange are also planned that will improve traffic operations. In the future, the Alvin Drive undercrossing would divert traffic from Laurel Drive, which would result in an acceptable LOS with no improvements to the segment of Laurel Drive.
8. **North Main Street** is operating at a LOS E between Market Street and Bernal Drive. A review of historic traffic volumes indicates that traffic volumes were actually higher several years ago than in the most recent counts. The City of Salinas is in the process of evaluating methods of increasing capacity along this corridor. One method is to add capacity on the Rossi Street approaches at Main Street, which would allow more signal green time to be allocated to Main Street. Signal coordination is also being considered. A further option is to eliminate on-street parking and provide a third travel lane in the northbound direction to accommodate the heavier peaks that are experienced in the evening peak-hour period.
9. **Highway 101** currently operates at a LOS F north of the Russell/Espinosa intersection, where it is a four-lane conventional highway. As discussed earlier, TAMC and other affected local agencies are in the process of trying to implement appropriate improvements along Highway 101 or by constructing a bypass to relieve existing congestion and safety deficiencies along this corridor.

In addition to implementing capacity improvements, the City of Salinas also has policies to reduce traffic demand. This is accomplished by providing pedestrian and bicycle facilities, **coordinating with AMBAG's Commute Alternatives program**, participating in the Monterey Salinas Transit District to provide city-wide bus service and is actively involved in bringing Caltrain service to the City of Salinas and Monterey County to provide for commuters to Santa Clara County.

The City of Salinas has received a number of inquiries regarding cut-through traffic in residential neighborhoods. The City is in the process of developing neighborhood traffic calming and traffic management policies in order to systematically and consistently evaluate traffic operations in residential areas throughout the City. The City is in the process of testing various traffic calming strategies and is planning on implementing traffic calming measures throughout the City as the policies are developed and priorities are established.

Roadway Design and Safety

The City has adopted parking standards as part of its Zoning Ordinance. As new development is proposed, the City reviews the project to ensure that adequate off-street parking is provided, as required by City ordinance. The City also uses the State of California Department of Transportation Highway Design Manual and the City's Subdivision Ordinance (Salinas Municipal Code Chapter 31) to ensure that the design of future roadways provides for safe passage of both vehicular, as well as bicycle and pedestrian circulation. The Fire Department applies the Fire Code to ensure adequate emergency access to new development projects.

Bus System

Local and intercity public transit is provided by Monterey-Salinas Transit (MST), which essentially serves all of Monterey County. According to the 1997 MST Operational Analysis, MST operates a total of eight lines through Salinas, as depicted in **Figure 5.2-2**. Much of the community is located within a quarter mile radius of a busline. MST considers frequency increases in Salinas its "highest priority" as resources become available.

Rail Service

While bus service remains the predominate form of public transportation in Salinas, efforts are currently underway to extend Caltrain commuter rail service from Gilroy to Salinas and Monterey County. In August 2000, the Governor set aside \$20 million in the State transportation budget for this purpose. This capital set-aside represents a significant portion of the necessary funding. Due to the strong potential for new intercity and commuter rail service to and through Salinas in the future, the City developed an Intermodal Transportation Center (ITC) at the existing Amtrak station.

Bicycle and Pedestrian System

The existing bicycle network in Salinas consists of over 55 miles of Class I, II, or III bikeways, which cover significant portions of North, South, and East Salinas. Once future improvements are completed in accordance with the City's adopted Bikeways Plan, there will be a total of approximately 85 miles of bikeways. **Figure 5.13-4** depicts existing and planned bikeways in Salinas. Once completed, the bikeway network will connect every neighborhood to the downtown, as well as to employment, shopping, cultural, educational, and recreational facilities. The City also requires new development and redevelopment/revitalization projects to provide pedestrian facilities within the project, such as sidewalks.

Figure 5.2-2

Salinas Municipal Airport

The Salinas Municipal Airport is located in the southeastern portion of the City. The Airport is a general aviation airport serving single and twin engine and corporate jet aircraft and helicopters. The Airport provides support to the surrounding agricultural industry by allowing the operation of agriculture-related equipment, such as helicopters, and the corporate aircraft owned by some agricultural operations. A Master Plan has been adopted for the airport, as well as the Monterey County Airport Land Use Plan.

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 D for roadway segments, as defined in **Table 5.2-2**;
- Exceeds a level of service standard established by the county congestion management agency for designed roads or highways;
- 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 5.2-2
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
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
<p>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.</p> <p>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.</p> <p>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.</p> <p>Source: <i>Highway Capacity Manual, Special Report 209</i>, Transportation Research Board, 1985.</p>					

ENVIRONMENTAL IMPACT

Development pursuant to the proposed General Plan will result in an increase in vehicular trips in the planning area. The proposed General Plan allows a LOS of D or better for all City roadways, including new roadways within the Future Growth Area. The allowable LOS has been reduced from C to D for the Future Growth Area compared with the adopted General Plan for several reasons. The costs of building and maintaining facilities large enough to meet LOS C standards are prohibitive, especially considering it would be for three short (peak-- a.m., p.m., noon) periods per day. Because the roadways will need to be wide in order to meet the LOS C standards, there are also potential impacts associated with building the facilities, such as the need to remove buildings or landscaping. Finally, wide streets conflict with *New Urbanism* principles, with smaller roadways to allow for a more pedestrian-friendly, walkable community.

For planning purposes, three circulation alternatives are analyzed in this section to provide for a circulation system that meets the needs generated by the proposed General Plan land use plan. All of the alternatives propose the same local City circulation system. The differences between the three alternatives relate to regional circulation improvements. Since the current regional transportation planning process has not decided on a preferred circulation improvement plan to relieve congestion on Highway 101, the three alternatives are analyzed to allow the City decision makers to choose any one of the three circulation alternatives for the General Plan.

For buildout conditions, which are expected to occur after 2020, the proposed General Plan land uses were analyzed for each alternative. The same General Plan land use plan was used for each alternative. An analysis and comparison of the existing and the proposed Circulation Elements is provided in **Section 6.0 Alternatives**. A detailed description of the modeling assumptions used for the traffic model is included in **Appendix B**.

The following provides a description of the three circulation alternatives:

Alternative 1 - “210 Scenario” – Caltrans has been planning a freeway through Prunedale to either upgrade the existing Highway 101 or replace it with a new freeway to the east. The cost for the freeway upgrade or new freeway is estimated to be over \$550 million. Due to current funding limits, Caltrans has developed an alternative to provide safety and operational improvement on the existing Highway 101 through Prunedale. This alternative would utilize the limited amount of funding that has been allocated for Highway 101 through North Monterey County. This alternative is known as the “210 Scenario” because \$210,000,000 is the preliminary budget limit for this improvement.

It primarily involves upgrading the existing alignment of Highway 101 to a freeway from Russell Road to the Highway 156 interchange. It includes a new interchange at the existing Highway 101/Crazy Horse Canyon Road intersection, a southerly interchange near White Road with a direct connection to between Russell Road - Espinosa Road and the extension of North Main Street to Berta Canyon Road in Prunedale. A number of major network improvements in and near the City of Salinas are also included in this alternative. Funded network improvements in the Monterey County Regional Transportation Plan (RTP) such as Highway 156 widening, are also included in this analysis and all future alternatives below.

Alternative 2 - Prunedale Bypass – This alternative involves the implementation of Caltrans Alternative 4E, which is the Highway 101 Prunedale Bypass through North Monterey County. The Bypass would depart from the existing Highway 101 at the Russell Road/Espinosa Road intersection and traverse undeveloped areas east of Prunedale and connect with Highway 101 at the north end of Prunedale at Crazy Horse Canyon Road/Echo Valley Road. A new freeway to freeway interchange would be provided at both the northerly and southerly connections. The network for this alternative includes the funded projects listed in the RTP.

Alternative 3 - Prunedale Bypass and Eastern Expressway – This alternative includes the Prunedale Bypass as described above plus the construction of a new expressway connecting with a new interchange at Highway 101/ Harris Road. The alignment would be just outside the existing city limits on the southeast side of Salinas. It also generally follows the existing Old Stage Road alignment on the east side of Salinas and connects at the mid-point of the Prunedale Bypass with a new interchange. The network for this alternative includes the funded projects listed in the RTP.

Since the differences between the three alternatives relate to regional transportation improvements, the following discusses some of the major regional roadway impacts and improvements that were analyzed as part of the traffic analysis for the proposed General Plan.

1. Highway 101 Through Salinas

Today, a significant demand is placed on Highway 101 between Main Street and Russell Road. Continued growth in local trips and increased numbers of through trips will exceed the capacity of Highway 101 on this segment. In the future, if there is no additional highway capacity on Highway 101, nor a Western Bypass, nor an Eastern bypass with a connection to the Highway, then travel demand for Highway 101 will certainly lead to adverse conditions in the mainline. Highway 101 through Salinas will require six (6) lanes in addition to some auxiliary lanes. Daily traffic volumes on the mainline could reach 80,000 vehicles per day (vpd) by 2020. All together, daily vehicles on Highway 101, North Main Street, the West Side Bypass and Davis Road could exceed 130,000 vpd. Please see **Table 5.2-3**, U.S 101 Daily Traffic Volume Summary.

Moreover, without additional capacity, downtown streets such as Main Street, West Market Street, and John Street will deteriorate in the peak hour and some off peak periods of the day. Mitigation could become very costly in the City. Limited capacity on the mainline will also lead to traffic problems on collector roads and intersections in the City's residential neighborhoods and other streets, such as Blanco Road and Davis Road.

In 1990, the Route 101 Interchange Study, prepared by TAMC, identified level of service problems at all the interchanges along Highway 101 in Salinas. Since that time, the LOS on ramps and merge areas has further deteriorated. The *Prunedale Freeway Operational Analysis* (2001) reported by Caltrans, shows degradation on the mainline between Laurel Drive and Boronda Road as well as Boronda Road and Espinosa Road-Russell Road. The study also shows critical intersection failures in the Highway 101 corridor at North Davis Road and West Laurel Drive, Highway 101 and Espinosa Road and North Main and Russell Road. Other recent studies show failures at the Airport Road interchange and the Sanborn interchange. The AM peak hour may have as many as 12 percent trucks at these locations. East-west arterials serving the interchanges in the Highway 101 corridor also have important capacity and travel demand issues including: Sanborn Road, Airport Road, Main Street, Laurel Drive and Boronda Road.

Increased capacity on Highway 101, additional east-west arterial connections and interchange improvements can mitigate the potential for adverse impacts caused by

growth. Moreover, a Western Bypass and an Eastern Bypass could lead to important reductions in traffic throughout the City.

Table 5.2-3

2. *Boronda Road Widening to Six Lanes from San Juan Grade Road to Williams Road*

By 2020, daily traffic volumes on East Boronda Road could reach 60,000 vpd near US 101. Today, about 42,000 vpd traverse East Boronda Road between North Main Street and Highway 101. Similarly, future volumes could range from 24,000 vpd to 37,000 vpd on Boronda Road at selected locations between San Juan Grade Road and Williams Road. Six lanes will be required to maintain Boronda Road at LOS D or better. Moreover, additional east-west arterial capacity will also be required to maintain Boronda Road at LOS D or better. In the buildout network for the proposed General Plan, the Russell Road Extension to Old Stage and the Alvin Drive Undercrossing of Highway 101 provide two opportunities to maintain East Boronda Road at LOS D or better. In the absence of additional east-west service, Boronda Road between Natividad Road and Highway 101 will operate below standard.

3. *The Western Bypass*

The Western Bypass could have important regional and local benefits. Travel demand is projected to be between 20,000 and 30,000 vpd at various locations along the Western Bypass. Through trips that use local arterial streets such as Main Street and Laurel Drive could be diverted to the Bypass. Similarly, the Bypass could divert regional traffic off Highway 101 between the interchanges at Boronda Road and Main Street. Significant traffic reductions on Davis Road will occur, precluding the need to widen Davis Road.

The Western Bypass will present planning and design problems. A connection on the north end of the Bypass with Highway 101 at Espinosa Road through prime agricultural land is strongly discouraged. The connection at Boronda Road interchange may require an additional lane on the northbound loop ramp and a northbound auxiliary lane between Boronda Road and Russell Road to accommodate the travel demand. Conversely, a flyover ramp over Boronda Road and on to the northbound direction of Highway 101 could be too costly. On the west side of the interchange, the southbound off ramp to the Bypass can be widened and free flow movements are achievable.

Several considerations pertain to east-west arterial connections with the Western Bypass. A connection with Calle Del Adobe is prohibitive due to the historical significance of the Adobe. Connections with other east-west arterials are required to conveniently attract an adequate numbers of vehicle trips to justify the Bypass costs. This must be done without further impacting Boronda Road and Laurel Drive, City arterial streets already reaching capacity. These include: 1) Laurel Drive; 2) Auto Center Circle Extension; 3) Alvin Drive undercrossing with a connection to Westridge Parkway; 4) Rossi Street extension; 5) West Market Street; (Hwy 183) interchange; 6) West Acacia Street; and 7) an intersection with Blanco Road. Other factors that affect traffic loading on the Western Bypass are Blanco Road widening to four lanes between Davis Road and the City of Marina. Existing Davis Road between Highway 183 and west Blanco Road is downgraded to a collector street with a speed of 35 mph and is terminated at Ambrose Drive. A major design issue that will be encountered is the method for the Bypass cross Highway 183 and the Union Pacific railroad tracks, if the interchange on Davis Road

cannot be used. A bridge for the Western Bypass similar to the existing Davis Road structure will be expensive.

An abbreviated version of the Western Bypass was tested with the northerly endpoint at the Boronda Road interchange and the southerly endpoint at the junction of Rossi Street extension. This scaled down Bypass did not extend to Highway 183. The traffic loading would be insignificant and is not considered justifiable based on the minimal benefits compared with the relatively high cost. This reduced alternative was not considered a viable improvement to handle long term traffic demand.

4. The Russell Road Widening and Extension to Old Stage Road

Today, a major deficiency in the City of Salinas Circulation System is the absence of an east-west arterial and another interchange at Highway 101 other than Boronda Road to serve development in the Northeast area. Deficiencies on existing east-west segments and intersections within the Highway 101 corridor are critical in south and north Salinas. The Russell Road extension to Old Stage Road as a four lane arterial will provide the much needed traffic relief on existing east-west streets in North Salinas including Boronda Road, Russell-Espinosa and Laurel Drive. Under the proposed General Plan Update at buildout, the Russell Road extension could remove up to 25,000 vpd from the existing east-west traffic grid in North Salinas. Traffic loading on Russell Road between Natividad Road and Highway 101 is noteworthy: about 26,000 vpd each way. At a minimum, 10,000 vehicles could be removed from the interchange of Highway 101 at Boronda Road at build out with the Russell Road extension. The Russell Road widening and extension combined with improvements in the Highway 101 corridor to the north and to the south could have the most positive outcome in Salinas' circulation system.

5. Old Stage Road Widening between Williams Road Natividad Road

The Old Stage widening project will facilitate local travel from East Salinas to the Russell Road extension and thereby reduce travel through the City. Without any improvements in the Highway 101 corridor in Salinas and Prunedale, Old Stage Road will take on regional and local significance. Again, depending upon whether or not there are regional network capacity improvements in the Highway corridor, traffic could increase from about 1,000 vpd today to over 8,000 vpd on Old Stage Road. Old Stage Road is an important alternative to Highway 101 for trips traversing the Salinas Valley. If Highway 101 north of Salinas is increasingly congested, local and regional trips will divert to Old Stage Road.

6. Alvin Drive Undercrossing

The Alvin Drive Undercrossing of Highway 101 to the Western Bypass will reduce east-west traffic on Boronda Road and Laurel Drive. A connection to Westridge Parkway, west of Davis Road, will enable easy access to important shopping attractions for trips that originate in North and East Salinas. For a detailed discussion, refer to *Alvin Drive/US 101 Northbound Temporary Slip Ramps* (1993) by DKS and Associates. Traffic that originates in East Salinas and currently uses Boronda Road and Laurel Drive

could divert to the Alvin Drive Undercrossing. The model analysis shows that 16,000 vpd will use the Alvin Drive Undercrossing. Important benefits will be realized at the following intersections: Laurel Drive and Adams Street, West Laurel Drive and Davis Road, North Main Street and Boronda Road, and Harden Ranch Parkway at North Main Street. Other benefits may include a reduction in cut through traffic in north Salinas neighborhoods. If no other east west arterial is added to the network, such as the Russell Road extension, traffic on the Alvin Drive Undercrossing could easily exceed 20,000 vpd. On the other hand, if the Alvin Drive Undercrossing is connected to both the Western Bypass and Davis Road, traffic loading may not be significant enough to justify the cost.

7. *The Eastern Bypass between Harris Road Interchange and Boronda Road*

In this study, a regional Eastern Expressway was tested that would traverse the foothills of the Gabilan Mountains and divert through trips around the City of Salinas. However, an abbreviated version of an Eastern Bypass was maintained in the modeling analysis that would extend from Harris Road at Highway 101 to Boronda Road at Williams Road. This Eastern Bypass would be incremental toward the regional Eastern Expressway. Under the proposed General Plan at build out, the Eastern Bypass could remove up to 20,000 vpd from the existing east-west traffic grid in South Salinas. Connections between the Eastern Bypass and Moffett Street and Alisal Road are important linkages for traffic loading to occur. In addition, a significant new interchange at Harris Road and Highway 101 is proposed in the analysis that could accommodate freeway to expressway volume movements. Like the Russell Road extension in North Salinas, the abbreviated version of the Eastern Expressway will mitigate intersection problems in the Highway 101 corridor in the south including: Airport Boulevard, Sanborn Road, John Street and Williams Road.

8. *The Rossi Street Extension and the East Rossi Street Widening*

The Rossi Street extension westerly from Davis Road to the Western Bypass could carry about 10,000 vpd. In the absence of the Western Bypass, the Rossi Street extension to either Madison Lane or West Boronda could result in about 9,000 vpd. The travel demand for Rossi Street further increases with improved operations and widening of East Rossi Street between Sherwood and North Main Street. The modeling analysis suggests that improved service between Sherwood Drive and the Boronda neighborhood will result in significant loading. Additional benefits include reduced travel on East Market Street between Pajaro Street and Lincoln Avenue and Main Street between Highway 101 and downtown. Other benefits include decreased traffic at the West Laurel and Davis interchange.

9. *The Bernal Drive and Constitution Blvd. Extensions in Carr Lake*

The General Plan Update proposes to extend Bernal Drive at Sherwood Drive to an extension of Constitution Boulevard in Carr Lake. Constitution Boulevard is extended from East Laurel Drive to Kern Street. Travel demand on the Bernal extension is about 2,700 vpd. Travel demand was estimated to be about 5,700 vpd on the Constitution

Boulevard extension. Although the traffic loading on the network may not appear substantive to warrant their construction, there will be traffic relief at the intersection of Laurel Drive and Natividad Road, already operating at LOS E. Traffic volumes on Natividad Road could reach 40,000 under the build out plan. In addition, benefits will occur on Sherwood Drive and North Main Street. Alternative Constitution Boulevard connections with Kern Street and Highway 101 should be considered when planning for this improvement in order to maximize the usage of the facility.

10. Airport Road Interchange and Flyover

Today, high volumes of traffic use the narrow east-west flyover of Highway 101 at the Airport Road Interchange. There are currently substantial ramp storage issues and ramp geometry problems. Moreover, its close proximity to the Sanborn Road interchange causes operational and safety issues on Highway 101. At General Plan buildout, the new interchange proposed by Caltrans will accommodate the increased travel anticipated on the flyover bridge and on the northside ramps. Under the Eastern Expressway alternative, traffic will be diverted from this Airport interchange to the future Harris Road interchange. Traffic diversions may be significant enough to reduce some of the needed improvements at Airport interchange. For example, trucks will continue to use the Highway 101 corridor and Airport interchange to access the freight loading and unloading facilities in South Salinas rather than use the Eastern Expressway and the Harris Road interchange. Trips to and from this area that use this interchange are unique because they typically originate in the Bay Area or they are traveling across the United States on the Interstate system

Future Roadway System

Local Roadway System

Alternative 1 - "210 Scenario"

The "210 Scenario" includes upgrades along the existing Highway 101 between the Russell Road-Espinosa Road intersection and Highway 156 in north Monterey County to create a four-lane freeway and eliminate nearly all of the at-grade access on this existing conventional highway. The two existing northbound Highway 101 travel lanes would be converted into a two-lane frontage road that would serve as an extension of Main Street north of Boronda Road. The four-lane freeway would be constructed immediately west of the existing northbound Highway 101 travel lanes. Major interchange improvements would be constructed at the existing Highway 101/Highway 156 interchange. An interchange at Highway 101/Crazy Horse Canyon Road-Echo Valley Road and on the existing Highway 101 just north of Russell Road – Espinosa Road would be constructed.

The Western Bypass is another major roadway improvement included in this network alternative. This would involve constructing a four-lane expressway immediately west of the two-lane section of Davis Road north of Blanco Road, which would then swing to the northwest to be parallel to and just west of the existing Boronda Road, ultimately extending north and connecting into Boronda Road just west of Highway 101.

Another major improvement is the Eastern Bypass, which will involve the construction of a new interchange on Highway 101 at Harris Road. The Eastern bypass will extend northeasterly from this new interchange around the south side of the Salinas Municipal Airport, across Alisal Road and then turn to the north to become an extension of Boronda Road where it intersects at Williams Road. Moffett Street will be extended from the existing airport industrial area across an existing drainage channel along the Eastern Bypass at Alisal Road and from future development areas south of Williams Road and east of Alisal Road.

Highway 101 is also assumed to be widened to a six-lane freeway from Airport Boulevard to Russell Road.

A number of other capacity improvements and city arterial extensions will be constructed as a part of this alternative. Two of the other major extensions of significance include the Russell Road extension east from San Juan Grade Road to connect with Old Stage Road. Constitution Boulevard will extend to Old Stage Road to the east. Constitution Boulevard will extend west from Laurel Drive to connect with Kern Street near the Highway 101/Market Street interchange. Bernal Road will be extended from Natividad Road to connect to the Constitution Boulevard extension.

