PRECISE PLAN
SALINAS AUTO CENTER

Adopted by Salinas City Council on September 23, 1997
Resolution No. 16332 (n.c.s)

Amended by City Council on June 2, 1998
Resolution No. 16545 (n.c.s.)

Amended by City Council on September 29, 1998
Resolution No. 16714 (n.c.s.)

Amended by City Council on April 18, 2000
Resolution No. 17529 (n.c.s.)

Amended by City Council on July 18, 2000
Resolution No. 16545 (n.c.s.)

Amended by City Council on May 18, 2004
Resolution No. 18521 (n.c.s.)

Amended by City Council on August 23, 2005
Resolution No. 18855 (n.c.s.)

Amended by City Council on October 16, 2007
Resolution No. 19348 (n.c.s.)

Amended by City Council on January 8, 2008
Resolution No. 19381 (n.c.s.)

Amended by City Council on January 7, 2014
Resolution No. 20498 (n.c.s.)
I. INTRODUCTION

Precise Plans are a means to provide specific implementation of the General Plan. A precise plan must be consistent with the General Plan, but adds detail - notably a program of implementation measures including regulations, programs, infrastructure/improvement projects and financing measures for a specific area or project.

A. PURPOSE

The purpose of preparing a precise plan is to: (1) ensure the orderly planning of a specific area; (2) avoid premature or inappropriate development that would result in incompatible uses or create public service demands exceeding the capacity of existing or planned facilities; (3) maintain environmental equilibrium consistent with existing soil, ground water, storm water, vegetation and air resources; and (4) encourage sensitive site planning and design.

The precise plan allows decision making within the context of a comprehensive plan rather than addressing individual development activities on a parcel-by-parcel basis. Further, the precise plan will provide a tool to regulate and approve future development of the site.

The precise plan sets forth a clear description of the project, provides design criteria for future development along with minimum siting standards and will incorporate appropriate on-site mitigation measures derived from the Environmental Impact Report.

B. OBJECTIVES

The overall goal of the Salinas Auto Center is to provide a mix of automobile dealerships and auto related uses in a central location. Specific objectives of the proposal include the following:

1. Improvement to the community's overall economic and physical environment;
2. Improve employment opportunities in the City;
3. Retention of existing businesses and industries;
4. Retention of auto and truck sales in the community and strengthening of the region's competitiveness in the automobile market;
5. Enhance public and private safety in the private auto retail and auto related industries by providing internal circulation within an auto shopping mall secured by surrounding fences;
6. Provide an attractive auto center;
7. Maintain high design standards required of projects visible from Highway 101;
8. Provide mitigation of seawater intrusion in the area by reducing water consumption consistent with adopted water conversion of this property from agricultural uses.
9. Provide a Regional Auto Center which has maximum exposure and direct access to Highway 101 and is large enough to accommodate the project.

C. PROJECT DESCRIPTION FOR THE SALINAS AUTO CENTER

The project is located at the southwest corner of Highway 101 and Boronda Road and is currently outside the City limits of Salinas but adjacent to the City's boundary with Monterey County as shown on the site location map (Figure 1a and Figure 1b). The conceptual site plan (Figure 2) shows the proposal which includes, subdivision of a 102 acre parcel into fifteen (15) separate auto dealership lots, four (4) lots for auto related uses, a 3.80 acre parcel for detention basins (Parcel A) and a 3.3 acre remainder parcel (Parcel B) for auto related or other commercial uses.
The project will be developed in two phases as indicated on the Phasing Plan (Figure 3). Phase I will consist of twelve (12) numbered lots, comprising approximately 41.7 acres of potential development area, and a portion of the 3.8 acre detention basin parcel (Parcel A) as illustrated on Figure 3; Phase II will consist of seven (7) numbered lots, comprising approximately 35.1 acres of potential development area, the 3.3 acre remainder parcel (Parcel B) for commercial development and the remaining portions of the detention basin parcel as illustrated on Figure 3.

The developers do not have immediate plans for development on Parcel B, which will be created as a result of the North Davis Road Extension alignment. However, it will be zoned with the rest of the parcel. Hence, future development on this parcel will be governed by the General Commercial Zoning District and the Precise Plan Overlay District created by this plan. The proposed uses for Parcel B will include retail and/or service related businesses such as automobile sales, automobile service, automobile storage, and possibly other uses. The maximum floor area allowed for Parcel B is 10,000 square feet. Access to Parcel B will be at the apex of the curve on North Davis Road Extension. The remainder of Parcel B outside of the building area may be used only for nonstructural development such as storage, parking and access.

As shown on the Tentative Map (Figure 4), a right of way for the North Davis Road Extension and the 3.8 acre parcel containing the stormwater detention basins along the western portion of the parcel will act as an agricultural buffer between the western and southern property boundaries [A 240 foot conservation easement will restrict future uses to those consistent with the proposed utility, drainage and roadway improvements, including non-structural development.

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1 Per the the Boronda Crossing Precise Plan adopted on December 13, 2005, Phase II of the Salinas Auto Center Precise Plan will not be developed as contemplated herein. Rather, Phase II will be developed pursuant to the Boronda Crossing Precise Plan; references herein to Phase II are deleted in their entirety.
within the 140 foot wide westerly strip of Parcel B that lies within the 240 feet. (See sample conservation deed attached as Appendix 5)].

The first phase of development should contain approximately two hundred seventy-eight thousand eight hundred and one (278,801) square feet of auto dealerships, fifty-five thousand (55,000) square feet of auto related uses, five thousand (5,000) square feet of restaurants and a five thousand (5,000) square foot service station and car wash. Under the second phase, the auto dealerships are expected to expand to approximately four hundred six thousand six hundred and forty-five (406,645) square feet, and the auto related uses are expected to expand to approximately eighty-seven thousand (87,000) square feet. If the total square footage of restaurant space constructed in Phase I is less than 5,000 square feet, the remaining allowable space for restaurants may be constructed in Phase II.

Lot I of Phase I and Phase II may be subdivided and developed as small parcels, without changing overall uses, sign allocation, or maximum square footages that can be developed.

The following is a list of expected auto dealerships and the approximate size indicated by development phase.

**PHASE I**

<table>
<thead>
<tr>
<th>DEALERSHIPS</th>
<th>SQUARE FOOTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salinas Valley Ford Isuzu</td>
<td>76,330</td>
</tr>
<tr>
<td>Harvest Buick Pontiac GMC</td>
<td>21,000</td>
</tr>
<tr>
<td>Bob Wills</td>
<td>22,270</td>
</tr>
<tr>
<td>MY Lincoln Mercury Jeep Mitsubishi</td>
<td>32,219</td>
</tr>
<tr>
<td>MY