There are a total of over 40 major street extensions and roadway widening projects associated with this alternative. They are illustrated on **Figure 5.2- 3** and tabulated on **Table 5.2-4**.

Figure 5.2-3

**TABLE 5.2-4
ROADWAY NETWORK IMPROVEMENTS**

Ref. #	Roadway Network Improvement	Included in Alt. 1	Included in Alt. 2	Included in Alt. 3
1	New Interchange at U.S. 101/Crazy Horse Canyon Road: Construct a new diamond interchange on the existing U.S. 101 alignment at Crazy Horse Canyon Road-Echo Valley Road.	X		
2	Crazy Horse Canyon Road: Implement operational improvements on Crazy Horse Canyon Road including shoulder widening and left and right turn channelization.	X		
3	U.S. 101: Construct a median barrier and remove all at grade crossings of U.S. 101 between Crazy Horse Canyon Road and the Highway 156/U.S. 101 interchange.	X		
4	Highway 156/U.S. 101 Interchange: Implement improvements to the Highway 156/U.S. 101 interchange per the Caltrans "210" concept.	X		
5	North Main Street: Convert the existing U.S. 101 alignment to North Main Street from Russell Road to Berta Canyon Road. North Main Street is extended as a two-lane arterial that intersects with the area's local roadways and driveways.	X		
6	New U.S. 101 Alignment: Construct a new four-lane freeway slightly to the west of the existing U.S. 101 alignment. Remove all at-grade intersections presently provided at Pesante Canyon Road, Orchard Lane, Blackie Road, Ralph Lane, Martines Road and White Road.	X		
7	New Interchange: Construct a new diamond interchange on U.S. 101 north of Espinosa Road-Russell Road with a fly-over bridge in the vicinity of White Road. This new interchange is connected via an east-west roadway to North Main Street and Espinosa Road.	X		
8	Russell Road: Extend Russell Road as a four-lane arterial from San Juan Grade Road to Old Stage Road.	X	X	X
9	Natividad Road: Widen Natividad Road from two to four lanes between Boronda Road and Rogge Road.	X	X	X
10	El Dorado Drive: Extend El Dorado Drive as a two lane collector from Boronda Road to Rogge Road.	X	X	X
11	McKinnon Street: Extend McKinnon Street as a two lane collector from Boronda Road to Rogge Road.	X	X	X
12	Russell Road: Widen Russell Road from a two to a four-lane arterial between U.S. 101 and San Juan Grade Road.	X	X	X
13	San Juan Grade Road: Widen San Juan Grade Road from a two to a four-lane arterial between Boronda Road and Rogge Road.	X	X	X
14	San Juan – Natividad Collector: Construct an east-west two lane collector roadway connecting San Juan Grade Road and Natividad Road to the north of Boronda Road.	X	X	X
15	Independence Boulevard: Extend Independence Boulevard as a two lane collector from Boronda Road to Russell Road.	X	X	X
16	Hemingway Drive: Extend Hemingway Drive as a two lane collector from Boronda Road to Russell Road.	X	X	X
17	Constitution Boulevard (East): Extend Constitution Boulevard as a four-lane arterial from Boronda Road to Old Stage Road.	X	X	X
18	Old Stage: Upgrade Old Stage Road from a two-lane rural highway to a four-lane expressway between Williams Road and Natividad Road.	X	X	X
19	Williams – Russell Collector: Construct a new north-south collector roadway connecting between Williams Road and Russell Road. Extend this street south to connect to the Alisal Street Extension (Improvement 23).	X	X	X
20	Boronda Road: Widen Boronda Road to four lanes between San Juan Grade Road and Williams Road.	X	X	X

**TABLE 5.2-4
ROADWAY NETWORK IMPROVEMENTS**

Ref. #	Roadway Network Improvement	Included in Alt. 1	Included in Alt. 2	Included in Alt. 3
21	Sanborn Road: Extend Sanborn Road as a four-lane arterial from the Boronda Road to Old Stage Road.	X	X	X
22	Williams Road: Widen Williams Road from two to a four lane arterial between Boronda Road and Old Stage Road.	X	X	X
23	Alisal Street Extension: Extend Alisal Street as a two lane collector between Alisal Street/Bardin Road intersection and the Williams-Russell collector listed under the aforementioned Improvement 19.	X	X	X
24	<p>Eastern Bypass: Construct a four-lane Eastern Bypass from Harris Road/U.S. 101 interchange to Boronda Road/Williams Road intersection. Traffic access to the Eastern Bypass are via intersections with the following roadways:</p> <p> 24A. Williams Road 24B. New east-west roadway (described under Improvement 23) 24C. Alisal Road 24D. Moffet Street extension</p> <p>It should be noted that an access driveway is also established on the Eastern Bypass at the industrial area.</p>	X	X	X
25	Moffet Street: Extend Moffet Street as a two lane collector industrial street to connect with the Eastern Bypass.	X	X	X
26	<p>Western Bypass: Construct a four-lane Western Bypass between Boronda Road/U.S. 101 interchange and Blanco Road with roadway connection at the following locations:</p> <p> 26A. Auto Center Parkway 26B. North Davis Road 26C. West Alvin Drive extension 26D. Boronda Road 26E. West Rossi Street extension 26F. West Market Street (new interchange) 26G. Acacia Street extension (with an intersection at North Davis Road) 26H. West Blanco Road</p> <p>It should be noted that this improvement assumes the following: North Davis Road is disconnected between Acacia Street and West Blanco Road; Davis Road south of Market Street is maintained as a two-lane frontage road with 35 mph speed limit; Ambrose Drive is terminated at University Boulevard; a two-lane roadway connection is constructed between southbound U.S.101 off ramp and West Alvin Drive extension; an auxiliary lane is constructed on northbound U.S. 101 at the Boronda Road interchange from the northbound on loop ramp to north of the interchange; and, a four-lane arterial (fly-under) connects between West Ridge Parkway and Alvin Drive extension (behind COSCO).</p>	X	X	X
27	Alvin Drive: Extend Alvin Drive as a four-lane arterial to the Western Bypass with no connection at Davis Road, and establish a connection to Westside Boulevard.	X	X	X
28	Laurel Drive: Add left turn lanes on Laurel Drive between Adams Street and Main Street. Also implement ramp widening and channelization improvements at the Highway 101/Laurel Drive intersection.	X	X	X
29	Rossi Street: Widen Rossi Street to four lanes between Davis Road and Coit Way.	X	X	X
30	Rossi Street: Widen Rossi Street to four lanes between Main Street and Sherwood Drive.	X	X	X
31	Main Street: Widen Main Street from a four to a six-lane arterial between Casentini Street and Market Street.	X	X	X

**TABLE 5.2-4
ROADWAY NETWORK IMPROVEMENTS**

Ref. #	Roadway Network Improvement	Included in Alt. 1	Included in Alt. 2	Included in Alt. 3
32	U.S. 101: Widen U.S. 101 to a six-lane freeway through the City of Salinas (between the new interchange north of Espinosa Road and Harris Road), except where there are auxiliary lanes.	X	X	
33	Bernal Drive: Extend Bernal Drive as a four-lane arterial (with a 45 mph speed limit) from Sherwood Drive/Natividad Road intersection to Kern Street. Widen Bernal Drive, as well as construct a sidewalk and a retaining wall on the north side of the road between Main Street and Rosarita Drive.	X	X	X
34	Constitution Boulevard (West): Extend Constitution Boulevard from Laurel Drive to connect with the Bernal Drive extension.	X	X	X
35	Williams Road: Widen Williams Road from three to four lanes between Del Monte Avenue and Boronda Road.	X	X	X
36	Alisal Street: Widen Alisal Street from a two to a four-lane arterial between Williams Road and Alisal Road.	X	X	X
37	Sanborn Road: Widen Sanborn Road to six lanes and reconstruct road from John Street to Abbott Street.	X	X	X
38	Airport Boulevard/U.S. 101 Interchange: Upgrade Airport Boulevard/U.S. 101 interchange per Caltrans PSR.	X	X	X
39	Harris Road/U.S. 101 Interchange: Construct a diamond shaped interchange at Harris Road/U.S. 101 with high speed ramps and partial clover.	X	X	X
40	Alisal Road: Upgrade Alisal Road to a four-lane arterial between Bardin Road and one mile south of the Eastern Bypass. Provide traffic operational improvements near Bardin School.	X	X	X
41	Blanco Road: Widen Blanco Road from a two to a four-lane arterial between Alisal Street and Marina City limit.	X	X	X
42	Prunedale Bypass: Implement the Prunedale Bypass per "Alternative 4E" (see Regional Transportation Plan, TAMC, for description).		X	X
43	New Interchange: Construct a new interchange at confluence of existing U.S. 101 and Prunedale Bypass to be called El Camino Real Interchange.		X	X
44	Main Street: Extend North Main Street to the new El Camino Real Interchange along the existing Harrison Road alignment.		X	X
45	Rancho San Juan Area: Establish a collector street network and frontage roads associated with the Rancho San Juan area per the 1996 draft EIR.		X	X
46	U.S. 101: Widen U.S. 101 to six lanes between Boronda Road and the El Camino Real interchange.			X
47	Harris Road/U.S. 101 Interchange: Construct the Harris Road/U.S. 101 interchange with the configurations illustrated within the insert on Figure 5.2-6 .			X
48	Eastern Bypass: Extend the Eastern Bypass from the Highway 101/Harris Road interchange to the Boronda Road extension.			X
49	Eastern Expressway: Construct a four-lane expressway to connect between the Eastern Bypass/Old Stage intersection and the Prunedale Bypass. Traffic access to the Eastern Expressway are via intersections with the following roadways: 49A. Williams Road 49B. Sanborn Road 49C. Constitution Boulevard 49D. Natividad Road 49E. Russell Road extension 49F. San Juan Grade Road			X
50	New Interchange: Construct a new diamond shaped interchange at Eastern Expressway/Prunedale Bypass.			X

Figure 5.2-4 depicts the resulting average daily traffic volumes under the General Plan Buildout Development scenario with all of these improvements in place. A tabular summary of all of the major streets in the City of Salinas for this development scenario is provided on **Table 5.2-5**. **Table 5.2-6** provides a tabulation of anticipated Levels of Service on street extensions and new roadways that do not currently exist.

The network described above will substantially mitigate traffic operational deficiencies throughout the city of Salinas. However, a number of additional streets will require capacity improvements beyond those identified in the base improvement program to achieve an acceptable LOS D or better. They are shown in **Table 5.2-7**. Their locations are depicted on **Figure 5.2-5**. Mitigation Measures C1 through C6 will result in the improvement of LOS to an acceptable level of service for all local roadway segments, reducing the impact to the local roadway system to a less than significant impact. A discussion of regional roadway impacts is included below.

Mitigation Measure C1 requires the City to implement the following roadway improvements identified in **Table 5.2-7** to provide a LOS D or better.

Mitigation Measure C2 requires the City to review discretionary development proposals for potential impacts to the transportation system. 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 vehicle delay calculations in accordance with the latest version of the *Highway Capacity Manual*, Transportation Research Board ~~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.

Mitigation Measure C3 requires the City to update the Traffic Fee Ordinance to reflect projected circulation needs and apply the revised ordinance to applicable developments. The City will consider including alternative modes of transportation (bicycle and pedestrian) as projects eligible for use of Traffic Impact Fees.

Mitigation Measure C4 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.

Mitigation Measure C5 requires the City to reduce expenditure, improve design, and minimize traffic disruption by working with the Transportation Agency for Monterey County (TAMC), Caltrans, Monterey Bay Unified Air Pollution Control District, and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. In addition, the impacts of discretionary development projects and major transportation projects will be monitored by the City and mitigation may be required.

Figure 5.2-4

Figure 5.2-5

Table 5.2-5

Table 5.2-5

Table 5.2-5

Table 5.2-5

Table 5.2-5

Table 5.2-6

Table 5.2-6

**TABLE 5.2-7
ADDITIONAL NEEDED IMPROVEMENTS**

Problem	Needed Improvement
Abbott Street will operate at LOS F as a four-lane undivided arterial between John Street and Romie Lane. (Improvement #51)	With the implementation of left turn channelization as described for mitigation for the existing condition, LOS E can be achieved. Elimination of parking on both sides of the street and widening of Abbott Street to create a six lane arterial would result in a LOS B.
Alisal Street is expected to operate at LOS E east of Monterey Street where it is currently a four lane undivided arterial. (Improvement #52)	The implementation of left turn channelization at major intersections would result in LOS B.
Harris Road , a County roadway, is expected to operate at LOS D between Abbott Street and Spreckels Boulevard. (Improvement not shown)	LOS D is acceptable according to Salinas standards, but the roadway is governed by the Monterey County standard of LOS C. To achieve LOS C, the roadway would need to be widened to a four lane highway, which would result in LOS A.
John Street is expected to operate at LOS F east of Abbott Street where it is a four lane undivided arterial. (Improvement #54)	The provision of left turn channelization would result in LOS C. This would require eliminating on street parking.
Laurel Drive is expected to operate at LOS F between Natividad Road and Sanborn Road. (Improvement #55)	This roadway will require widening from its existing four lanes to six lanes on its approaches to Natividad Boulevard and Constitution Boulevard. Left turn channelization will be required on the segment east of Constitution Boulevard where left turn channelization is not currently provided. With these improvements, Laurel Drive would operate at LOS C.
Main Street is expected to operate at LOS E between Market Street and Bernal Street where it is only a four lane divided arterial. (Improvement #56)	The roadway will need to be widened to a six lane arterial, resulting in LOS C. This will require the eliminating on-street parking and widening the existing undercrossing at the Union Pacific Railroad tracks north of Market Street.
South Main Street is expected to operate at LOS E south of John Street and Romie Lane where no left turn channelization is currently provided. (Improvement #57)	On-street parking needs to be eliminated to accommodate left turn channelization. This will result in a LOS D. The section of south Main Street immediately north of Romie Lane already has left turn channelization but is expected to operate just into an LOS E. Traffic signal timing optimization may be able to improved the LOS slightly to achieve an acceptable LOS D. The City has approved additional parking elimination to provide left turn lanes at street interchange and major driveways. Caltrans is expected to stripe these turn lanes in 2004 or 2005.
McKinnon Street is expected to operate at LOS F south of East Boronda Road where it is a two-lane collector street. (Improvement #59)	With the provision of left turn channelization at major intersections, the roadway could be improved to LOS D.
Natividad Road is expected to operate at LOS F as a four-lane divided arterial south of east Laurel Drive. (Improvement #60)	This section of roadway will require widening to a six lane arterial which would achieve LOS C. This widening may need to be implemented from Bernal Drive to Laurel Drive. The construction of the Constitution Boulevard extension south of Laurel Drive will not be enough to offset traffic volumes to

**TABLE 5.2-7
ADDITIONAL NEEDED IMPROVEMENTS**

	achieve an acceptable LOS on this road segment.
Williams Road is expected to operate at LOS D/E as a four lane divided arterial. (Improvement #61)	The roadway would need to be widened to a six lane divided arterial, which would achieve LOS D, is problematic given the extensive amount of existing development along both sides of the street through most of this area. It is currently planned to be widened to a four lane arterial with landscaped median.
Note: Improvements #53 and #59, as shown on Figure 5.2-5 , have been deleted.	

Finally, Mitigation Measure C6 requires the City to support the implementation of the Transportation Control Measures contained in the Monterey Bay Unified Air Pollution Control District's (APCD) Air Quality Management Plan to help reduce traffic congestion and encourage the use of alternative modes of transportation.

Alternative 2 - Prunedale Bypass

Figure 5.2-6 depicts the street network under proposed General Plan Buildout Conditions with Alternative 2 - Prunedale Bypass. The Prunedale Bypass is indicated as extending from existing Highway 101/Russell Road – Espinosa Road intersection through the easterly portion of Prunedale, and connecting back with Highway 101 near the existing Highway 101/Crazy Horse Canyon Road – Echo Valley Road intersections. The Eastern Bypass and Western Bypass, Russell Road extension, and Constitution Boulevard extensions are proposed to be identical to the network included in the Alternative 1 - "210 Scenario." Highway 101 is proposed to be widened to a six-lane freeway from Airport Boulevard to north of Russell Road – Espinosa Road. All of the internal arterial network for the city is also proposed to be identical to Alternative 1. The improvements associated with Alternative 2 - Prunedale Bypass are described on **Table 5.2-4**.

Figure 5.2-8 depicts representative daily traffic volumes throughout the Salinas major street network assuming proposed General Plan buildout with the Alternative 2 roadway system. The corresponding volumes for all major streets in the City of Salinas are tabulated on **Tables 5.2-8** and **5.2-6**.

Figure 5.2-6

Figure 5.2-7

Table 5.2-8

Table 5.2-8

Table 5.2-8

Table 5.2-8

Table 5.2-8

A comparison of **Table 5.2-8** with **Table 5.2-5**, which is provided on **Table 5.2-9**, indicates that the Salinas street network will operate almost identically under both of these alternatives. The same deficiencies that would require additional mitigation under Alternative 1 - “210 Scenario” would require identical mitigation for Alternative 2 - Prunedale Bypass. This is because the proposed Prunedale Bypass directs traffic to the existing Highway 101 corridor in an almost identical manner to the “210 Scenario” improvements. Regional traffic to and from the north of the City of Salinas will enter the Salinas area at the existing Highway 101/Russell Road – Espinosa Road intersection area with Alternative 2- Prunedale Bypass as well as Alternative 1 - “210 Scenario”. All the recommended additional improvements described for Alternative 1 in **Table 5.2-7** apply to Alternative 2 as well. As a result, implementation of Mitigation Measures C1 through C6, as described under Alternative 1, would reduce the impact of Alternative 2 to the local roadway system to a less than significant level.

Alternative C - Prunedale Bypass and Eastern Expressway

Alternative C - Prunedale Bypass and Eastern Expressway is virtually identical to the Prunedale Bypass alternative with the exception of constructing the Eastern Bypass as a high-speed expressway that would extend the Eastern Bypass proposed in Alternatives 1 and 2 northeasterly from Boronda Road to intersect Old Stage Road in the southeasterly part of the City of Salinas. Old Stage Road will be upgraded to a four-lane expressway that would extend across San Juan Grade Road to a new interchange on the Highway 101/Prunedale Bypass. This alternative and the individual improvements associated with it are depicted on **Figure 5.2-8**. These improvements are described on **Table 5.2-4**.

Figure 5.2-9 illustrates traffic volumes on many of the major roadways in the City of Salinas under the Alternative 3 scenario. **Table 5.2-10** provides additional traffic volumes for all major streets in the City of Salinas for Alternative 3. A comparison of **Table 5.2-10** with **Tables 5.2-5** and **5.2-8**, which is depicted in **Table 5.2-9**, indicates that traffic volumes on the city street system are expected to be very similar to the other two alternatives. The segments expected to operate deficiently under Alternative 3 are the same as the two prior alternatives and the improvements to mitigate anticipated deficiencies are also the same. The only exception is that Highway 101, which is required to be widened to a six lane freeway between Russell Road – Espinosa Road and Airport Boulevard under Alternatives 1 and 2 in order to achieve an acceptable LOS, is only required to be widened to six lanes between Russell Road – Espinosa Road and Boronda Road to achieve an acceptable LOS with Alternative 3. This is because the Eastern Expressway would carry in the range of 35,000 to 40,000 vehicles per day. **Table 5.2-3** provides a comparison of Highway 101 volumes and Levels of Service for existing conditions as well as the three circulation alternatives.

Figure 5.2-8

Figure 5.2-9

Table 5.2-9

Table 5.2-9

Table 5.2-9

Table 5.2-9

Table 5.2-10

Table 5.2-10

Table 5.2-10

Table 5.2-10

Table 5.2-10

This implies that the Eastern Expressway in Alternative 3 will not only divert some traffic generated in the City of Salinas away from the Highway 101 corridor, but will primarily provide an alternative route for through traffic between areas south of the City of Salinas and north of the City of Salinas. With this alternative, Highway 101 is expected to experience a decrease in traffic volumes on many of the segments compared to what is currently experienced. This is in spite of the substantial growth in the City of Salinas and the surrounding communities. A close examination of **Figure 5.2-8** indicates the traffic volumes on each of the ramps at the proposed Highway 101/Harris Road – Eastern Bypass interchange in the southerly portion of the City of Salinas. Ramps connecting the south leg of Highway 101 with the east leg of the Eastern Bypass will each carry volumes in the 11,000 to 12,000 vehicles per day range. This is a significant diversion from Highway 101. The traffic volumes within the network and on the regional facilities through and around the city indicate that the expanded eastern expressway will not have a major effect on traffic circulation internal to the City of Salinas. Implementation of Mitigation Measures C1 through C6, as described under Alternative 1, would reduce the impact of Alternative 2 to the local roadway system to a less than significant level.

Regional Roadway Modifications

Table 5.2-11 depicts additional regional roadway modifications that may affect the local Salinas circulation system, for all of the three alternatives, during the next 20 years. If one or more of these roadway modifications occur and affect the General Plan circulation system, a significant impact may occur. Implementation of Mitigation Measure C7 would reduce the potential impact to a less than significant level. Mitigation Measure C7 requires the City to continue to monitor the planning process for these regional circulation improvements to analyze how they would impact the Salinas circulation system. If necessary, the City will revise the General Plan Circulation System to address the impact from these modifications.

**TABLE 5.2-11
PLANNED ROADWAY MODIFICATIONS THAT WOULD AFFECT
OPERATIONAL CONDITIONS OF THE SALINAS CIRCULATION SYSTEM**

<p>Caltrans Roadway Modifications</p> <ul style="list-style-type: none"> • Construct an interchange at the existing State Route 1/Salinas Road intersection • Widen State Route 68 to four lanes between Ragsdale Drive and State Route 218, and add signal at Ragsdale Drive • Demolish interchange at Airport Boulevard/Highway 101 and replace with a four-lane overcrossing • Implement Phase I of the Prunedale Bypass by constructing a four-lane bypass between Russell Road - Espinosa Road and Crazy Horse Canyon Road - Echo Valley Road, or upgrade the existing Highway 101 to a four lane freeway. Construct a new interchange at Highway 101/San Juan Road • Implement Phase I of the planned improvements at the Highway 101/State Route 156 interchange • Widen the west corridor of State Route 156 to four lanes from Castroville Boulevard to Prunedale Road
<p>Fort Ord Reuse Authority Roadway Modifications</p> <ul style="list-style-type: none"> • Realign 12th Street from Highway 1 to California Avenue as a four-lane arterial, as well as widen 12th Street and Imjin Road from two to four-lane arterials from California Avenue to Reservation Road • Widen Davis Road from a two to a four-lane arterial between Blanco Road and Reservation Road • Construct a new four-lane arterial from Imjin Road at Abrams Road northeasterly to Reservation Road at Blanco Road • Upgrade Inter Garrison Road to a two-lane arterial from 8th Street to Reservation Road • Widen Reservation Road from four to six lanes between Del Monte Boulevard and Crescent Avenue, and between Salinas Avenue and Blanco Road. Extend Reservation Road as a four-lane connector from the easterly boundary of UC MBESTE Campus to Walkins Gate • Extend Salinas Road as a two-lane arterial from Reservation Road southerly to Abrams Drive • Extend South Boundary Road to York Road in the Ryan Ranch area <p>Note: Improvements funded over a 20 year period.</p>

Regional Highway System

The buildout of the Salinas General Plan under all three of the circulation alternatives will generate traffic that will impact major highways and roadways external to the City of Salinas. A number of the major highway facilities immediately adjacent to the City of Salinas have been analyzed earlier in this section. This includes Highway 101 immediately north and south of the City of Salinas, Blanco Road immediately west of the City of Salinas, Highway 68 immediately south of the City of Salinas, Old Stage Road and Crazy Horse Canyon Road.

A portion of City generated traffic will also impact state highways and county roads beyond the immediate vicinity of the City of Salinas. 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 Salinas traffic include 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 immediately west of Castroville. As indicated on **Table 5.2-12**, 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 these roadways will continue to deteriorate with all of these roadways operating at Level of Service E or F by the year 2020.

Table 5.2-12 also indicates that 2020 Regional Transportation Improvements (RTP) will correct some of the anticipated deficiencies. However, funding is anticipated to improve most of these roadways through 2020. **Table 5.2-12** also indicates that the 2020 roadway network proposed in the Monterey County 21st Century Draft General Plan published in March, 2002 would improve most of these roadways to acceptable Levels of Service assuming corresponding funding is obtained. However, Highway 101 north of Crazy Horse Canyon Road – Echo Valley Road, Highway 1 between Castroville and the Santa Cruz County line, Highway 183 between Salinas and Highway 1 in Castroville and Highway 68 between Monterey and Salinas will continue to operate deficiently. No improvements are expected to be funded for these roadways by the year 2020. This is also true of San Miguel Canyon Road – Hall Road. The existing deficiencies will deteriorate further with no anticipated mitigation. It can therefore be concluded that the City of Salinas will contribute to unmitigated cumulative significant traffic impacts.

Some of the necessary roadway improvements may be able to be implemented if the County of Monterey, the Transportation Agency for Monterey County (TAMC) and cities within Monterey County are able to develop additional funding sources. A Regional Traffic Impact fee is being considered by the TAMC 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 at least some of the additional roadway improvements will be able to be 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 will continue to work with regional transportation agencies to address the need for regional improvements as identified in Mitigation Measures C5 and C7, but, until funding is identified, implementation of the proposed General Plan may result in a significant and unavoidable impact to the regional highway system.

Table 5.2-12

Roadway Design and Safety

For all of the three alternatives, the City will continue to implement its adopted parking standards, the State of California Department of Transportation Highway Design Manual, Subdivision Ordinance, and Fire Code. As a result, adequate parking will be required from new development and new and improved roadways will be designed to avoid unsafe design and to provide adequate emergency access. No significant impact associated with these issues is anticipated.

Bus System

Implementation of the proposed General Plan will result in additional demand for bus service. The Plan promotes the use of public transit as an alternative to automobile travel. Some of the features within the Plan that promote transit include higher density, transit focused activity centers within the Future Growth Area, which will facilitate the use and success of bus service. In addition, the proposed General Plan includes Implementation Program C-10 Improve Transit Service, which requires the City to work with Monterey-Salinas Transit (MST) to improve transit service and encourage ridership through the following actions:

- Ø Require transit facilities in major new development and rehabilitation projects;
- Ø Encourage MST to modify the existing transit service (such as decreasing the interval between buses) to encourage increased ridership;
- Ø Coordinate with MST to expand transit routes to the Future Growth Area;
- Ø Work with MST to provide special transit services to meet community needs; and
- Ø Work with MST to identify and receive additional funding sources for additional transit services.

Since the proposed General Plan encourages use of public transit, consistent with MST's goals to increase ridership, the proposed Plan will not result in a conflict with adopted policies, plans, or programs supporting bus transportation. No significant impact related to bus service is anticipated.

Rail Service

Implementation of the proposed project will result in an increase in the number of people that may use rail service, either for personal travel or for transportation of goods, as well as new development within areas impacted by rail operations, such as noise impacts. No new development is proposed along the rail line that would be negatively impacted by rail operations. All new development along the railroad is non-residential development that is not negatively impacted by train noise. As a result, operations of the railroad will not be limited by any new development proposed by the General Plan, and no significant impact related to rail service is anticipated. A more detailed analysis of noise impacts is included in *Section 5.3 Noise*.

Bicycle and Pedestrian System

The proposed General Plan identifies the need for an expanded bicycle and pedestrian network. The proposed bicycle network is depicted in **Figure 5.13-4**. The proposed system is consistent with the Salinas Bikeways Plan. In addition, Implementation Program C-12 of the proposed General Plan requires the City to continue to implement the Salinas Bikeways Plan by applying for additional funding and requiring developers to assist in the provision of the needed facilities. As a result, no significant impact to the adopted Salinas Bikeways Plan is anticipated with the implementation of the proposed General Plan.

The General Plan also supports the provision of additional pedestrian facilities to facilitate pedestrian traffic. Implementation Program C-13 requires the City to require new development and redevelopment to provide pedestrian facilities within the project and pedestrian connections with major destinations. The City will also identify areas within the existing community that would benefit from improved pedestrian facilities and explore additional funding sources to provide additional pedestrian facilities. Since the proposed General Plan promotes the provision of pedestrian facilities, no significant impact is anticipated.

Salinas Municipal Airport

Implementation of the proposed General Plan may result in an increase in the number of individuals and businesses using the Salinas Municipal Airport, as well as new development in the area subject to aircraft noise and safety hazards. An increase in airport users and construction of incompatible development within the airport area of influence has the potential to result in a change in air traffic patterns, including either an increase in traffic levels or additional safety risks associated with new development in areas subject to airport operations. This is considered a potentially significant impact. Implementation of Mitigation Measures C8 and C9 would reduce the potential impact to a level less than significant.

Mitigation Measure C8 requires the City to update and implement the Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses to allow continuation of airport operations and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary. Mitigation Measure C9 requires the City to continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport and encourage ALUC to update its County Airport Land Use Plan.

MITIGATION MEASURES

- C1. In addition to the roadway improvements identified in **Table 5.2-4**, the City will implement the roadway improvements identified in **Table 5.2-7** as needed to provide a level of service D or better along City roadways.
- C2. The City will implement Implementation Program C-1. Implementation Program C-1 requires the City to review discretionary development proposals for potential impacts to the transportation system. 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 vehicle delay calculations in accordance with the latest version of the *Highway Capacity Manual*, Transportation Research Board ~~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.
- C3. The City will implement Implementation Program C-2. Implementation Program C-2 requires the City to update the Traffic Fee Ordinance to reflect projected circulation needs and apply the revised ordinance to applicable developments. The City will consider including alternative modes of transportation (bicycle and pedestrian) as projects eligible for use of Traffic Impact Fees. **The City will also work with other local agencies, as well as the Transportation Agency for Monterey County (TAMC) and Caltrans on development of a regional traffic impact fee, to assist in the funding of regional transportation improvements throughout Monterey County.**
- C4. The City will implement Implementation Program C-3. Implementation Program C-3 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.
- C5. The City will implement Implementation Program C-5. Implementation Program C-5 requires the City to reduce expenditure, improve design, and minimize traffic disruption by working with the Transportation Agency for Monterey County (TAMC), Caltrans, **MST, AMBAG**, Monterey Bay Unified Air Pollution Control District, and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. In addition, the impacts of discretionary development projects and major transportation projects will be monitored by the City and mitigation may be required.

- C6. The City will implement Implementation Program C-7. Implementation Program C-7 requires the City to support the implementation of the Transportation Control Measures contained in the Monterey Bay Unified Air Pollution Control District's (APCD) Air Quality Management Plan to help reduce traffic congestion and encourage the use of alternative modes of transportation.
- C7. The City will to continue to monitor the planning process for regional circulation improvements to analyze how they would impact the Salinas circulation system. **Regional roadway system impacts will be considered when making land use decisions for major development proposals within the City.** If necessary, the City will revise the General Plan Circulation System to address the impact from ~~these modifications~~. **Regional circulation system improvements.**
- C8. The City will implement Implementation Program LU-21. Implementation Program LU-21 requires the City to update and implement the Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses **and new roadways** to allow continuation of airport operations, **including the potential lengthening of runway 31/13**, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.
- C9. The City will implement Implementation Program C-8. Implementation Program C-8 requires the City to continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport and encourage ALUC to update its County Airport Land Use Plan.

IMPACT AFTER MITIGATION

Local Roadway System

Implementation of Mitigation Measures C1 through C6 will result in the reduction of all potentially significant impacts to the local roadway system to a level less than significant.

Regional Roadway Modifications

Implementation of Mitigation Measure C7 will result in the reduction of all potentially significant impacts associated with regional roadway modifications to a level less than significant.

Regional Highway System

Implementation of Mitigation Measures C5 and C7 will reduce the potential impact to the regional highway system to the extent possible, but a significant and unavoidable impact to the regional highway system may occur.

Salinas Municipal Airport

Implementation of Mitigation Measures C8 and C9 will result in the reduction of all potentially significant impacts related to the Salinas Municipal Airport to a level less than significant.

5.1 LAND USE AND PLANNING

ENVIRONMENTAL SETTING

Existing Land Use Pattern

Figure 5.1-1 depicts the existing land use distribution within the planning area. **Table 5.1-1** depicts the existing acreage and level of development (i.e., dwelling units or square footage) associated with each of the land uses. As indicated in **Table 5.1-1**, approximately 4,200 acres or 31 percent, of the planning area is developed with residential uses including single-family homes, condominiums, apartments, senior housing, and mobile homes. Residential uses are located throughout the City, while higher density residential development can be found in most parts of the community. Generally there are higher concentrations of medium and high density residential development near major roadways, within the downtown area, the eastern portion of the City, and surrounding the Northridge Shopping Mall. There are approximately 39,660 dwelling units in the City.

Approximately 10 percent, or 1,275 acres, of the planning area is devoted to industrial, and most of this land is used for agricultural product processing. Industrial uses are concentrated in the southern portion of the City, along Highway 101 and Abbott Street. Commercial/Office designations account for 770 acres, or 6 percent, of the planning area. Commercial uses are generally found along the City's major transportation corridors (especially Main and Alisal Streets), as well as in the Northridge and Westridge Shopping Centers located in the northwestern part of the City. Non-residential uses also include Public/Semipublic uses, such as schools and community facilities, located throughout the planning area. The Salinas Municipal Airport is located in the southeastern portion of the City. Non-residential development in the planning area totals approximately 43.7 million square feet of building floor area.

Open space land uses comprise approximately 35 percent, or 4,670 acres, of the planning area. Most of the open space areas consists of agriculture. Open space areas are concentrated along the various creek beds, in Sherwood Park, and in various smaller parks scattered throughout the community. The about 4,030 acres of agricultural lands, which are primarily concentrated within Carr Lake and the airport areas, are mainly used for the production of lettuce, broccoli, strawberries, grapes, nursery products, cauliflower, and celery.

Figure 5.1-1
Existing Land Use Designations

**TABLE 5.1-1
EXISTING LAND USE SUMMARY**

Land Use Designation	Acreage (net)	Dwelling Units	FAR (1000s square feet)	Population
<i>Open Space Designations</i>				
Agriculture	4,031	0	0	0
Open Space	88	0	0	0
Parks	549	0	1,195	0
<i>Residential Designations</i>				
Residential Low Density	2,701	17,558	0	64,437
Residential Medium Density	988	11,608	0	42,600
Residential High Density	509	8,523	0	31,278
<i>Commercial/Office Designations</i>				
Retail				
Citywide	553	170	6,020	623
Central City	54	80	3,498	295
Office				
Citywide	88	23	957	83
Central City	31	47	2,026	171
East Romie Lane Corridor	46	23	1,000	84
<i>Light Industrial/Industrial Designations</i>				
Businesspark	63	0	959	0
General Commercial/ Light Industrial	696	0	9,097	0
General Industrial	515	0	9,735	0
<i>Public/Semipublic Designations</i>				
Public/Semipublic	939	0	10,228	0
Salinas Municipal Airport*	620	0	1,356	0
<i>Other Designations</i>				
Vacant	796	0	0	0
Mixed Use				
Citywide	0	0	0	0
Central City	0	0	0	0
Arterial Frontage	62	308	671	1,130
TOTAL ESTIMATED	13,328	38,338^A	43,743	140,701^A
Comparison Used for EIR Analysis^A	N/A	39,659	N/A	143,776

Notes: FAR = Floor Area Ratio; Population based on 3.67 persons per household.

* Acreage is airport proper, Airport Master Plan shows 785 acres in fee title and additional 60 acres in easements.

^A For analysis purposes within this EIR, population and housing change is based on the 2000 Census rather than the estimates that were generated prior to release of the 2000 Census data. 2000 Census data identifies a population in Salinas of 143,776. Census 2000 data identifies 39,659 housing units.

Related Land Use Plans and Policies

Several related land use planning and policy documents have been adopted that affect land use in Salinas.

Salinas Zoning Code

Salinas completed a comprehensive revision of its Zoning Code in 1993. The ordinance has since been updated to clarify and refine some of its content. The Zoning Code is the primary implementation tool for the General Plan. 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.

Salinas Redevelopment Plan

In the 1960's and 70's, Salinas created the Central City, Sunset Avenue, and Buena Vista Redevelopment Project Areas in accordance with the California Community Redevelopment Law to eliminate blight within the designated areas. The Sunset Avenue and Buena Vista areas have been combined into a single project area. With the adoption of Assembly Bill 1290, the Salinas Redevelopment Agency prepared a five-year implementation plan in 1999 for the project areas. The Redevelopment Plan is one of the tools that the City uses to implement policies included in the General Plan. **Figure 5.1-2** depicts the existing redevelopment project areas.

Greater Salinas Area Plan

The Monterey County General Plan, adopted in 1982, was updated by the Greater Salinas Area Plan (GSAP), adopted in 1986. The purpose of the GSAP is to amend the land use designations of the Monterey County General Plan and provide supplemental policies to guide land use decisions within the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to this plan prior to annexation.

Salinas Municipal Airport Master Plan

The Salinas Municipal Airport is subject to the Salinas Municipal Airport Master Plan 1990-2010. This plan identifies improvements for the Airport to meet future aviation demand. The plan also addresses appropriate land uses for those areas surrounding the Airport. Funding has been approved to update the Salinas Municipal Airport Master Plan in 2002-2003. The update should address the following: minimum distance for Eastern bypass south of Airport, how the Eastern bypass can best be integrated with Instrument Landing System (ILS) approach, and limitations on surrounding land uses to allow continuation of airport operations and the California International Airshow. **Figure 5.6-3** in *Section 5.6 - Hazards/Hazardous Materials* of this EIR depicts the Salinas Municipal Airport Area of Influence.

Figure 5.1-2
Redevelopment Project Areas

Monterey County Airport Land Use Plan

The County of Monterey has adopted a County Airport Land Use Plan. The plan identifies areas impacted by aircraft operations and includes policies to allow for the continued operation of county airports, while protecting the public safety.

Boronda Memorandum of Understanding

In 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey to preserve the best agricultural land located to the south and west, and to provide certain areas for future urban growth. As part of the MOU, the City entered into a Master Tax Transfer Agreement to encourage the direction of growth toward the northeast between San Juan Grade Road to the north and Williams Road to the south. Areas specifically addressed by the MOU include: the Rancho San Juan Area; the Boronda Redevelopment Area; and the Salinas Auto Center. Infrastructure considerations include: the extension of Rossi Street, east of Davis Road; the western bypass and other transportation improvements; and public improvements such as water distribution and sewer collection systems.

Specific Plans

Salinas has four areas within the community that have been developed using the Specific Plan or Precise Plan process. These include Harden Ranch, Williams Ranch, Westridge, and the Auto Center. A fifth Specific Plan area, Mountain Valley, was approved by the City Council in 1999, but remains undeveloped. The purpose of a Specific Plan is to allow for the detailed and flexible planning of a larger area of land consistent with the General Plan. **Figure 5.1-3** depicts the adopted specific plan areas.

Habitat Conservation Plan/Natural Community Conservation Plan

No habitat conservation plan or natural community conservation plan has been adopted within or adjacent to the planning area.

THRESHOLD FOR DETERMINING SIGNIFICANCE

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

- Physically divides an established community;
- Conflicts 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
- Conflicts with any applicable habitat conservation plan or natural community conservation plan.

Figure 5.1-3
Specific Plan Areas

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 Use Pattern

The Salinas 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 provides for growth in the Future Growth Area outside the City limits, and within the Focused Growth Areas within the urbanized City limits.

New growth outside the City will occur on land that is currently under agricultural production. To minimize the amount of agricultural land lost to urban development and create a livable community that provides necessary housing and services to support the agricultural industry, *New Urbanism* principles were used to design a land use plan that is compact and pedestrian-friendly, with a mixture of uses surrounding activity centers/neighborhood focal points. Higher density residential uses surround retail, recreation, and public uses in the Future Growth Area and all of these core activity centers are proposed to be connected with pedestrian, bicycle, and transit systems. The Future Growth Area is depicted in **Figure 5.1-4**.

The City will work with the Local Agency Formation Commission (LAFCo) to amend the City's sphere of influence to include the Future Growth Area, where necessary. The City will be required to meet the regulations identified by State law in the 2000 Cortese-Knox-Hertzberg Act and with Monterey County LAFCo regulations for sphere of influence updates. As part of this sphere of influence update process, the City will consult with the County to attempt to reach an agreement on the Future Growth Area identified in the General Plan. The City's current sphere of influence is shown in **Figure 5.1-5**.

The Focused Growth Areas, **Figure 5.1-6**, depict the existing urbanized areas where additional growth and/or redevelopment and revitalization would be appropriate and provide benefits to the community. By selectively increasing density of development in a manner compatible with the surrounding neighborhoods, the pressure to develop agricultural lands is also reduced.

Figure 5.1-4
Future Growth/Urban Services Area

Figure 5.1-5
Sphere of Influence

Figure 5.1-6
Focused Growth Areas

Since future development will occur in the New Growth Area, which is currently used for agricultural uses with limited residential development, and within the targeted Focused Growth Areas where additional development is appropriate and will enhance the existing community, implementation of the proposed General Plan will not divide an established community, and no significant impact associated with division of an established community will occur.

The Land Use Element provides an estimate of the expected intensity of development within the planning area under buildout conditions. **Table 5.1-2** describes the designations and identifies the maximum and average permitted density/intensity. The distribution of planned uses is illustrated in **Figure 5.1-7**. **Table 5.1-3** depicts a comparison of the existing land uses and buildout of the General Plan land uses, which is expected to occur sometime after the year 2020.

The buildout condition summarized in **Table 5.1-3** is based on the average development capacity of the land uses established in the Land Use Element. Average development capacity assumes total development of the General Plan on all parcels of land at the expected level of density/intensity. The average/expected level of development is what is actually anticipated to occur, versus the maximum development capacity, which is the maximum level of development that would be allowed to occur on individual parcels. **Table 5.1-3** also depicts the difference between existing development in the planning area and buildout of the uses established in the General Plan.

Figure 5.1-7 depicts the proposed Land Use and Circulation Policy Map (“Land Use Map”) for the planning area. The General Plan establishes 14 land use designations. Three of the designations are established for residential development: Low Density Residential, Medium Density Residential, and High Density Residential. Implementation of the residential designations will ensure a mix of housing for households with varying incomes and lifestyles. Other designations are established to promote economic development and generate jobs including: Retail, Office, Arterial Frontage, Business Park, General Commercial/Light Industrial, and General Industrial. Three open space designations are established: Agriculture, Open Space, and Park. Other non-residential designations include Public/Semipublic designations. The Mixed Use designation allows for development including a mixture of retail, office, and residential uses in the same building, on the same parcel or in the same area. **Figure 5.1-8** depicts an example of a mixed use neighborhood.

Using the expected development assumptions and the 2000 Census persons per household for Salinas, the full buildout of the residential designations will result in the expected development of approximately 18,400 new dwelling units in the planning area. This represents an increase of approximately 46 percent. New residential development will occur mostly on the northern and eastern portions of the Future Growth Area and within the Focused Growth Areas.

**TABLE 5.1-2
LAND USE CLASSIFICATION SYSTEM**

Land Use	Maximum DUs/Net Acre or Maximum FAR/Net Acre	Average DUs/Net Acre or Average FAR/Net Acre ¹	Summary Description of Land Use Designation
<i>Open Space Land Use Designations</i>			
Agriculture	0.10 DU	N/A	For the preservation and protection of agricultural land.
Open Space	0.05 DU	N/A	For the protection of natural resources, creeks, hillsides, stormwater retention areas, and open space for public health/safety.
Park	0.2	0.0	Existing/proposed parks, golf courses, interim agricultural uses.
<i>Residential Land Use Designations</i>			
Low Density	8.00 DU	6.5 DU	Single-family detached units, which may include small-lot single-family developments.
Medium Density	15.00 DU	11.75 DU	Small-lot single-family homes, town homes, row houses, duplexes, most mobile home parks and multifamily units such as condominiums.
High Density	24.00 DU	16.75 DU	Apartments, condominiums, row houses, senior housing, and multi-family clusters.
<i>Commercial/Office Land Use Designations</i>			
Retail <i>Citywide</i> <i>Central City</i>	0.4 + 10 DU/acre 20 DU/acre if residential only 3.0 + 18 DU/acre 30 DU/acre if residential only	0.25 + 0.5 DU/acre 1.50 + 1.5 DU/acre	Retail stores, lodging, commercial recreation, personal services, business services and financial services. Residential development of comparable impact may be considered.
Office <i>Citywide</i> <i>Central City</i> <i>East Romie Lane</i>	0.4 + 10 DU/acre 3.0 FAR + 22 DU/acre 1.0 FAR + 10 DU/acre	0.25 + 0.5 DU/acre 1.5 + 1.5 DU/acre 0.5 + 0.5 DU/acre	Businesses and offices. Residential development of comparable impact may be considered.
<i>Light Industrial/Industrial Land Use Designations</i>			
Business Park	0.4	0.35	Single use or mixed use business parks for offices, manufacturing or warehousing.
General Commercial/Light Industrial	0.4	0.3	Auto dealers, repair shops, building material sales, light manufacturing, distribution, warehousing, and wholesaling. Residential development (SROs and seasonal transitional housing) may be allowed.
General Industrial	0.5	0.3	Food processing, packing, trucking, container manufacturing and similar uses.
<i>Public/Semipublic Land Use Designations</i>			
Public/Semipublic	0.40	0.25	Schools, hospitals, utilities, and government institutions.
<i>Other Land Use Designations</i>			
Mixed Use <i>Citywide</i>	1.0 + 10 DU/acre	0.5 + 3.0 DU/acre	Mixture of retail, office and residential uses in the same building, on the same parcel or in the same area to promote

**TABLE 5.1-2
LAND USE CLASSIFICATION SYSTEM**

Land Use	Maximum DUs/Net Acre or Maximum FAR/Net Acre	Average DUs/Net Acre or Average FAR/Net Acre¹	Summary Description of Land Use Designation
<i>Central City²</i>	4.0 + 80 DU/acre (for a total allowable FAR of 6.0) – 3.0 if office only use 60 DU/acre if residential only use	3.0 + 5.5 DU/acre	pedestrian oriented uses and activity centers.
Arterial Frontage	0.30 DUs determined per detailed plan	0.25 5.0 DU	Residential, commercial, small-scale non-nuisance industry. Highly mixed use land patterns. Future development best determined by detailed study. This designation is intended primarily for existing developed areas.
<p>1- Average values for Dwelling Units per Net Acre and FAR per Net Acre are used for purposes of estimating population and employment capacity of land use alternatives. They are not intended to be parcel specific.</p> <p>2- A FAR of 8.0 may be allowed for receiving properties in the core of the downtown commercial area under a transfer of development rights (TDR) program that may be adopted by the City.</p>			
Sources: Cotton/Bridges/Associates, City of Salinas, 2001.			

**TABLE 5.1-3
COMPARISON OF EXISTING LAND USES AND GENERAL PLAN LAND USES IN 2020**

Land Use Designation	Acreage			Dwelling Units			FAR (1000s square feet)			Population		
	Existing	GP Buildout	Change	Existing	GP Buildout	Change ^A	Existing	GP Buildout	Change	Existing	GP Buildout	Change ^A
<i>Open Space Designations</i>												
Agriculture	4,031	22	(4,009)	0	0	0	0	0	0	0	0	0
Open Space	88	611	523	0	0	0	0	0	0	0	0	0
Parks	549	1,272	723	0	0	0	1,195	2,771	1,576	0	0	0
<i>Residential Designations</i>												
Residential Low Density	2,701	3,992	1,291	17,558	25,950	8,392	0	0	0	64,437	95,235	30,798
Residential Medium Density	988	1,414	426	11,608	16,619	5,011	0	0	0	42,600	60,991	18,391
Residential High Density	509	827	318	8,523	13,846	5,323	0	0	0	31,278	50,816	19,538
<i>Commercial/Office Designations</i>												
Retail												
Citywide	553	549	(4)	170	155	(15)	6,020	5,984	(36)	623	570	(53)
Central City	54	9	(45)	80	13	(67)	3,498	586	(2,912)	295	49	(246)
Office												
Citywide	88	126	38	23	42	19	957	1,371	414	83	155	72
Central City	31	42	11	47	63	16	2,026	2,724	698	171	230	59
East Romie Lane Corridor	46	47	1	23	24	1	1,000	1,030	30	84	87	
<i>Light Industrial/Industrial Designations</i>												
Businesspark	63	230	167	0	0	0	959	3,503	2,544	0	0	0
General Commercial/Light Industrial	696	659	(37)	0	0	0	9,097	8,607	(490)	0	0	0
General Industrial	515	1,311	796	0	0	0	6,735	17,136	10,401	0	0	0
<i>Public/Semipublic Designations</i>												
Public/Semipublic	939	1,241	302	0	0	0	10,228	13,513	3,285	0	0	0
Salinas Municipal Airport ^B	620	620	0	0	0	0	1,356	1,351	(5)	0	0	0
<i>Other Designations</i>												
Vacant	796	0	(796)	0	0	0	0	0	0	0	0	0
Mixed Use												
Citywide	0	231	231	0	692	692	0	5,026	5,026	0	2,541	2,541
Central City	0	62	62	0	339	339	0	8,056	8,056	0	1,244	1,244
Arterial Frontage	62	62	0	308	312	4	671	679	8	1,130	1,145	15
TOTAL ESTIMATED	13,328	13,328	0	38,338^A	58,056	19,718^A	43,743	72,337	28,594	140,701^A	213,063	72,362^A
Comparison Used for EIR Analysis^A	N/A			39,659	58,056	18,397^A	N/A			143,776	213,063	69,287^A

Notes: GP = Proposed General Plan; FAR = Floor Area Ratio; Population based on 3.67 persons per household; Net acres measured within City limits; Net acres = gross acres * 0.85 outside City Limits.

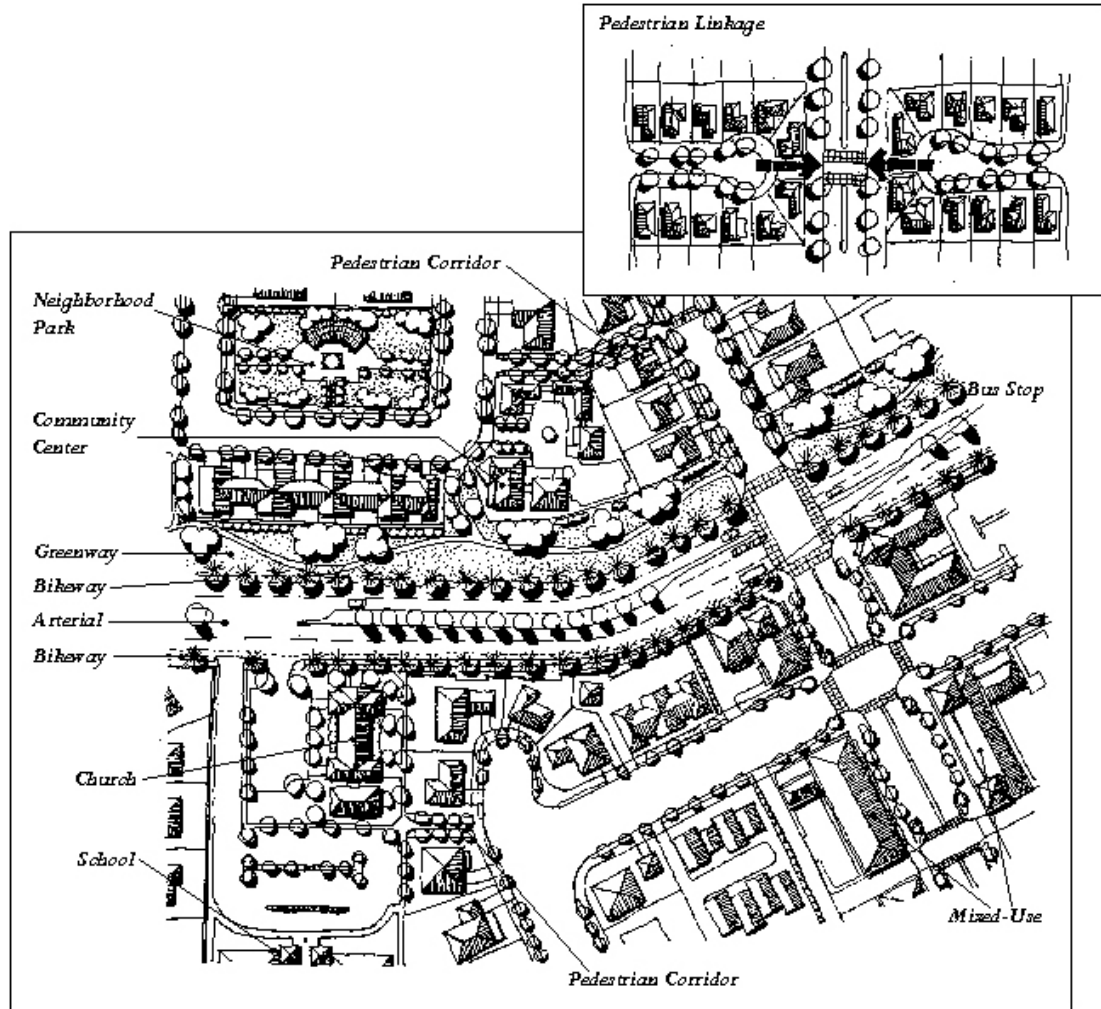
N/A – not applicable

A – For analysis purposes within this EIR, population and housing change is based on the 2000 Census rather than the estimates that were generated prior to release of the 2000 Census data. 2000 Census data identifies a population in Salinas of 143,776. Census 2000 data identifies 39,659 housing units. Actual change in dwelling units and population based on existing conditions determined by the 2000 Census is 18,397 and 69,287, respectively.

B- Acreage is airport proper, Airport Master Plan shows 785 acres in fee title and an additional 60 acres in easements.

Figure 5.1-7
Land Use Policy Map

**FIGURE 5.1-8
MIXED USE NEIGHBORHOOD**



Source: Salinas General Plan, June 2002.

The overall level of non-residential development assuming full buildout is expected to increase by approximately 65 percent in the planning area, from approximately 43.7 to 72.3 million square feet. New Retail and Mixed Use development will be concentrated in the activities centers located along major transportation corridors in the New Growth Area according to *New Urbanism* principles. New Office, Business Park, General Commercial/Light Industrial, and General Industrial will be located in the Future Growth Area around the Salinas Municipal Airport, as well as along the major Highway 101 and Front Street Corridor and along some of the larger arterials in the downtown area. Since they are not as sensitive to noise as residential uses, these non-residential uses have been designated in areas subject to noise impacts, such as Highway 101, the Union Pacific Railroad, and the Salinas Airport, as depicted in **Figures 5.3-1** and **5.3-2** in Section 5.3 *Noise* of this EIR. Good vehicle access to support economic development is also a benefit of locating non-residential development along Highway 101, Union Pacific Railroad, and other main streets.

General Plan implementation will result in the conversion of agricultural land to urban uses in the planning area; however, the General Plan does preserve the best agricultural land and establishes parks and open space areas. Implementation of the General Plan will result in a decrease in the amount of agricultural land within the planning area from about 4,030 acres to 20 acres located in a thin strip along Highway 101. Interim agricultural use is allowed within areas designated for Parks, including the Carr Lake area. Proposed General Plan acreage for Open Space and Parks totals about 1,880 acres, which is an increase of about 1,245 acres over existing land uses.

Impact to Related Land Use 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.

Salinas 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 requires the City to review and update the Zoning Code and Subdivision Ordinance to ensure consistency with the General Plan and to help implement the General Plan policies and *New Urbanism* principles.

Salinas Redevelopment Plan

The General Plan has been designed to be consistent with the adopted Redevelopment Project Implementation Plan. Implementation of the proposed General Plan will not result in any inconsistency with the adopted Implementation Plan, nor will it conflict with the implementation of the Redevelopment Plans. The proposed General Plan also includes Implementation Program LU-11, which requires the City to implement and update as necessary the Redevelopment Project Implementation Plan to implement revitalization projects in the Central City and Sunset Avenue/Buena Vista Redevelopment Areas. As a result, implementation of the updated General Plan will not create a significant impact related to the Salinas Redevelopment Plan for the Central City and Sunset Avenue/Buena Vista Project Areas.

Greater Salinas Area Plan

Implementation of the proposed General Plan will result in development outside the existing City limits, into the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to the Greater Salinas Area Plan. The implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a

significant impact. Implementation of Mitigation Measure LU2 will reduce the impact to a level less than significant. Mitigation Measure LU2 requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCo and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space.

Salinas Municipal Airport Master Plan

The proposed General Plan will result in an increase in development in the areas surrounding the Salinas Municipal Airport that are subject to noise and safety impacts identified in the Master Plan. A significant impact would occur if implementation of the proposed General Plan results in the development of land uses that are not compatible with the Salinas Municipal Airport Master Plan. For the most part, the proposed General Plan Land Use Map designates compatible land uses for the areas surrounding the Airport. Implementation of Mitigation Measure LU3 will reduce any other potentially significant impact resulting from new development adjacent to the Airport to a less than significant level. Mitigation Measure LU3 requires the City to update and implement the Airport Master Plan. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses to allow continuation of airport operations and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.

Monterey County Airport Land Use Plan

The proposed General Plan will result in an increase in development in the areas surrounding the Salinas Municipal Airport that are subject to noise and safety impacts identified in the Airport Land Use Plan. A significant impact would occur if implementation of the proposed General Plan results in the development of land uses that are not compatible with the Monterey County Airport Land Use Plan. Implementation of Mitigation Measure LU4 will reduce the impact to a level less than significant. Mitigation Measure LU4 requires the City to continue to support the implementation of the Monterey County Airport Land Use Plan (MCALUP) and support the timely update of the MCALUP to meet new State guidelines.

Boronda Memorandum of Understanding

Implementation of the General Plan will result in the eventual annexation of additional land to the City in order to accommodate future growth. Annexed land will be converted from agricultural use to urban use. A significant land use impact may occur if agricultural land that has been designated for preservation (to the west and south) by the

Boronda Memorandum of Understanding is converted to urban uses. Implementation of Mitigation Measures LU5 and LU6 will reduce the impact to a level less than significant. Mitigation Measure LU5 requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland. Mitigation Measure LU6 requires the City to encourage City-Centered Growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.

Specific Plans

The proposed General Plan has incorporated the land uses identified in the five adopted Specific Plans. As a result, the proposed Plan is consistent with these documents, and no significant impact associated with the adopted Specific Plans will occur.

Habitat Conservation Plan/Natural Community Conservation Plan

As no habitat conservation plan or natural community conservation plan has been adopted within or adjacent to the planning area, 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

- LU1. The City will implement Implementation Program LU-3, which requires the City to review and update the Zoning Code and Subdivision Ordinance to ensure consistency with the General Plan and to help implement the General Plan policies and *New Urbanism* principles.
- LU2. The City will implement Implementation Program LU-8, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCo and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space.
- LU3. The City will implement Implementation Program LU-21, which requires the City to update and implement the Airport Master Plan. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses **and new roadways** to allow continuation of airport operations, **including the potential lengthening of**

runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.

- LU4. The City will implement Implementation Program LU-22, which requires the City to continue to support the implementation of the Monterey County Airport Land Use Plan (MCALUP) and support the timely update of the MCALUP to meet new State guidelines.
- LU5. The City will implement Implementation Program COS-9, which requiring the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.
- LU6. The City will implement Implementation Program LU-7, which requires the City to encourage City-Centered Growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.

IMPACT AFTER MITIGATION

Implementation of the proposed Salinas General Plan may result in a conflict with an adopted land use plan, policy, or regulation of an agency with jurisdiction over the project.

Salinas Zoning Code

Implementation of Mitigation Measure LU1 will reduce the impact associated with Salinas Zoning Code to a level less than significant.

Greater Salinas Area Plan

Implementation of Mitigation Measure LU2 will reduce the impact associated with Greater Salinas Area Plan to a level less than significant.

Salinas Municipal Airport

Implementation of Mitigation Measure LU3 will reduce the impact associated with Salinas Municipal Airport Master Plan to a level less than significant. Implementation of

Monterey County Airport Land Use Plan

Mitigation Measure LU4 will reduce the impact associated with Monterey County Airport Land Use Plan to a level less than significant.

Boronda Memorandum of Understanding

Implementation of Mitigation Measures LU5 and LU6 will reduce the impact associated with the Boronda Memorandum of Understanding to a level less than significant.

5.0 ENVIRONMENTAL IMPACT ANALYSIS

This section of the EIR identifies: the environmental setting for each environmental issue area; the thresholds for determining significance of environmental impacts; potential environmental impacts; mitigation measures for those impacts determined to be significant; and the environmental impact remaining after implementation of mitigation measures. Notes and references are also listed where applicable.

Each environmental issue area analyzed in this EIR is discussed in the following format:

Environmental Setting: A discussion of the existing conditions, services, and physical environment of the project site and land uses within the vicinity of the project area (CEQA Guidelines Section 15125).

Thresholds for Determining Significance: The amount or type of impact that may create a substantial or potentially substantial adverse change in the environment as defined in Section 15382 of the CEQA Guidelines and as discussed in Section 15064 and 15065. The Environmental Checklist contained in Appendix G of the CEQA Guidelines, as well as other applicable City thresholds or standards, serve as a guide for determining the thresholds contained in this document. Based on this criteria, impacts can be classified as: significant and unavoidable; significant, but can be mitigated, avoided, or substantially lessened; or less than significant.

Environmental Impact: A discussion of the impacts of the proposed General Plan in quantitative and/or qualitative terms, based on the uses of land and associated General Plan components identified in the project description (CEQA Guidelines Section 15126 and 15358).

Mitigation Measures: A discussion of the measures required or recommended to avoid, mitigate, or substantially lessen significant impacts (CEQA Guidelines Section 15126.4 and 15370).

Impact After Mitigation: A discussion of the level of impact of the General Plan following the implementation of required or recommended mitigation measures (CEQA Guidelines Sections 15126.2 and 15126.4).

ENVIRONMENTAL ISSUES ANALYZED IN THIS EIR

1. Land Use and Planning
2. Traffic/Circulation
3. Noise
4. Air Quality
5. Hydrology/Water Quality
6. Hazards/Hazardous Materials
7. Biological Resources
8. Cultural Resources
9. Agricultural Resources
10. Geology/Soils
11. Aesthetics
12. Population and Housing
13. Public Services and Utilities

Detailed discussions of these environmental issue areas are found in Sections 5.1 through 5.13. Other long-term environmental issues, including cumulative impacts caused by the project, growth-inducing impacts, significant irreversible environmental changes, unavoidable significant environmental impacts, and areas of no significant impact area discussed in Section 7.0 *Analysis of Long-Term Effects* of this EIR.

SALINAS CITY COUNCIL
RESOLUTION NO. 18049
CERTIFYING THE SALINAS GENERAL PLAN UPDATE
FINAL ENVIRONMENTAL IMPACT REPORT

WHEREAS, on August 14 and 21 and September 4, 2002, the Salinas Planning Commission held a duly noticed public hearing to consider making recommendations to the Salinas City Council for certification of the Environmental Impact Report for the Salinas General Plan Update project; and

WHEREAS, the Planning Commission determined the Final Environmental Impact Report (FEIR) prepared for the Salinas General Plan Update project has been completed in compliance with the California Environmental Quality Act, and that the Commission has reviewed and considered the information in the FEIR prior to recommending adoption by Council of the statement of overriding considerations; certification of the FEIR and approval of the project; and

WHEREAS, the Salinas City Council held a duly noticed public hearing on September 16 and 17, 2002 at which it considered a staff report and consultant presentation and, acting as lead agency, did review and consider the information contained in the FEIR, staff reports and the administrative record and considered comments made at the public hearing; and

WHEREAS, a Draft Environmental Impact Report dated June, 2002 was prepared and circulated for a 45-day public review period ending July 29, 2002; and

WHEREAS, a Final EIR, dated August, 2002, was prepared and considered, along with the recommendations from the Planning Commission; and

WHEREAS, the Final EIR dated August, 2002 has been presented to the Salinas City Council and is hereby incorporated by reference into this resolution; and

WHEREAS, the City Council independently reviewed and analyzed all reports or declarations required by Division 13 of Chapter 2.6 of the Public Resources Code;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SALINAS does hereby find and certify that the Final EIR reflects the independent judgment of the City Council and does hereby find and certify that the Salinas General Plan Update FEIR has been completed and circulated for review in compliance with CEQA and the CEQA Guidelines.

BE IT FURTHER RESOLVED THAT THE CITY COUNCIL OF THE CITY OF SALINAS does hereby certify the Final Environmental Impact Report.

PASSED AND ADOPTED this seventeenth day of September, 2002, by the following vote:

AYES: Councilmember Barnes, Collins, De La Rosa, Lutes, Muscutt, Ocampo, and Mayor Caballero

NOES: None

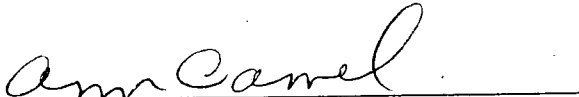
ABSTAIN: None

ABSENT: None



ANNA CABALLERO, MAYOR

ATTEST:


ANN CAMEL, CITY CLERK

BEFORE THE SALINAS CITY COUNCIL
SALINAS GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT
FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS
SEPTEMBER 17, 2002

SECTION 1 – INTRODUCTION

WHEREAS, an Environmental Impact Report (EIR) was prepared for the Salinas General Plan update by Cotton/Bridges/Associates (CBA), planning consultant to the City of Salinas, pursuant to requirements of the California Environmental Quality Act (CEQA, Public Resource Code Sections 21000-21177) and State CEQA Guidelines; and

WHEREAS, a Notice of Preparation (NOP) of the Draft EIR was filed in November 2001 by the City of Salinas Department of Community Development with the State Clearinghouse at the Office of Planning and Research. The State Clearinghouse assigned Clearinghouse Number 1987012703 to the project. The NOP was sent to all responsible and trustee agencies, and interested groups, organizations, and individuals. The City accepted comments on the NOP from November 26 to December 26, 2001; and

WHEREAS, a Notice of Completion and copies of the Salinas General Plan EIR were distributed by the City of Salinas Department of Community Development to the State Clearinghouse; a Notice of Availability was sent to members of the Planning Commission, City Council, state and local agencies and special districts, and other interested groups and individuals. The Notice of Availability was also published in the *Salinas Californian*. A public review period for the Salinas General Plan Draft EIR began on June 12 and ended on July 29, 2002. After the close of the public comment period, the City of Salinas Community Development Department responded to the written comments that were received by the close of the comment period; and

As so revised, the Salinas General Plan Final EIR (including Response to Comments) was prepared and distributed to members of the Planning Commission, the City Council, and state and local agencies who commented on the Draft EIR. A notice of the Planning Commission public hearing and City Council public hearing on the project was also published in the *Salinas Californian*; and

WHEREAS, on August 14 and 21 and September 4, 2002, the City of Salinas Planning Commission held a duly-noticed public hearing to review the Salinas General Plan Final EIR. On September 4, 2002, the City of Salinas Planning Commission adopted Resolution No. 18 recommending that the City Council of the City of Salinas certify that the Salinas General Plan Final EIR is adequate and complete for the purpose of making a decision on the merits of the project and has been completed in compliance with CEQA; and

WHEREAS, the EIR identifies certain significant environmental impacts caused by the General Plan project and recommends specific mitigation measures to reduce certain of these impacts to a less than significant level and recommends other specific mitigation measures to reduce the remaining impacts but not to a less than significant level and the City Council has certified the EIR as being completed in compliance with CEQA and has reviewed and considered the information in the EIR and the entire record and has found that, pursuant to CEQA Guidelines Section 15088.5, no new significant information has been added after the public review of the draft EIR that results in the need to recirculate the document; and

WHEREAS, the EIR identifies the conversion of agricultural land as a significant and unavoidable impact, it also acknowledges that Salinas continues to maintain a compact city form with growth to the north and east away from the most productive agricultural lands to the south and west. Some amount of agricultural land, however, must be converted to urban uses in order to provide needed housing, services,

and industry to support agricultural businesses and agricultural workers.

NOW THEREFORE, the City Council makes specific findings, as follows, for each significant impact, pursuant to CEQA Section 21081, based not only on the EIR, but evidence in the entire record, including written and oral testimony to the Planning Commission and City Council.

SECTION 2 SUMMARY OF IMPACTS

The proposed General Plan Update would have significant, unavoidable impacts in the following environmental areas: traffic (regional highway system); vehicular traffic-related noise; short-term construction related air quality; long-term regional air quality (inconsistency with Air Quality Management Plan population forecasts); groundwater supply and quality (overdrafting and seawater intrusion), including the associated impacts on public services and utilities; historic resources; loss of agricultural resources; solid waste; and growth inducing. A cumulative impact in the area of parkland due to existing deficiencies was also identified.

The proposed General Plan Update would have significant impacts, that can be mitigated, in the following environmental areas: land use and planning; local roadway system; Salinas Municipal Airport; construction-related, railroad-related, Airport-related and stationary noise; traffic-related air quality; hydrology/water quality; hazardous materials generators and leaking underground storage tanks; pesticide use; transportation of hazardous materials; flooding; fires; emergency preparedness; biological resources; paleontological resources; compatibility of agricultural uses with urban uses; geologic; seismic; aesthetics (citywide, gateways, views from Highway 101, urban/agricultural edges); substantial growth within the planning area; and sewer system.

SECTION 3 IMPACTS IN DETAIL

The subsection below describes the above-mentioned impacts in detail, setting forth either the reasons why they are significant and unavoidable, the measures adopted to mitigate impacts to a less than significant level, or the reasons why the proposed mitigation measures proved infeasible due to specific economic, social or other considerations.

SECTION 3.1 SIGNIFICANT AND UNAVOIDABLE PROJECT-LEVEL IMPACTS

FOR EACH OF THE IMPACTS DESCRIBED IN SECTION 3.1, THE CITY COUNCIL HAS DETERMINED THAT THESE SIGNIFICANT EFFECTS ARE ACCEPTABLE BECAUSE OF OVERRIDING ECONOMIC, SOCIAL OR OTHER CONSIDERATIONS AS DESCRIBED IN THE STATEMENT OF OVERRIDING CONSIDERATIONS (SECTION 5).

A. TRAFFIC

Impact A-1: Regional Highway System

Facts

The EIR found that implementation of the proposed project would generate traffic that impacts state highways and county facilities beyond the immediate vicinity of the City of Salinas, and that this traffic may result in significant impacts to the regional circulation system.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Based upon the EIR and the entire record, the impact of the proposed project on the regional highway system is found to be unavoidable. Although the City will continue to work with regional transportation agencies to address the need for regional improvements like those identified in the Draft EIR as required by Mitigation Measures C5 and C7, until funding is identified, the impacts to the regional highway system would remain significant and unavoidable.

B. NOISE

Impact B-1: Vehicular Traffic

Facts

The EIR found that certain portions of the City will be subject to noise levels exceeding the City's noise standards, which may result in existing development and future development areas being exposed to excessive noise levels. This is considered a significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Implementation of Mitigation Measure N2 identified in the EIR requiring review of discretionary projects for noise impacts per CEQA and Mitigation Measure N5 which requires the City to reduce the impact of vehicular noise affecting existing residential development through the addition of noise reduction methods such as sound walls, berms, and others will reduce the impact related to vehicular noise to the extent feasible; however, there is no guarantee that existing development within the noise impact contours will be retrofitted to reduce the noise impacts to a level less than significant. Because of this, future noise impacts associated with vehicular traffic will remain significant and unavoidable.

C. Air Quality

Impact C-1: Short-Term Construction Impacts

Facts

The EIR found that based on the time frame of the General Plan it is likely that construction of projects of sufficient magnitude would occur that would exceed the Monterey Bay Unified Air Pollution Control District construction thresholds. As such, the potential short-term air quality impacts from construction of allowed General Plan land uses are considered significant for CO, SOx and PM10.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Implementation of Mitigation Measures AQ1, AQ2, and AQ3 contained within the EIR requiring dust control measures, cooperation with regional air quality agencies, and review of development proposals per CEQA will reduce these impacts to a degree; however, future projects allowed under the General Plan may still result in significant and unavoidable short-term air quality impacts associated with construction.

Impact C-2: Long-Term Impact

Facts

The EIR found that based on the difference between AMBAG's projections and those expected to occur

according to the General Plan, emissions attributable to General Plan implementation are inconsistent with the Air Quality Management Plan (AQMP). Inconsistency with the population estimates would result in emissions not accounted for in the AQMP and would conflict with the applicable AQMP. Inconsistency with the population estimates used in the AQMP could cause a delay in the attainment of the Ambient Air Quality Standards (AAQS) due to the increased emissions associated with a population projection larger than was used in the emissions inventory for the AQMP. This inconsistency in population forecasts is considered to result in a significant air quality impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Implementation of local and regional air quality Mitigation Measures AQ1 through AQ7 as identified in the EIR, includes: 1) requiring implementation of fugitive dust control measures; 2) cooperating with the MBUAPCD to implement the most recent AQMP; 3) reviewing development proposals for air quality impacts per CEQA; 4) including electric vehicle charging areas in new public and private development projects; 5) supporting the use of Transportation Control Measures; 6) implementing a variety of energy conservation measures; and 7) promoting retrofit programs to reduce energy usage. Although these measures will reduce the impact to a degree, the anticipated population occurring as a result of the General Plan will remain inconsistent with the adopted AQMP, resulting in a significant and unavoidable long-term air quality impact.

D. Hydrology/Water Quality

Impact D-1: Groundwater

Facts

The EIR found that implementation of the General Plan has the potential to detrimentally affect the quality and supply of groundwater, resulting in a significant impact to groundwater in the Salinas Watershed.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Implementation of the following mitigation measures contained in the EIR will reduce this potential impact to a 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.

HW4. The City will implement Implementation Program COS-3 on an ongoing basis. Implementation Program COS-3 requires the City, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.

HW9. The City will implement Implementation Program LU-14 on an ongoing basis and in response to development proposals. Implementation Program LU-14 requires the City to review development proposals and require necessary studies and water conservation and mitigation measures to ensure adequate water and sewer service.

HW10. The City will implement Implementation Program COS-2 on an ongoing basis. Implementation Program COS-2 requires the City to continue 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 Salinas.

HW11. The City will implement Implementation Program COS-5 on an ongoing basis. Implementation Program COS-5 requires the City to cooperate with the County of Monterey Water Resources Agency and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the groundwater.

HW12. The City will implement Implementation Program COS-6 on an ongoing basis. Implementation Program COS-6 requires the City, in cooperation with the state, regional, and local water agencies and suppliers, participate in programs that seek to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, the City shall support the expansion of the use of recycled water for urban and agricultural irrigation and cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.

HW13. The City will implement Implementation Program COS-7 on an ongoing basis. Implementation Program COS-7 requires the City to encourage water conservation throughout Salinas in the following ways:

- Implementing the Salinas Urban Water Conservation Plan, the purpose of which is to reduce pumping of water from the Salinas Valley Groundwater Basin for urban uses to the maximum extent feasible and to reduce overall pumping from the Salinas Valley Groundwater Basin by fifteen percent from the pumping that occurred in 1987;
- Regulating development with the City's Landscaping and Irrigation Ordinance, which requires developments to apply xeriscape principles including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices;
- Supporting the production of recycled water and developing new use for recycled water; and
- Applying water conservation techniques/project "water budgets" to achieve a significant reduction over historic use and over average uses for the proposed type of development by the incorporation of water conservation devices, such as low-flow toilets, flow restriction devices and water conserving appliances in new public and private development and rehabilitation projects.

E. Cultural Resources

Impact E-1: Historic Resources

Facts

The EIR found that implementation of the General Plan may result in development in some of the vacant areas with a high potential of containing archaeological resources. Construction that could occur in these areas has the potential to impact archaeological resources. A significant impact to historic and archaeological could occur as a result of the proposed project.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Mitigation Measures CR1 and CR2 identified in the EIR require review of discretionary development

proposals for impacts to cultural resources and promoting public awareness of the City's many historical resources do not place specific requirements on all property owners or the City to protect significant and historic resources. Although Mitigation Measure CR3 proposes the City consider implementing a historic/architectural preservation ordinance is presented as a way to extend the discretionary review powers of the City over projects with impacts to significant cultural resources, there is no assurance at this time that the City would choose to implement the ordinance, or when the ordinance would be implemented. Because no other mitigation has been identified that would definitively reduce the potentially significant impacts to historic and archaeological resources to a level less than significant, the impact to historic resources is significant and unavoidable.

F. Agricultural Resources

Impact F-1: Loss of Agricultural Land

Facts

The EIR found that implementation of the proposed General Plan will result in conversion of agricultural land within the City limits to park lands and other urban uses. In addition, although the land designated for future growth outside the City limits will be minimized to protect the valuable agricultural resources, a significant impact associated with loss of agricultural resources has been identified.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

As part of the General Plan process, the community of Salinas indicated that land designated for future growth outside the City limits should be minimized to protect the valuable agricultural resources. The Future Growth Areas are specifically located away from the best agricultural lands to the south and west. Additionally, Mitigation Measures AG1 and AG2 contained within the EIR require continued implementation of the Boronda Memorandum of Understanding and require the City to give priority to development and redevelopment projects in infill areas. Mitigation Measure AG5 will require the City to work with the County of Monterey, and other local jurisdictions, to create and implement an agricultural land conservation easement program including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. These project components and mitigation measures will minimize the impacts to agricultural land to the extent feasible; however, the conversion of agricultural land will still occur. Because there is no feasible method to create additional farmland, nor a way to avoid all of the agricultural land, there will be a significant and unavoidable impact associated with loss of agricultural land.

G. Public Services and Utilities

Impact G-1 Water Quality and Supply

Facts

The EIR found that if too much of the groundwater basin becomes contaminated, reducing available supplies, the demand for potable water generated by development allowed under the General Plan may exceed supply, resulting in a significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Implementation of the mitigation measures identified in impact D-1 above will reduce the potential groundwater supply impact to the extent feasible; however, the potential impacts associated with increased pumping of groundwater will remain significant and unavoidable as demand for water continues to increase in the Salinas Groundwater Basin as a result of future development.

Impact G-2: Solid Waste

Facts

The EIR found that implementation of the 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 perhaps beyond current landfill capacity. This is a significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

The EIR proposes mitigation that will reduce the impact to the extent feasible, but will not avoid a significant impact if capacity is not provided in concert with development allowed under the General Plan. Mitigation Measure PSU6 of the EIR requires the City to continue to support and cooperate with the Salinas Valley Solid Waste Authority (SVSWA) and waste haulers in their efforts to increase recycling activities. While an unavoidable, significant impact is identified, it is anticipated that it will not occur, since the SVSWA is working to expand capacity. The SVSWA has adequate landfill capacity under currently permitted landfill sites to continue receiving waste until 2015. The SVSWA is presently circulating for comment a Regional Facilities Expansion EIR, which identifies proposed scenarios to accommodate the long-term disposal needs of all Salinas Valley residents. The SVSWA anticipates that the current CEQA process and certification of the EIR will be completed and fully implemented prior to 2015, when existing capacity will be exceeded. The current planning project will also ensure future compliance with federal, state, and local statutes and regulations related to solid waste since the EIR and its project will address the long-term disposal needs of Salinas Valley residents. Since the Regional Facilities Expansion EIR not yet been adopted, a significant impact associated with the landfill capacity may occur if an expansion plan is not adopted to provide long term capacity to meet the needs generated by the proposed General Plan.

Impact H: Growth Inducing

Facts

The EIR found that implementation of the General Plan has the potential to induce growth in areas outside the planning area because additional roadways and public services and utilities will be extended to the Future Growth Area to allow proposed development to occur. This is a significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

The proposed General Plan focuses on minimizing impacts to agricultural land and reducing growth-inducing impacts by concentrating on infill development within the City limits and promoting compact and controlled development within the Future Growth Area. The General Plan also helps to reduce its growth inducing impact by limiting new urban development to the Future Growth Area. There are mitigation measures that will help reduce the growth inducing impacts of the General Plan to the extent possible.

While the General Plan will minimize its growth inducing impact to the extent possible, implementation of the General Plan may result in significant and unavoidable growth inducing impact. While the proposed General Plan may result in an unavoidable growth inducing impact, growth will occur whether or not the project is adopted since the current General Plan also allows a similar level of development within the planning area.

SECTION 3.2 SIGNIFICANT AND MITIGABLE PROJECT-LEVEL IMPACTS

A. Land Use and Planning

Impact A-1: Salinas Zoning Code

Facts

The EIR found that a significant impact could occur where zoning on specific parcels is inconsistent with the proposed General Plan land use designations for those parcels.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Mitigation Measure LU1 of the EIR will reduce this impact to a level less than significant by requiring the City to review and update the Zoning Code and Subdivision Ordinance to ensure consistency with the General Plan.

Impact A-2: (Monterey County General Plan) Greater Salinas Area Plan

Facts

The EIR found that the implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Mitigation Measure LU2 will reduce this impact to a level less than significant by cooperating with LAFCo and the County of Monterey to direct growth outside the City limits into the Future Growth Areas on lands that are served or planned to be served with infrastructure.

Impact A-3: Salinas Municipal Airport Master Plan

Facts

The EIR found that implementation of the General Plan may result in a significant impact if implementation of the proposed General Plan results in the development of land uses that are not compatible with the Salinas Municipal Airport Master Plan.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Mitigation Measure LU3 will reduce the impact to a level less than significant by requiring the City to

update and implement the Salinas Municipal Airport Master Plan to address potential land use incompatibilities.

Impact A-4: Monterey County Airport Land Use Plan

Facts

The EIR found that implementation of the General Plan may result in a significant impact if implementation of the proposed General Plan results in the development of land uses that are not compatible with the Monterey County Airport Land Use Plan (MCALUP).

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Mitigation Measure LU4 will reduce the impact to a level less than significant by requiring the City to support the implementation of the MCALUP and support the timely update of the Plan

Impact A-5: Boronda Memorandum of Understanding

Facts

The EIR found that a significant land use impact may occur if agricultural land that has been designated for preservation (to the west and south) by the Boronda Memorandum of Understanding is converted to urban uses.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Mitigation Measures LU5 and LU6 will the impact to a level less than significant by requiring the City to continue to implement the Boronda Memorandum of Understanding and encourage City-Centered Growth, giving priority to redevelopment and infill projects that reduce development pressure on agricultural lands, respectively.

B. Traffic/Circulation

Impact B-1: Local Roadway System

Facts

The EIR found that a number of additional streets will require capacity improvements beyond those identified in the base improvement program to achieve an acceptable LOS D or better. Without the improvements depicted in the General Plan and EIR, a significant impact to the local roadway system may occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of the following mitigation measures (C1 through C6) will reduce these potential impacts to a level less than significant by improving the LOS to an acceptable level for all local roadway segments.

- C1. In addition to the roadway improvements identified in EIR Table 5.2-4, the City will implement the roadway improvements identified in EIR Table 5.2-7 as needed to provide a level of service D or better along City roadways.
- C2. The City will implement Implementation Program C-1. Implementation Program C-1 requires the City to review discretionary development proposals for potential impacts to the transportation system. 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 vehicle delay calculations in accordance with the latest version of the *Highway Capacity Manual*, Transportation Research Board. 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.
- C3. The City will implement Implementation Program C-2. Implementation Program C-2 requires the City to update the Traffic Fee Ordinance to reflect projected circulation needs and apply the revised ordinance to applicable developments. The City will consider including alternative modes of transportation (bicycle and pedestrian) as projects eligible for use of Traffic Impact Fees. The City will also work with other local agencies, as well as the Transportation Agency for Monterey County (TAMC) and Caltrans, on development of a regional traffic impact fee to assist in the funding of regional transportation improvements throughout Monterey County.
- C4. The City will implement Implementation Program C-3. Implementation Program C-3 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.
- C5. The City will implement Implementation Program C-5. Implementation Program C-5 requires the City to reduce expenditure, improve design, and minimize traffic disruption by working with the Transportation Agency for Monterey County (TAMC), Caltrans, MST, AMBAG, Monterey Bay Unified Air Pollution Control District, and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. In addition, the impacts of discretionary development projects and major transportation projects will be monitored by the City and mitigation may be required.
- C6. The City will implement Implementation Program C-7. Implementation Program C-7 requires the City to support the implementation of the Transportation Control Measures contained in the Monterey Bay Unified Air Pollution Control District's (APCD) Air Quality Management Plan to help reduce traffic congestion and encourage the use of alternative modes of transportation.

Impact B-2: Salinas Municipal Airport

Facts

The EIR found that the General Plan could result in an increase in airport users and construction of incompatible development within the airport area of influence, which has the potential to result in a change in air traffic patterns, including either an increase in traffic levels or additional safety risks associated with new development in areas subject to airport operations. This is considered a potentially significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures C8 and C9 will reduce this impact to a level less than significant

by requiring the City to update and implement the Airport Master Plan and to coordinate with the Monterey County Airport Land Use Commission on projects near the airport.

C. Noise

Impact C-1: Construction Activities

Facts

Construction equipment generates high levels of intermittent noise ranging from 70 dBA to 105 dBA, resulting in a significant impact where noise sensitive land uses adjoin construction sites. This is considered a potentially significant noise impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Although construction activities will result in a noise impact at such locations, this impact will be short-term in nature and will cease upon completion of construction. Additionally, implementation of Mitigation Measure N1 will reduce this impact to a level less than significant. Mitigation Measure N1 requires all construction activity to comply with the limits established in the City noise regulations.

Impact C-2: Railroad Operations

Facts

Because the proposed General Plan may allow development and redevelopment to occur within areas with noise levels exceeding 65 dB, the proposed General Plan may result in a potentially significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measure N2 will reduce this impact to a level less than significant by requiring the City to review development proposals for potential on- and off-site stationary and vehicular noise impacts per CEQA.

Impact C-3: Airport Operations

Facts

The proposed General Plan may allow development to occur within the Salinas Airport 65 dB or greater noise contours. This is considered a potentially significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures N2 and N3 will reduce this impact to a level less than significant. Mitigation Measure N2 requires the City to review development proposals for potential on- and off-site stationary and vehicular noise impacts per CEQA. N3 requires the City to review and revise as necessary Table N-4, Figure N-2, and the goals, policies and noise plan within the General Plan Noise Element to

correspond with any update to the Salinas Airport Master Plan.

Impact C-4: Stationary Noise

Facts

The EIR funds 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/community centers. This is considered a potentially significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures N2 and N4 will reduce this impact to a level less than significant.

Mitigation Measure N2 requires the City to review development proposals for potential on- and off-site stationary and vehicular noise impacts per CEQA. N4 requires the City to limit delivery hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. The City can only approve exceptions if full compliance with the nighttime limits of the noise regulations is achieved.

D. Air Quality

Impact D-1: Sensitive Receptors

Facts

The EIR found that there are five roadway segments that will experience a significant deterioration in the LOS due to the implementation of the updated General Plan. This deterioration of LOS would result in decreased vehicle speeds and increased idling times due to congested traffic conditions and may potentially result in the occurrence of CO "hotspots" or elevated concentrations of CO in exceedance of the AAQS. Consequently, the implementation of the updated General Plan may potentially result in local air quality impacts.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

In addition to Mitigation Measures C1 (additional roadway improvements); C2 (mitigation in the form of physical improvements and/or impact fees); C3 (update Traffic Fee Ordinance); C4 (continue to update Capital Improvement Plan); C5 (working with regional transportation agencies to coordinate local street improvements with major transportation system improvement projects); and C6 (support implementation of Transportation Control Measures contained in the Monterey Bay Unified Air Pollution Control District's (APCD) Air Quality Management Plan), Mitigation Measures AQ2 through AQ5 as follow would potentially reduce the occurrence of roadway segments functioning at poor LOS. Application of these mitigations would need to be done on a project-by-project basis. Implementation of these mitigation measures will reduce the impact to a level less than significant.

AQ2. The City will apply Implementation Program COS-23. Implementation Program COS-23 requires the City to continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with the MBUAPCD and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG.

- AQ3. The City will apply Implementation Program COS-25. Implementation Program COS-25 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 feasible.
- AQ4. The City will apply Implementation Program COS-22. Implementation Program COS-22 requires the City to include electric vehicle charging areas in new public and private development and redevelopment projects. The City shall also inform property owners of electric vehicle charging area programs when plans for development and redevelopment projects are submitted.
- AQ5. The City will apply Implementation Program COS-24. Implementation Program COS-24 requires the City to coordinate with the MBUAPCD and AMBAG to support the updated Transportation Control Measures as described in detail in the most recent AQMP. Currently, these measures include:
- Improved Public Transit Service
 - Areawide Transportation Demand Management
 - Signal Synchronization
 - New and Improved Bicycle Facilities
 - Alternative Fuels
 - Livable Communities (communities designed to reduce automobile dependency).
 - Selected Intelligent Transportation Systems
 - Traffic Calming

E. Hydrology/Water Quality

Impact E-1: Surface Water

Facts

The quality of the local and regional surface waters may be affected by the development allowed in the General Plan. Pollutants associated with urban 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, increasing the sediment load of runoff. These non-point source pollutants in the runoff may flow into local surface waters and incrementally deteriorate water quality. This is considered a potentially significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures HW1, HW2, HW3, HW4, and HW5 as follows will reduce this potential impact to a level less than significant.

- HW1. The City will implement Implementation Program COS-1 on an ongoing basis and in response to development proposals. Implementation Program COS-1 requires 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 the City complies with applicable state and federal regulations.
- HW2. The City will implement Implementation Program COS-4 on an ongoing basis. Implementation Program COS-4 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 caused by pollutants and litter deposited on the surface of the land that can be carried in drainage systems, creeks, rivers, and ultimately the ocean.

- HW3. The City will implement Implementation Program S-6 on an ongoing basis. Implementation Program S-6 requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.
- HW4. The City will implement Implementation Program COS-3 on an ongoing basis. Implementation Program COS-3 requires the City, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.
- HW5. The City will implement Implementation Program LU-17, on an ongoing basis. Implementation Program LU-17 requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities to control direct and indirect erosion and discharges of pollutants and/or sediments so that "no net increase in runoff" occurs as a result of the proposed project. In order to determine the facility and Best Management Practices (BMP) needs, the City will require, when necessary, a hydrological/drainage analysis to be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.

Impact E-2: Hydrology

Facts

The EIR found that the proposed project 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 a significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measure HW5 above and Mitigation Measures HW6, HW7, and HW8 as follow will reduce this potential impact to a level less than significant.

- HW6. The City will implement Implementation Program S-19 on an ongoing basis. Implementation Program S-19 requires the City to continue to participate with the Monterey County Water Resources Agency (MCWRA) Advisory Committee for the Reclamation Ditch drainage system improvement projects.
- HW7. The City will implement Implementation Program LU-16 on an ongoing basis. Implementation Program LU-16 requires the City to continue to work with the Monterey Regional Water Pollution Control Agency (MRWPCA) to plan for and ensure adequate capacity for sewage treatment facilities.
- HW8. The City will implement Implementation Program LU-15 on an ongoing basis. Implementation Program LU-15 requires the City to continue to implement and update the Sewer and Drainage Master Plan as necessary.

F. Hazards and Hazardous Materials

Impact F-1: Hazardous Materials Generators and Leaking Underground Storage Tanks

Facts

The EIR found that a significant impact associated with the increased use, handling, transportation, and storage of hazardous materials would occur as a result of the proposed project. Significant impacts would also occur associated with leaking underground storage tanks.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures H1, H2, and H3 as follow will reduce the impacts associated with hazardous materials generators and leaking underground storage tanks impact to a level less than significant.

- H1. The City will implement Implementation Program S-8, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Household Hazardous Waste program to protect resident from dangers resulting from the use, transport, and disposal of hazardous materials used in the home.
- H2. The City will implement implementation Program S-9, which requires the City to continue to work with the Salinas Valley Solid Waste Authority to implement the Small Business Hazardous Waste Program, which allows qualified small businesses to dispose of their hazardous wastes at the Salinas Hazardous Household Waste Collection Facility.
- H3. The City will implement Implementation Program S-7, 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;
 - Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan;
 - Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways);
 - Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and
 - Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City.
 - Requiring development project applicants to provide a hazardous materials report documenting past uses of the property and reporting the results of soil sampling where needed to determine whether remediation is required.

Impact F-2: Pesticide Use

Fact

The EIR found that implementation of the General Plan could result in a significant impact associated with human exposure to pesticide use.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measure H4 will reduce this impact to a level less than significant. Mitigation Measure H4 requires the City to continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.

Impact F-3: Transportation of Hazardous Materials

Fact

The EIR found that more hazardous materials will also be transported through the City on major arterials and on regional Highways 101, 68, and 183, and the Union-Pacific rails line. Due to the increased generation and transport of hazardous materials, the potential for accidents and environmental contamination may increase. A significant impact associated with transportation of hazardous materials could occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures H3 will reduce the impact associated with transportation of hazardous materials to a level less than significant. Mitigation Measure H3 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;
- Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan;
- Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways);
- Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and
- Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City.

Impact F-4: Flooding

Facts

The EIR found that development may occur in areas subject to flooding. Additionally, new development may change the planning area drainage patterns due to increase in impervious surfaces. A potentially significant impact associated with flooding could occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures H5 through H7 as follow will reduce the impact associated with flooding to a level less than significant.

- H5. The City will implement Implementation Program S-17, which requires the City to continue to participate in the National Flood Insurance Program (NFIP).
- H6. The City will implement Implementation Program S-18, which requires the City to continue to apply the Flood Overlay District regulations, pursuant to the City's Zoning Code and implement Section 9, Article VI of the Municipal Code, to minimize the potential impact to and from new development in areas subject to flooding. Update the boundaries of the District as needed to reflect current hydrologic conditions.
- H7. The City will implement Implementation Program LU-17, which requires, as a condition of project approval, new development to provide adequate storm water and flood management facilities as determined by the Public Works Department. In order to determine the facility and Best Management Practices (BMP) needs, the City may require a hydrological/drainage analysis to be performed by a certified an City-approved engineer, with the cost of said analysis the responsibility of the project applicant.

Impact F-5: Fires

Facts

The EIR found that a significant impact associated with urban and wildland fires could occur as a result of the General Plan.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures H8 through H10 as follow will reduce the impact associated with fires to a level less than significant.

- H8. The City will implement Implementation Program S-21, which requires the City to promote fire prevention in Salinas by:
- Working closely with the Salinas Fire Department to implement fire hazard education and fire prevention programs;
 - Coordinating with Cal Water and Alco water districts and the Salinas 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
 - Continue to require sprinklers in new buildings.
- H9. The City will implement Implementation Program CD-10, which requires the City to continue to monitor and abate weeds throughout the community.
- H10. The City will implement Implementation Program LU-12, which requires the City to review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate

levels of service are provided and facilities are maintained.

Impact F-6: Salinas Municipal Airport

Facts

The EIR found that Implementation of the General Plan may place more demand on aircraft use on the Salinas Municipal Airport. The increased operations may cause higher noise levels and limit the intensity and height of development within aircraft hazard zones. A significant impact associated with these issues may occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

In addition to Mitigation Measure H11 (continue working to implement the Airport Master Plan) and H12 (continue to coordinate with the Monterey County Airport Land Use Commission), implementation of Mitigation Measures H13 through H15 as follow will reduce the impact associated with Salinas Municipal Airport to a level less than significant.

- H13. The City will implement Implementation Program S-11, which 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 Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook for comprehensive airport land use planning.
- H14. The City will implement Implementation Program S-12, which requires the City to revise the Airport Master Plan in order to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property, and recommend land use compatibility standards for land surrounding the airport.
- H15. The City will implement Implementation Program N-4, which requires the City upon any update of the Salinas Municipal Airport Master Plan, the County Airport Land Use Plan, or California Airport Land Use Planning Handbook, review and revise as necessary Table N-4, Figure N-2, and the goals, policies, and noise plan within the General Plan Noise Element to correspond with the updated Airport Master Plan.

Impact F-7: Emergency Preparedness

Facts

The EIR found that the General Plan will result in new development and population growth resulting in an increase in demand for emergency services during disasters. A significant impact associated with emergency services will occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures H10, H16, and H17 as follow will reduce the impact to emergency preparedness to a level less than significant.

- H10. The City will implement Implementation Program LU-12, which requires the City to review the level

of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.

- H16. The City will implement Implementation Program S-22, which requires the City to annually review and update the Multi-Hazard Emergency 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.
- H17. The City will implement Implementation Program S-23, which requires the City to coordinate with local agencies and organizations to educate all citizens to take appropriate action to safeguard life and property during and immediately after emergencies.

G. Biological Resources

Impact G-1: Riparian and Wetland Resources

Facts

The EIR found that development according to the General Plan may result in significant direct or indirect impacts to riparian and wetland resources from habitat removal, noise, lighting, increased human uses and urban runoff. Additionally, in areas where development cannot avoid impacts to riparian/wetland resources, such as new road crossings, removal of riparian and/or wetland resources may occur. This may in turn impact federally listed species (i.e., steelhead, California red-legged frog) or other special status species (i.e., California tiger salamander). These impacts are considered significant.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures BR1, BR2, and BR3 as follow will reduce this potential impact to a level less than significant.

- BR1. The City will implement Implementation Program COS-16 on an ongoing basis. Implementation Program COS-16 requires project developers to protect and enhance riparian corridors and wetlands through detailed setback restrictions, open space easements, protection during construction, buffers, etc. as specified in the EIR and General Plan.
- BR2. The City will implement Implementation Program COS-17 on an ongoing basis. Implementation Program COS-17 requires the project developer to retain creeks and wetlands in their natural channels rather than placing them in culverts or underground pipes, where feasible. The Mitigation Measure requires development and implementation of habitat mitigation and management plan; authorization from US Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game, National Marine Fisheries Service including applicable replacement ratios and maintenance and monitoring program. Details are provided in the EIR and General Plan.
- BR3. The City will implement Implementation Program COS-18 on an ongoing basis. Implementation Program COS-18 requires the City to cooperate with the Regional Water Quality Control Board and the Resource Conservation District in their efforts to develop a plan to assist agricultural operations to reduce nitrate and sediment input to creeks. Such a plan will enhance water quality and benefit aquatic plants and wildlife within the planning area as well as downstream.

Impact G-2: Trees and Oak Woodlands

Facts

The EIR found that the potential impact to trees, nesting raptors, and oak woodlands is considered a significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measure BR4 will reduce this potential impact to a level less than significant.

Mitigation Measure BR4 requires the project developer to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas. All coast live oak and valley 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.

Impact G-3: Grasslands

Facts

The EIR found that because future development could occur that would disturb grassland areas that are being used by special status species, the proposed project could result in a significant impact associated with grassland.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measure BR5 as follows will reduce this impact to a level less than significant.

BR5. The City will implement Implementation Program COS-20 on an ongoing basis. Implementation Program COS-20 requires the project developer to protect and enhance special status species habitat through setbacks and open space easements within new development and/or redevelopment areas. Protection and enhancement of special status species habitat shall require management of the habitat by State and Federal agencies, with the cooperation of the City to ensure persistence of the species within the setback areas. Specific details are provided in the EIR and General Plan.

H. Cultural Resources

Impact H-1: Paleontological Resources

Facts

The EIR found that the potential impact to paleontological resources is considered significant.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measure CR1 as follows will reduce potentially significant impacts to

paleontological resources to a level less than significant.

CR1. The City will implement Implementation Program COS-12 prior to the approval of a discretionary project. Implementation Program COS-12 requires the City to assess discretionary development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to Section 15064.5 of the California Environmental Quality Act Guidelines.

- For structures that potentially have historic significance, the City will 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.
- For all development proposals located within the Carr Lake/Natividad Creek corridor, the City will require a study to be conducted by a professional archaeologist. The objective of the study is to determine if significant archaeological resources are potentially 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 the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.
- The City will assess development proposals for potential impacts to significant 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 paleontologist to determine if 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 paleontological materials, or require mitigation measures to mitigate the impacts.

I. Agricultural Resources

Impact I-1: Compatibility with Urban Uses

Facts

The EIR found that a significant impact associated with urban/agricultural compatibility may occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures AG3 and AG4 as follow will reduce the impact associated with the compatibility of agricultural uses with urban uses to a level less than significant.

AG3. The City will implement the Implementation Program COS-11, which requires the City to be consistent with the County of Monterey's "Right-to-Farm" Ordinance, and the County of Monterey Draft General Plan Policy LU-7.8 and Actions LU-7.b and LU-7.c, revise the City's Zoning Ordinance to require the recordation of a Right-to-Farm Notice as a condition of discretionary permit approval for residential development within 1,000 feet of an established agricultural operation. The purpose of the Notice is to acknowledge that residents in the area may experience inconveniences and discomfort associated with the normal farming and grazing activities, such as noise and dust. The Notice shall specifically state that a variety of activities may occur that may be incompatible with the proposed development and that an established agricultural operation in full compliance with applicable laws, shall not be considered a nuisance due to changes in the surrounding area. The Notice shall also state that a person's right to recover under a nuisance claim against these activities may be restricted.

AG4. The City will implement Implementation Program COS-10, which requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.

J. Geology/Soils

Impact J-1: Geologic Conditions

Facts

The EIR found that the proposed General Plan may allow development to occur in areas of potential geologic hazards. This is considered a significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures GS1 through GS4 as follow will reduce this potential impact to a level less than significant.

- GS1. The City will implement Implementation Program S-13 prior to the approval of a discretionary permit. Implementation Program S-13 requires the City to assess development proposals for potential hazards pursuant to the California Environmental Quality Act, requiring measures when necessary to mitigate all identified public safety hazards.
- GS2. The City will implement Implementation Program S-14 when the threat from natural hazards cannot be mitigated through geotechnical and structural design methods. Implementation Program S-14 requires the City to use open space easements and other regulatory techniques to prohibit development and avoid unmitigable public safety hazards.
- GS3. The City will implement Implementation Program S-15 on an ongoing basis. Implementation Program S-15 requires the City to implement the most recent state building and seismic requirements for the structural design of new development and redevelopment projects.
- GS4. The City will implement Implementation Program S-16 on an ongoing basis. Implementation Program S-16 requires that during the review of development and redevelopment proposals, the City require surveys of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, the City shall require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.

Impact J-2: Seismicity

Facts

The EIR found that 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.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures GS1 through GS4 as described above in J-1 Geologic Conditions and GS5 and GS6 as follow will reduce this potential impact to a level less than significant.

GS5. The City will implement Implementation Program S-22 on an ongoing basis. Implementation Program S-22 requires the City to maintain the Multi-hazard Emergency 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. 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.

GS6. The City will implement Implementation Program S-23 on an ongoing basis. Implementation Program S-23 requires the City coordinate with local agencies and organizations to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies.

K. Aesthetics

Impact K-1: Citywide Aesthetics

Facts

The EIR found that future development according to the proposed General Plan has the potential to change the visual character of the planning area, resulting in a significant aesthetic impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures A1 through A5 as follow will reduce the overall aesthetics impact to a level less than significant.

- A1. The City will implement Implementation Program CD-1. Implementation Program CD-1 requires the City to implement the City's Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City's major entry points identified in Figure CD-1.
- A2. The City will implement Implementation Program CD-2. Implementation Program CD-2 requires the City to strengthen the City's Design Guidelines and require compliance to enhance the City's visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.
- A3. The City will implement Implementation Program CD-3 on an ongoing basis. Implementation Program CD-3 requires the City to improve the City Lighting Ordinance to ensure that: 1) all future outdoor lights include cut-off lenses to minimize light dispersion above the fixture head; 2) a lighting study is required to be performed when appropriate to ensure adequate light levels, while not exceeding industry standards; and 3) sky glow is reduced.
- A4. The City will implement Implementation Program CD-4 on an ongoing basis. Implementation

Program CD-4 requires the City to implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.

- A5. The City will implement Implementation Program CD-5 on an ongoing basis. Implementation Program CD-5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.

Impact K-2: Gateways

Facts

The EIR found that new development in the gateway areas, if not properly designed and implemented, could significantly impact travelers' first impressions of the City and interrupt views from these major entry points. This is considered a significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures A1 through A5 as described above in K-1 Citywide Aesthetics will reduce this potential impact to a level less than significant.

Impact K-3: Views from Highway 101

Facts

The EIR found that development allowed per the General Plan could block scenic views from the Highway, degrade the visual character of the surroundings, and be incompatible (e.g., architecturally, size, height, bulk) with existing development and the character of the community. This is considered a significant impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures A1 through A5 described above in K-1 Citywide Aesthetics will reduce this potential impact to a level less than significant.

Impact K-4: Urban/Agricultural Edges

Facts

The EIR found that the expansion of development into agricultural areas may modify certain areas of the community that currently have distinct urban/agricultural edges. This is considered a potentially significant aesthetic impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures A1 through A5 described above in K-1 Citywide Aesthetics and Mitigation Measures A6 through A8 as follow will reduce this potential impact to a level less than significant.

- A6. The City will implement Implementation Program COS-10 on an ongoing basis. Implementation Program COS-10 requires the City to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.
- A7. The City will implement Implementation Program COS-9 on an ongoing basis. Implementation Program COS-9 requires the City to continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.
- A8. The City will implement Implementation Program LU-7 on an ongoing basis. Implementation Program LU-7 requires the City to give priority to redevelopment and infill projects that reduce development pressure on agricultural lands and establish an incentive program to promote these projects, such as priority permit processing and density bonuses, for such developments.

Impact K-5: Architectural Resources

Facts

The EIR found that new development and rehabilitation projects may impact significant architectural resources in the community in two primary ways: 1) new development and rehabilitation projects may be proposed that would be architecturally and stylistically incompatible with existing architectural resources, detracting from the existing resources' aesthetic value and contributing to visual discontinuity in neighborhoods that have a concentration of significant architectural resources; and 2) new development and rehabilitation projects may be proposed that would result in the removal of significant architectural resources or that would modify the structure so that the aesthetic value of the structure is destroyed. This is considered a significant aesthetic impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measure A5 described above in K-1 and Mitigation Measures A9 and A10 as follow will reduce this impact to a level less than significant.

- A9. The City will implement Implementation Program CD-8 on an ongoing basis. Implementation Program CD-8 requires the City to expand community participation in the Main Street Program and continue to work with the Program to create an identity that emphasizes our cultural heritage and attracts businesses and consumers to the downtown area.

- A10. The City will implement Implementation Program COS-13 on an ongoing basis. Implementation Program COS-13 requires the City to consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. Additional detail is provided in the EIR and General Plan.

L. Population and Housing

Impact L-1: Substantial Growth

Facts

The EIR found that a potentially significant impact associated with substantial growth is anticipated.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

In addition to Mitigation Measure H10 (review the level of services and funding levels at budget time, adjusting when necessary); AG1 (continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding); and PH7 (continue to cooperate with the Monterey Bay Unified Air Pollution Control District to implement the most recent Air Quality Management plan), implementation of the following Mitigation Measures will reduce the impact to substantial growth within the planning area to a level less than significant.

- PH1. The City will implement Implementation Program HE-2, which requires the City to continue to work with the Local Agency Formation Commission to ensure that sufficient land, infrastructure, and services are available to support housing development.
- PH3. The City will implement Implementation Program C-3, 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.
- PH5. The City will implement Implementation Program COS-29, which requires the City to promote retrofit programs by the City to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.
- PH6. The City will implement Implementation Program CD-11, which requires the City to use the Smart Growth Network's Getting to Smart Growth: 100 Policies for Implementation (ICMA, 2002) or other similar policy manual, to perform an "audit" of the City's Zoning and Subdivision Ordinances to identify potential impediments to the development of smart growth and traditional neighborhood development projects. Revise, adopt, and implement new standards and procedures as necessary to encourage smart growth and traditional neighborhood development in Salinas.

M. Public Services and Utilities

Impact M-1: Parkland Dedication

Facts

The EIR found that 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 could occur or be accelerated, resulting in a significant project level impact.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

New development will be required to provide for parkland, as required by the proposed General Plan and Mitigation Measure PSU1. Implementation of Mitigation Measure PSU1 will reduce the impact to a level less than significant.

Impact M-2: Sewer Service – Capacity to Serve Additional Demand

Facts

The EIR found that implementation of the General Plan will result in new residential and non-residential development that will require additional sewer service. The MRWPCA anticipated that it has sufficient capacity for some time into the future; however, eventually it will be necessary to increase the capacity of the Salinas Pump Station to provide adequate service. A significant impact associated with this issue may occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures PSU2 (continue to work with the Monterey Regional Water Pollution Control Agency); PSU3 (review development proposals and require necessary studies and water conservation and mitigation measures); and PSU4 (continue to implement and update the Sewer and Drainage Master Plan) will reduce the impact to a level less than significant.

Impact M-3: Sewer Service - Exceeding Wastewater Treatment Services/Regional Water Quality Control Board

Facts

Peak Waste Water Flows (PWWFs) have occasionally exceeded the Salinas Pump Station and Salinas Interceptor 29 mgd threshold, resulting in a backup in the City's system. The EIR found that Since the General Plan will result in additional need for sewer services within the planning area, a significant impact associated with this issue may occur.

CEQA § 21081(a) Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment. The impact is mitigated to a less than significant level.

Evidence Supporting the Finding

Implementation of Mitigation Measures PSU2 and PSU4 identified in Impact M-2 above, and PSU5 identified below will reduce the impact to a level less than significant.

PSU5. Requires developers and the City to install essentially leak-free sewer piping in new developments and in City collection system projects that will prevent inflow/infiltration (I/I) from entering the

system. City shall also conduct smoke testing, inspection, and improvements to the existing sanitary sewer system to help prevent I/I.

SECTION 3.3 SIGNIFICANT AND UNAVOIDABLE CUMULATIVE IMPACTS

A. *Traffic/Circulation*

Impact A-1: Regional Circulation System

Facts

As development occurs, both within the City and throughout the County, traffic volumes on the regional circulation system will increase and may exceed the capacity of various roadways. This is considered a cumulatively significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Even with implementation of the Mitigation measure C5 (working with regional transportation agencies to coordinate local street improvements with major transportation system improvement projects); and C7 (continue to monitor the planning process for regional circulation improvements to analyze how they would impact the Salinas circulation system), a significant unavoidable impact may remain in regards to the regional roadway system since there are existing deficiencies and there may not be adequate future funding to pay for the needed regional improvements. As a result, an unavoidable, significant, cumulative impact to regional roadways may occur.

B. *Noise*

Impact B-1: Vehicular Traffic

Facts

Increased vehicular traffic along certain local and regional roadways may subject existing and future development along these roadways to significant increases in noise and noise levels in excess of 65 dB. This is considered a cumulatively significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Because there is no guarantee that existing development would be retrofitted to meet acceptable noise levels as is required with Mitigation Measure N2 (review discretionary development proposals for potential noise impacts and compliance with the noise and land use compatibility standards and require mitigation), existing development may continue to be impacted by the cumulative vehicular traffic along the region's roadways. Mitigation Measure M5 (reduce the impact of vehicular noise to existing development through the addition of noise reduction methods) will help to reduce the impact to the extent feasible; however, the proposed project may result in an unavoidable, significant, cumulative noise impact to existing development.

C. Air Quality

Impact C-1: Regional Air Quality

Facts

Based on the difference between AMBAG's projections and those expected to occur according to the General Plan, AMBAG determined that emissions attributable to General Plan implementation are inconsistent with the Air Quality Management Plan (AQMP). Inconsistency with the population estimates may lead to increased emissions not accounted for in the AQMP and may conflict with the applicable AQMP. Inconsistency with the population estimates used in the AQMP may also cause a delay in the attainment of the California AAQS due to the increased emissions associated with a population projection larger than was used in the emissions inventory for the AQMP. Since AMBAG has determined that the proposed General Plan is inconsistent with the AQMP, an unavoidable, significant cumulative air quality impact may occur.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Even with the implementation of Mitigation Measures AQ1 (reduce dust and particulate matter levels by implementing fugitive dust control measures); AQ2 (continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions); AQ3 (review development proposals for potential regional and local air quality impacts, require mitigation); AQ4 (include electric vehicle charging areas in new public and private development and redevelopment projects, inform property owners of programs); AQ5 (coordinate with the MBUAPCD and AMBAG to support the updated Transportation Control Measures); AQ6 (implement energy conservation measures in public buildings); and AQ7 (promote retrofit programs to reduce energy usage and consequently reduce emissions from energy consumption), the significant unavoidable impact associated with consistency with the existing AQMP will remain until the AQMP is updated to reflect more current population statistics and projections.

D. Hydrology/Water Quality

Impact D-1: Groundwater

Facts

Due to the continued issue of seawater intrusion and nitrate contamination in the region, additional development and population growth associated with the General Plan will contribute to a cumulatively significant impact associated with groundwater supply and quality.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Despite the implementation of Mitigation Measures HW4 (cooperate with Monterey County, the Regional Water Quality Control Board Central Coast (Region 3) and the Monterey County Water Resources Agency); HW 9 (review development proposals and require necessary studies and water conservation and mitigation measures); HW10 (review development proposals and require necessary studies and water conservation and mitigation measures); HW11 (cooperate with the County of Monterey Water Resources Agency and water service providers); HW12 (in cooperation with the state, regional, and local water agencies and suppliers, participate in programs that seek to limit the spread of seawater intrusion into the

groundwater basins through the recycling of wastewater); and HW13 (encourage water conservation throughout Salinas), a significant and unavoidable impact associated with groundwater quality and quantity will remain.

E. Cultural Resources

Impact E-1: Cultural Resources

Facts

Cultural resources in Monterey County could be cumulatively impacted by future development, including development that would occur per the General Plan. This is considered a cumulatively significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Because non-discretionary projects may not be required to incorporate the mitigation proposed to protect historic and archaeological resources, historic or archaeological resources may be lost in the planning area as a result of non-discretionary projects. Despite implementation of Mitigation Measure CR1 (assess discretionary development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources, require mitigation); CR2 (consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance); and CR3 (promote public awareness and encourage tourism in the City by actively identifying the community's many historic resources), the General Plan's impact to cumulative cultural resources will remain significant and unavoidable.

F. Agricultural Resources

Impact F-1: Conversion of Agricultural Land

Facts

Implementation of the proposed Salinas General Plan will allow the eventual conversion of approximately 4,000 acres (inclusive of Carr Lake) of land currently in agricultural use to urban uses. While the possible conversion of 4,000 acres of farmland would account for ~~only~~ 0.3 percent of the existing agricultural land within the County, or approximately two percent of the important farmland in the County, it will still result in a project level significant impact.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

The impact related to the loss of agricultural land will be minimized by continued implementation of City and County policies to minimize the conversion of agricultural lands and Mitigation Measures AG1 (directs that City growth occur generally to the north and east away from the most productive farmland), AG2 (priority to redevelopment and infill projects that reduce development pressure on agricultural lands) in addition to encouraging infill development and compact development, and AG5 (creation of an agricultural land conservation easement program); however, the Plan will still result in the loss of approximately 4,000 acres of agricultural land. As a result, the significant, unavoidable, cumulative impact on agricultural resources within Monterey County will remain.

G. Public Service and Utilities

Impact G-1: Parkland

Facts

While new development will avoid project level impacts associated with parkland to the extent allowed by State law, there is an existing deficiency that will need to be addressed by the City. Since the City has limited resources, they may not be able to fund the needed improvements. As a result, an unavoidable, significant, cumulative impact on parklands may occur.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Because needed improvements at existing parks may not be funded even with the implementation of the Mitigation Measure PSU1 (require new development to provide parkland and/or in-lieu fees), and development allowed under the General Plan may exacerbate the deficiencies at these facilities, a significant and unavoidable cumulative impact to parkland and park facilities may occur.

Impact G-2: Solid Waste

Facts

An unavoidable, significant, cumulative impact associated with solid waste may occur since the regional land fill capacity is expected to be used in the next 15 years and no new plan for landfill expansion has been adopted. While this cumulative impact has been identified, it is unlikely to occur since the Salinas Valley Solid Waste Authority is in the process of adopting an expansion plan for its facilities that will provide additional capacity.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Because no formal plan for landfill capacity expansion has been adopted, the cumulative impact will remain significant and unavoidable even with the implementation of Mitigation Measure PSU6 (continue to support and cooperate with the SVSWA and waste haulers in their efforts to increase recycling activities).

Impact G-3: Groundwater

Facts

As discussed previously under the Hydrology/Water Quality section above (Section D, Impact D-1), an unavoidable significant cumulative impact associated with groundwater quality and supply may occur due to the continued issue of seawater intrusion and nitrate contamination in the region.

CEQA § 21081(a) Finding

The impact cannot be mitigated to a less than significant level. Specific considerations make mitigation measures or alternatives infeasible.

Evidence Supporting the Finding

Despite the implementation of the Mitigation Measures HW4 and HW9 through HW13 identified in Section D, Impact D-1 above, a significant and unavoidable impact associated with groundwater quality and quantity will remain.

Mitigation Measures HW4 and HW9 through HW13 are identified in the Hydrology/Water Quality section above.

Section 3.4 CUMULATIVE SIGNIFICANT AND MITIGABLE IMPACTS

No Cumulative Significant And Mitigable Impact Will Occur

SECTION 4 – FINDINGS ON FEASIBILITY OF ALTERNATIVES

The EIR examined several alternatives to the Proposed General Plan, including:

- No Project/Existing General Plan
- Decreased Acreage/Increased Density in FGA
- Alternative Circulation Plan – No Western Bypass
- 50% Housing Unit Reduction in FGA

For the reasons set forth below and considering the entire record, the City Council determines that the EIR presents a reasonable range of alternatives, in accordance with CEQA, and recommends for approval of the Proposed General Plan. Each reason set forth below is a separate and independent ground for the City Council's determination.

No Project Alternative

Description of the Alternative

The No Project Alternative assumed the existing General Plan would remain in place as the City's primary policy document. Future development under the existing General Plan would result in a similar number of housing units as projected with the proposed General Plan. The existing General Plan planned for substantially less non-residential square footage than the proposed Plan. However, there is currently 65 percent more non-residential development in the community than the 19.6 million square feet of capacity estimated by the existing Plan. This alternative assumes approximately 62 percent less employment opportunities than the proposed Plan.

Reasons for Rejecting the Alternative For the reasons described in the EIR, overall, this alternative is environmentally inferior to the proposed General Plan. Implementation of this alternative would result in: no less impacts to any environmental issue area; similar impacts to land use and planning, noise, hazards/hazardous materials, agricultural resources, geology/soils, population and housing, and public services and utilities; and greater impacts to traffic/circulation, air quality, hydrology/water quality, biological resources, cultural resources, and aesthetics.

Additionally, this alternative would not include the policies, programs, and land use/circulation plan that are proposed to achieve Salinas' vision for the future. Specifically, the existing General Plan does not provide *New Urbanism*, Traditional Neighborhood Development, and community livability policies and programs, which serve to create a more compact, pedestrian-friendly, and livable community. Also, this alternative does not contain as strong policies, programs and land use plan contained in the proposed General Plan that address the need for the continued development of a variety of housing and employment opportunities in the community to create more affordable housing opportunities and diversify the types of jobs available. Thus, the existing cost of living imbalance and overcrowded housing conditions in the community could be worsened if this alternative were implemented.

Reduced Acreage - Increased Density In Future Growth Areas

Description of the Alternative

This alternative assumes that instead of the 3,525 acres of land that are planned for development in the Future Growth Areas under the proposed Plan, the amount of land designated for urban uses in the Future Growth Areas would be reduced to two-thirds of the proposed acreage, or 2,350 acres. In order to meet the employment, housing, recreation, and overall growth demands projected for the region, the same level of residential and non-residential development is assumed to occur in this reduced acreage, thereby increasing the density and intensity of development required in the Future Growth Areas. Instead of the approximately 9.2 dwelling units per acre in the Future Growth Areas as anticipated with the proposed General Plan, this alternative would result in an overall density of 13.9 dwelling units per acre in the Future Growth Areas. This alternative would implement the policies, plans and Implementation Programs of the proposed General Plan.

Reasons for Rejecting the Alternative

Overall, this alternative is environmentally superior to the proposed General Plan. However, while this alternative would reduce the impact to agricultural resources, this alternative would still result in a significant unavoidable impact to agricultural resources. Unavoidable impacts associated with groundwater supply and quality, vehicular noise, regional air quality, regional traffic/circulation, and cultural resources would also remain significant and unavoidable under this alternative. Because of the increased density of development that would be required under this alternative, this alternative may not provide for the variety of single-family and multi-family units that would be allowed under the proposed General Plan.

This lack of variety may cause concentrations of affordable housing in certain neighborhoods and may limit housing choices for larger households. Thus, overcrowded housing conditions and other neighborhood quality of life issues could be worsened if this alternative were implemented.

Alternative Circulation Plan – No Western Bypass

Description of Alternative

This alternative assumes that no Western Bypass would be planned within the Circulation Element or Land Use Plan, and construction of a Western Bypass would not be supported by the policies, plans, and programs within the General Plan. In order to improve circulation within the planning area, the Circulation Element, Land Use Plan, and General Plan Policies would support the improvement (i.e., widening) of US-101 and/or Davis Road, if necessary.

Reasons for Rejecting the Alternative

Although this alternative is environmentally similar to the proposed General Plan overall, this alternative would result in greater impacts to land use and planning, traffic/circulation, noise and air quality for the following reasons:

- More impacts associated with land use compatibility and the potential expansion/widening of US-101 and Davis Road would occur because a mix of uses currently abut these two roadways that would either be required to relocate or that may suffer increased noise and air quality impacts as a result of the widening of these roadways.
- Locally, Davis Road would need to be widened to handle more regional and cut-through traffic. This would likely increase traffic and congestion at intersections and along major roadways within the planning area.
- Although, some of the proposed circulation improvements will be implemented under this alternative, noise increases along local arterials such as Davis Road and Abbot Street, and regional route U.S. 101 will likely be greater than that which would occur with the proposed Plan.

50% Housing Unit Reduction In Future Growth Areas

Description of Alternative

This alternative plans for approximately half the growth in housing units than projected in the Future Growth Areas with the proposed General Plan. Under this alternative, approximately 7,940 additional housing units would be developed on approximately 860 acres in the Future Growth Areas instead of the currently projected 15,873 units on 1,717 acres, which would retain the overall residential density in the Future Growth Areas at approximately 9.2 dwelling units per acre. At buildout of this alternative, approximately 50,122 housing units would exist in the planning area, for an overall density of 8.0 units per net acre. In comparison, at buildout of the proposed General Plan, approximately 58,055 housing units would exist in the planning area for an overall density of 9.3 dwelling units per acre.

Reasons for Rejecting the Alternative

Overall, this alternative is environmentally inferior to the proposed General Plan. While the alternative would result in the construction of fewer housing units within Salinas, the City cannot control regional demand for housing nor the number of people living in residential units. Therefore, this alternative may result in the need to construct additional residential units within surrounding jurisdictions and the county and/or result in an increase in the incidence of overcrowding. This could result in greater impacts associated with agricultural resources because development of residential units would likely occur outside the planning area in areas of potentially more productive farmland than occurs in the proposed Future Growth Areas, in addition to the development within the planning area. Overall, the impacts associated with agricultural resources would be greater than the proposed project. Also, more scattered residential development could occur outside the planning area in unincorporated County land or adjacent jurisdictions resulting in a greater impact related to aesthetics as agricultural land and open space is converted for residential uses. The development of residential uses outside of the future growth areas could also result in a greater growth inducing impact on surrounding areas as people are forced to look elsewhere in the region for housing opportunities. The construction of more residential units outside of the planning area may also result in the need to extend public services and facilities into new areas as people are forced to look elsewhere in the region for housing opportunities. Additional environmental impacts would occur as these services are extended.

SECTION 5 – STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA Section 21002 allows agencies to approve projects with significant unavoidable environmental effects, such as those discussed in Sections 3.1 and 3.3 above, when the benefits of the project outweigh these significant effects and therefore render them "acceptable".

As explained above and in the EIR, the General Plan, even as redesigned with mitigations, alone or together with other cumulative development, will result in the following *significant unavoidable* adverse environmental impacts:

- Traffic/Circulation - project-level and cumulative impacts to the regional roadway system
- Noise - cumulative impacts associated with vehicular traffic
- Air Quality – project-level short-term construction impacts and project-level and cumulative regional impacts
- Hydrology/Water Quality – project-level and cumulative impacts associated with groundwater
- Cultural Resources - project-level and cumulative impacts associated with historic and archaeological resources
- Agricultural Resources – project-level and cumulative impacts associated with loss/conversion of agricultural land
- Public Services and Utilities
 - Project-level and cumulative impacts associated with groundwater quality and supply
 - Project-level and cumulative impacts associated with solid waste
 - Cumulative impacts associated with parkland

Notwithstanding the existence of the above mentioned significant environmental effects which can not be mitigated to a less than significant level, the City Council hereby finds that the benefits of the proposed General Plan Project outweigh the unavoidable adverse environmental effects, and therefore, finds the adverse environmental effects to be acceptable.

The City Council finds that each impact identified in Sections 3.1 and 3.3 is acceptable because mitigation measures have been required in order to reduce these impacts to the extent feasible, and, on balancing the benefits to be realized by approval of the General Plan Project against the remaining significant environmental impacts, the following economic, social, and other considerations outweigh the impact and support approval of the proposed project for the following reasons:

- A. The General Plan as proposed would provide a long-range planning document for the City, fulfilling the State laws related to General Plans.
- B. The land uses proposed in the General Plan would improve the balance between non-residential and residential land uses, which will providing more revenue-generating and higher paying employment opportunities in the community.
- C. The General Plan includes policies, programs, and a land use/circulation plan that will address the cost of living imbalance in the community and provide the variety of housing opportunities necessary to meet the future growth projected for Salinas.
- D. The General Plan contains new polices and implementation programs to enhance quality of life and help the community achieve its vision for the future.
- E. The proposed General Plan contains *New Urbanism*, Traditional Neighborhood Development, and community livability policies and programs, which serve to create a more compact, pedestrian-friendly, and livable community, while also minimizing the amount of agricultural land that will have to be converted to urban uses.
- F. The proposed goals, policies, and land use plan will help create greater opportunities for upward mobility by supporting additional training and educational opportunities that will create a more educated work force.
- G. The proposed General Plan meets the goals of the City to provide a circulation system that meets both local and regional needs, while providing circulation standards in Future Growth Areas that will support more pedestrian-friendly, new urbanist community design in appropriate areas.
- H. The proposed Circulation Element meets the goals of supporting the development of western and eastern bypasses, which will divert some of the regional traffic that currently adds to the congestion of Salinas' circulation system.
- I. The General Plan, as proposed, contains policies and programs to protect significant visual and architectural resources that will help enhance the visual appeal of Salinas.

THE SALINAS CITY COUNCIL HEREBY ADOPTS THE FINDINGS OF FACT SHOWN HEREIN AND THE STATEMENT OF OVERRIDING CONSIDERATIONS SHOWN HEREIN, BASED ON THE INFORMATION CONTAINED AND/OR REFERENCED WITHIN THIS DOCUMENT.

Dated: 9/17/02

By: Anna Caballero
Anna Caballero, Mayor

SALINAS CITY COUNCIL
RESOLUTION NO. 18050
ADOPTING THE SALINAS GENERAL PLAN UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, on August 14 and 21 and September 4, 2002 the Salinas Planning Commission held a duly noticed public hearing to consider certification of a Final Environmental Impact Report, and the Mitigation Monitoring Program; and adoption of the Salinas General Plan Update; and

WHEREAS, an Environmental Impact Report, known as "Salinas General Plan Environmental Impact Report," was prepared; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared for the General Plan incorporating mitigation measures provided for in the Final Environmental Impact Report (FEIR); and

WHEREAS, the Salinas City Council held a duly noticed public hearing on September 16 and 17, 2002 at which it considered a staff report and consultant presentation, reviewed the Mitigation Monitoring and Reporting Program, and heard testimony regarding said Program;

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF SALINAS does hereby adopt the Salinas General Plan Update Mitigation Monitoring and Reporting Program.

PASSED AND ADOPTED this seventeenth day of September, 2002, by the following vote:

AYES: Councilmembers Barnes, Collins, De La Rosa, Lutes, Muscutt, Ocampo, and Mayor Caballero

NOES: None

ABSTAIN: None

ABSENT: None



ANNA CABALLERO, MAYOR

ATTEST:


ANN CAMEL, CITY CLERK

MITIGATION MONITORING AND REPORTING PROGRAM
Salinas General Plan Update EIR September 2002

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
PROJECT-LEVEL SIGNIFICANT AND UNAVOIDABLE IMPACTS				
Regional highway system C5	<p>The City will reduce expenditure, improve design, and minimize traffic disruption by working with the Transportation Agency for Monterey County (TAMC), Caltrans, <u>MST</u>, <u>AMBAG</u>, Monterey Bay Unified Air Pollution Control District, and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. In addition, the impacts of discretionary development projects and major transportation projects will be monitored by the City and mitigation may be required.</p>	Community Development, Public Works, TAMC, Caltrans, County of Monterey		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
C7	<p>The City will continue to monitor the planning process for regional circulation improvements to analyze how they would impact the Salinas circulation system. <u>Regional roadway system impacts will be considered when making land use decisions for major development proposals within the City.</u> If necessary, the City will revise the General Plan Circulation System to address the impact from these modifications <u>regional circulation system improvements.</u></p>	<p>Community Development, Public Works, Caltrans, County of Monterey, APCD, Monterey-Salinas Transit</p>		
Vehicular traffic noise				
N2	<p>The City will review 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 (Figure N-1 and N-2 of the Noise Element) shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Code, Noise Ordinance, the Noise Contours Map (Figures N-1 and N-2 of the Noise Element), and Tables N-3 and N-4 of the Noise Element will be used to determine the significance of impacts. Additional detail is provided in the EIR.</p>	<p>Community Development, Development and Permit Services, Police</p>		
N5	<p><u>The City will implement Implementation Program N-5 which requires the City to reduce the impact of vehicular noise affecting existing residential development through the addition of noise reduction methods such as sound walls, berms, or others.</u></p>	<p><u>Community Development, Public Works</u></p>		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
Short-term air quality				
AQ1	<p>The City will reduce dust and particulate matter levels by implementing fugitive dust control measures such as:</p> <ul style="list-style-type: none"> • Restrict outdoor storage of fine particulate matter; • Provide tree buffers between new residential and adjacent agricultural uses; • Monitor construction and agricultural activities and emissions; and • Pave areas used for vehicular maneuvering. 	Community Development		
AQ2	<p>The City will continue to cooperate with the MBUAPCD to implement the most recent Air Quality Management Plan to address regional motor vehicle emissions. In particular, coordinate with the MBUAPCD and AMBAG, providing technical assistance and demographic data when available, during the development of future population projections by AMBAG and the District.</p>	Community Development, Monterey Bay Unified Air Pollution Control District, AMBAG		
AQ3	<p>The City will 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 feasible.</p>	Community Development, MBUAPCD, AMBAG		
Long-term air quality				
Previous AQ1 through AQ3	(see previous AQ1 through AQ3)			

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
AQ4	The City will include electric vehicle charging areas in new public and private development and redevelopment projects. The City shall also inform property owners of electric vehicle charging area programs when plans for development and redevelopment projects are submitted.	Community Development, Redevelopment Agency		
AQ5	<p>The City will coordinate with the MBUAPCD and AMBAG to support the updated Transportation Control Measures as described in detail in the most recent AQMP. Currently, these measures include:</p> <ul style="list-style-type: none"> • Improved Public Transit Service • Areawide Transportation Demand Management • Signal Synchronization • New and Improved Bicycle Facilities • Alternative Fuels • Livable Communities (communities designed to reduce automobile dependency). • Selected Intelligent Transportation Systems • Traffic Calming 	Community Development, MBUAPCD, AMBAG		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
AQ6	<p>The City will implement energy conservation measures in public buildings through the following actions:</p> <ul style="list-style-type: none"> 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. 	Community Development, Public Works, Development and Permit Services		
AQ7	The City will promote retrofit programs to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.	Development and Permit Services, utility companies		
Groundwater				
HW4	The City will, consistent with County of Monterey Draft General Plan Policy ER-6.3, if adopted, 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.	Public Works, RWQCB, MCWRA, County of Monterey, other jurisdictions		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
HW9	The City will review development proposals and require necessary studies and water conservation and mitigation measures to ensure adequate water and sewer service	Community Development, Public Works, Water Providers, Monterey Regional Water Pollution Control Agency (MRWPCA)		
HW10	The City will continue 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 Salinas.	Public Works, MCWRA, ACOE, SWRCB, RWQCB		
HW11	The City will cooperate with the County of Monterey Water Resources Agency and water service providers, providing technical assistance when necessary, to continue to monitor urban and agricultural well usage rates and quality of the groundwater.	Community Development, Public Works, RWQCB, MCWRA, County of Monterey, water service providers		
HW12	The City will, in cooperation with the state, regional, and local water agencies and suppliers, participate in programs that seek to limit the spread of seawater intrusion into the groundwater basins through the recycling of wastewater. Specifically, the City shall support the expansion of the use of recycled water for urban and agricultural irrigation and cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.	Community Development, Development and Permit Services, Public Works, RWQCB, MCWRA, County of Monterey, other jurisdictions		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
HW13	<p>The City will encourage water conservation throughout Salinas in the following ways:</p> <ul style="list-style-type: none"> • Implementing the Salinas Urban Water Conservation Plan, the purpose of which is to reduce pumping of water from the Salinas Valley Groundwater Basin for urban uses to the maximum extent feasible and to reduce overall pumping from the Salinas Valley Groundwater Basin by fifteen percent from the pumping that occurred in 1987; • Regulating development with the City's Landscaping and Irrigation Ordinance, which requires developments to apply xeriscape principles including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices; • Supporting the production of recycled water and developing new use for recycled water; and • Applying water conservation techniques/project "water budgets" to achieve a significant reduction over historic use and over average uses for the proposed type of development by the incorporation of water conservation devices, such as low-flow toilets, flow restriction devices and water conserving appliances in new public and private development and rehabilitation projects. 	Community Development, Development and Permit Services, Public Works		
Historic and archaeological resources				

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
CR1	<p>The City will assess discretionary development proposals for potential impacts to sensitive historic, archaeological, and paleontological resources pursuant to Section 15064.5 of the California Environmental Quality Act Guidelines.</p> <p>a. For structures that potentially have historic significance, the City will 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.</p> <p>b. For all development proposals located within the Carr Lake/Natividad Creek corridor, the City will require a study to be conducted by a professional archaeologist. The objective of the study is to determine if significant archaeological resources are potentially 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 the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.</p>	Community Development		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
CR2	<p>The City will consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. Additional detail is provided in the EIR.</p>	Community Development, Redevelopment Agency, City Manager's Office, City Council, County Assessors Office		
CR3	<p>The City will promote public awareness and encourage tourism in the City by actively identifying the community's many historic resources through the location of historic landmark plaques and the Historic House Tour Guide. Promote tours of these sites on the City's and other organization's websites.</p>	Community Development, Redevelopment Agency, Salinas Valley Chamber of Commerce, Oldtown Salinas, Monterey County Historical Society, National Steinbeck Center		
Agricultural resources				
AG1	<p>The City will continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.</p>	Community Development, County of Monterey		
AG2	<p>The City will give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. Establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.</p>	Community Development, Redevelopment Agency		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
AG5	The City will work with the County of Monterey, and other local jurisdictions, to create and implement an agricultural land conservation easement program including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank.	Community Development, County of Monterey		
Public services and utilities— water				
Previous HW4, HW9 through HW13	(see previous HW4, HW9 through HW13)			
Public services and utilities— solid waste PSU6	The City shall continue to support and cooperate with the Authority and waste haulers in their efforts to increase recycling activities in order to achieve the mandated 50 percent waste diversion goal.	Community Development, Public Works, SVSWA		
PROJECT-LEVEL IMPACTS MITIGATED TO A LEVEL LESS THAN SIGNIFICANT				
Land use and planning				

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
LU1—zoning code	The City will review and update the Zoning Code and Subdivision Ordinance to ensure consistency with the General Plan and to help implement the General Plan policies and <i>New Urbanism</i> principles.	Community Development, Public Works		
LU2—Greater Salinas Area Plan	The City will consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCo and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space.	Community Development, LAFCO, County of Monterey		
LU3—Airport Master Plan	The City will update and implement the Airport Master Plan. Funding has been approved to update the Salinas Municipal Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with Instrument Landing System (ILS) approach, and determine limitations on surrounding land uses and new roadways to allow continuation of airport operations, including the potential lengthening of runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.	Community Development, Salinas Airport		
LU4—County Airport Land Use Plan	The City will continue to support the implementation of the Monterey County Airport Land Use Plan (MCALUP) and support the timely update of the MCALUP to meet new State guidelines.	Community Development, Salinas Airport, County of Monterey		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
LU5—Boronda MOU	The City will continue to cooperate with the County of Monterey to implement the Boronda Memorandum of Understanding, which directs that City growth occur generally to the north and east away from the most productive farmland.	Community Development, County of Monterey		
LU6—Boronda MOU	The City will encourage City-Centered Growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments.	Community Development, Redevelopment Agency		
Local roadway system				
C1	In addition to the roadway improvements identified in Table 5.2-4 , the City will implement the roadway improvements identified in Table 5.2-7 as needed to provide a level of service D or better along City roadways.	Community Development, Public Works		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
C2	<p>The City will review discretionary development proposals for potential impacts to the transportation system. 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 vehicle delay calculations in accordance with the latest version of the <u>Highway Capacity Manual</u>, <u>Transportation Research Board the Vehicle-Delay and the Highway Capacity Manual calculations</u>. 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.</p>	Community Development, Development and Permit Services, Public Works		
C3	<p>The City will update the Traffic Fee Ordinance to reflect projected circulation needs and apply the revised ordinance to applicable developments. The City will consider including alternative modes of transportation (bicycle and pedestrian) as projects eligible for use of Traffic Impact Fees. <u>The City will also work with other local agencies, as well as the Transportation Agency for Monterey County (TAMC) and Caltrans, on development of a regional traffic impact fee to assist in the funding of regional transportation improvements throughout Monterey County.</u></p>	Community Development, Development and Permit Services, Public Works		
C4	<p>The City will 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.</p>	Public Works		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
C5	(see previous C5)			
C6	The City will support the implementation of the Transportation Control Measures contained in the Monterey Bay Unified Air Pollution Control District's (APCD) Air Quality Management Plan to help reduce traffic congestion and encourage the use of alternative modes of transportation.	Community Development, Public Works, TAMC, Caltrans, County of Monterey		
C8	The City will update and implement the Airport Master Plan. The update should contain the following: address minimum distance for the Eastern bypass south of airport, define how the Eastern bypass can best be integrated with ILS approach, and determine limitations on surrounding land uses and new roadways to allow continuation of airport operations, including the potential lengthening of runway 31/13, and the California International Airshow. Upon any update of the Airport Master Plan, the Monterey County Airport Land Use Plan or the California Airport Land Use Planning Handbook, the Salinas General Plan will be reviewed and revised, as necessary.	Community Development, Salinas Airport		
C9	The City will continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport and encourage ALUC to update its County Airport Land Use Plan.	Community Development, Salinas Airport, Public Works, County of Monterey, Development and Permit Services		
Noise				
N1-- construction	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, Salinas Zoning Code, and Chapter 21A of the Municipal Code).	Community Development, Development and Permit Services, Police		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
N2—railroad, airport, stationary	(see previous N2)			
N3—airport	The City will review and revise as necessary Table N-4, Figure N-2, and the goals, policies and noise plan within the General Plan Noise Element to correspond with any update to the Salinas Airport Master Plan.	Community Development, Salinas Airport Commission, County of Monterey Airport Land Use Commission (ALUC)		
N4--stationary	The City will limit delivery hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. The City can only approve exceptions if full compliance with the nighttime limits of the noise regulations is achieved.	Community Development, Development and Permit Services, Police		
N5 - vehicular	(see previous N5)			
Air Quality—sensitive receptors				
see previous AQ2 through AQ5	(see previous AQ 2 through AQ5)			
Hydrology/ water quality				
HW1—surface water	The City will 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 the City complies with applicable state and federal regulations.	The City will continue to implement and update the Sewer and Drainage Master Plan as necessary		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
HW2—surface water	The City will 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 caused by pollutants and litter deposited on the surface of the land that can be carried in drainage systems, creeks, rivers, and ultimately the ocean	Community Development, RWQCB, MCWRA, County of Monterey, Water Awareness Committee of Monterey, other jurisdictions		
HW3—surface water	The City will continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.	Community Development, Fire Department, County Agriculture Commission		
HW4—surface water	(see previous HW4)			
HW5—surface water	The City will require, as a condition of project approval, new development to provide adequate storm water and flood management facilities to control direct and indirect erosion and discharges of pollutants and/or sediments so that "no net increase in runoff" occurs as a result of the proposed project. In order to determine the facility and Best Management Practices (BMP) needs, the City may will require, when necessary, a hydrological/drainage analysis to be performed by a certified and City-approved engineer, with the cost of said analysis the responsibility of the project applicant.	Public Works		
HW5--hydrology	(see previous HW5)			
HW6--hydrology	The City will continue to participate with the Monterey County Water Resources Agency (MCWRA) Advisory Committee for the Reclamation Ditch drainage system improvement projects.	Public Works		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
HW7--hydrology	The City will continue to work with the Monterey Regional Water Pollution Control Agency (MRW/PCA) to plan for and ensure adequate capacity for sewage treatment facilities.	Public Works		
HW8--hydrology	The City will continue to implement and update the Sewer and Drainage Master Plan as necessary	Public Works		
Hazards and hazardous materials				
H1—generators, underground tanks	The City will continue to work with the Salinas Valley Solid Waste Authority to implement the Household Hazardous Waste program to protect resident from dangers resulting from the use, transport, and disposal of hazardous materials used in the home.	County of Monterey Environmental Health Division, Salinas Valley Solid Waste Authority		
H2—generators, underground tanks	The City will continue to work with the Salinas Valley Solid Waste Authority to implement the Small Business Hazardous Waste Program, which allows qualified small businesses to dispose of their hazardous wastes at the Salinas Hazardous Household Waste Collection Facility.	County of Monterey Environmental Health Division, Salinas Valley Solid Waste Authority		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
H3—generators, underground tanks, transport	<p>The City will minimize public health risks and environmental risks from the use, transport, storage, and disposal of hazardous materials by:</p> <ul style="list-style-type: none"> Cooperating with federal, state, and county agencies to effectively regulate the management of hazardous materials and hazardous waste; Cooperating with the County of Monterey to implement the applicable portions of the County Hazardous Waste Management Plan; Identifying roadway transportation routes for conveyance of hazardous materials (the City does not exercise jurisdictional over transportation of freight along railroad right-of-way or state highways); Implementing the Multi-Hazard Emergency Plan for accidents involving hazardous materials; and Cooperating with the Certified Unified program Agency (CUPA) for Salinas (the County of Monterey, Environmental Health Division) and the Salinas Fire Department to administer Risk Management Plans for businesses within the City. <u>Requiring development project applicants to provide a hazardous materials report documenting past uses of the property and reporting the results of soil sampling where needed to determine whether remediation is required.</u> 	<p>County of Monterey Environmental Health Division, Salinas Fire Department, California Department of Transportation</p>		
H4—pesticides	<p>The City will continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to promote the responsible use of pesticides.</p>	<p>Community Development, Fire Department, County Agriculture Commission</p>		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
H5--flooding	The City will continue to participate in the National Flood Insurance Program (NFIP).	Community Development, Fire Department, County Agriculture Commission		
H6--flooding	The City continue to apply the Flood Overlay District regulations, pursuant to the City's Zoning Code and implement Section 9, Article VI of the Municipal Code, to minimize the potential impact to and from new development in areas subject to flooding. Update the boundaries of the District as needed to reflect current hydrologic conditions. (see previous HW5)	Community Development, Development and Permit Services, Public Works		
H7--flooding H8--fires	<p>The City will promote fire prevention in Salinas by:</p> <ul style="list-style-type: none"> • Working closely with the Salinas Fire Department to implement fire hazard education and fire prevention programs; • Coordinating with Cal Water and Alco water districts and the Salinas 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 • Continue to require sprinklers in new buildings. 	Development and Permit Services, fire companies, water companies		
H9--fires	The City will continue to monitor and abate weeds throughout the community.	Weed Abatement Specialist		
H10--fires	The City will review the level of services and funding levels at budget time, adjusting when necessary to ensure that adequate levels of service are provided and facilities are maintained.	Fire Department, Police Department		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
H11-airport	(see previous LU3)			
H12-airport	(see previous C9)			
H13-airport	The City will 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 Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, and California Airport Land Use Planning Handbook for comprehensive airport land use planning.	Community Development, Development and Permit Services, Monterey County ALUC, Salinas Airport		
H14-airport	The City will revise the Airport Master Plan in order to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property, and recommend land use compatibility standards for land surrounding the airport.	Community Development, Development and Permit Services, Monterey County ALUC, Salinas Airport		
H15-airport	(see previous N3)			
H10— emergency preparedness	(see previous H10)			
H16— emergency preparedness	The City will annually review and update the Multi-Hazard Emergency 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.	Community Development, Police Department, Fire Department, public and private medical facilities, Monterey County Emergency Communications, Monterey County Mobile Emergency Coordination Unit, Federal Emergency Management Agency (FEMA), American Red Cross, Monterey County Office of Emergency Services		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
H17-- emergency preparedness	The City will coordinate with local agencies and organizations to educate all citizens to take appropriate action to safeguard life and property during and immediately after emergencies.	Fire Department; Federal Emergency Management Agency (FEMA), American Red Cross, Monterey County Office of Emergency Services		
Biological resources				
BR1	Protection and enhancement of riparian corridors, wetlands through detailed setback restrictions, protection during construction, buffers, etc.	Community Development, Development and Permit Services, Recreation-Parks, ACOE, FWS, CDFG		
BR2	Retention of creeks and wetlands in natural state; development and implementation of habitat mitigation and management plan; authorization from US Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game, National Marine Fisheries Service including applicable replacement ratios and maintenance and monitoring program.	Community Development, ACOE, FWS, CDFG		
BR3	The City will cooperate with the Regional Water Quality Control Board and the Resource Conservation District in their efforts to develop a plan to assist agricultural operations to reduce nitrate and sediment input to creeks. Such a plan will enhance water quality and benefit aquatic plants and wildlife within the planning area as well as downstream.	Community Development, Regional Water Quality Control Board, Resource Conservation District		
BR4	Requires the project developer to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas; requires surveys for raptor nests and postponement of construction if necessary.	Community Development		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
BR5	Protection and enhancement of special status species habitat through setbacks and open space easements within new development and/or redevelopment areas. Protection and enhancement of special status species habitat shall require management of the habitat by State and Federal agencies, with the cooperation of the City to ensure persistence of the species within the setback areas. Specific details included in EIR	Community Development, ACOE, FWS, CDFG		
(see previous CR1)				
Cultural resources				
Agricultural resources				
AG3	<p>The City will revise the City's Zoning Ordinance to require the recordation of a Right-to-Farm Notice as a condition of discretionary permit approval for residential development within 1,000 feet of an established agricultural operation. The purpose of the Notice is to acknowledge that residents in the area may experience inconveniences and discomfort associated with the normal farming and grazing activities, such as noise and dust. The Notice shall specifically state that a variety of activities may occur that may be incompatible with the proposed development and that an established agricultural operation in full compliance with applicable laws, shall not be considered a nuisance due to changes in the surrounding area. The Notice shall also state that a person's right to recover under a nuisance claim against these activities may be restricted.</p>	Community Development		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
AG4	The City will to encourage the provision and maintenance of buffers, such as roadways, topographic features, and open space, to prevent incompatibilities between agricultural and non-agricultural land uses. A number of factors shall be used to determine the appropriate buffer, including type of agricultural use, topography, and pesticide and machinery use, among others.	Community Development		
Geology/soils				
GS1	The City will assess development proposals for potential hazards pursuant to the California Environmental Quality Act, requiring measures when necessary to mitigate all identified public safety hazards.	Community Development, Fire Department, Public Works		
GS2	The City will, when the threat from natural hazards cannot be mitigated through geotechnical and structural design methods, use open space easements and other regulatory techniques to prohibit development and avoid unmitigable public safety hazards.	Community Development		
GS3	The City will implement the most recent state building and seismic requirements for the structural design of new development and redevelopment projects	Development and Permit Services		
GS4	The City will, during the review of development and redevelopment proposals, require surveys of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, the City shall require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.	Development and Permit Services		
GS5	(see previous H16)			

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
-------------------	----------------------	-------------------------------	--------------------------	---------

GS6 (see previous H17)

Aesthetics				
A1	The City will implement the City's Gateway Guidelines addressing identification graphics and entry signs, lighting, and landscaping for the City's major entry points identified in Figure CD-1 of Plan	Community Development		
A2	The City will strengthen the City's Design Guidelines and require compliance to enhance the City's visual appeal and ensure compatible, aesthetically pleasing development with particular emphasis on: 1) historic areas of the community; and 2) properties visible from Highway 101.	Community Development, Redevelopment Agency		
A3	The City will improve the City Lighting Ordinance to ensure that: 1) all future outdoor lights include cut-off lenses to minimize light dispersion above the fixture head; 2) a lighting study is required to be performed when appropriate to ensure adequate light levels, while not exceeding industry standards; and 3) sky glow is reduced.	Community Development		
A4	The City will implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.	Community Development, Redevelopment Agency		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
A5	<p>The City will review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.</p>	Community Development		
A6	(see previous AG4)			
A7	(see previous AG1)			
A8	(see previous AG2)			
A9	<p>The City will expand community participation in the Main Street Program and continue to work with the Program to create an identity that emphasizes our cultural heritage and attracts businesses and consumers to the downtown area.</p>	Community Development, Public Works, Redevelopment Agency, Oldtown Salinas organization		
A10	<p>The City will consider implementing a historic/architectural preservation program and a historic/architectural preservation ordinance that encourages public/private partnerships to preserve and enhance historically significant buildings in the community. Measures to implement may include, but are not limited to, Transfer of Development Rights (TDR), establishment of criteria for a historic/architectural resources review process, and implementation of a Mills Act program. Additional detail is provided in the EIR.</p>	Community Development, Redevelopment Agency, City Manager's Office, City Council, County Assessors Office		

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
Population and housing				
PH1	The City will continue to work with the Local Agency Formation Commission to ensure that sufficient land, infrastructure, and services are available to support housing development	Community Development		
PH2	(see previous H10)			
PH3	The City will 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	Public Works		
PH4	(see previous AG1)			
PH5	The City will promote retrofit programs by the City to reduce energy usage and consequently reduce emissions from energy consumption. Encourage utility companies to provide informational literature about available retrofit programs at City offices, the Permit Center, and libraries.	Development and Permit Services, utility companies		
PH6	The City will use the Smart Growth Network's Getting to Smart Growth: <i>100 Policies for Implementation</i> (ICMA, 2002) or other similar policy manual, to perform an "audit" of the City's Zoning and Subdivision Ordinances to identify potential impediments to the development of smart growth and traditional neighborhood development projects. Revise, adopt, and implement new standards and procedures as necessary to encourage smart growth and traditional neighborhood development in Salinas.	Community Development, Public Works		
PH7	(see previous AQ2)			

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
Public services and utilities				
PSU1	The City shall require new development to provide parkland and/or in-lieu fees, as allowed by law, to provide for three acres of parkland for every 1,000 residents	Recreation-parks		
PSU2	(see previous HW7)			
PSU3	(see previous HW9)			
PSU4	(see previous HW8)			
PSU5	Requires developers and the City to install essentially leak-free sewer piping in new developments and in City collection system projects that will prevent inflow/infiltration (I/I) from entering the system. City shall also conduct smoke testing, inspection, and improvements to the existing sanitary sewer system to help prevent I/I.	Public Works		
SIGNIFICANT AND UNAVOIDABLE CUMULATIVE IMPACTS				
Regional circulation system				
	(see previous C5 and C7)			
Vehicular traffic noise				
	(see previous N2)			
	(see previous N5)			
Regional air quality				
	(see previous AQ1 through AQ7)			

Mitigation Number	Nature of Mitigation	Responsible Agency/Department	Implementation Confirmed	Remarks
-------------------	----------------------	-------------------------------	--------------------------	---------

Solid Waste	(see previous PSU6)			
Groundwater	(see previous HW4 and HW9 through HW13)			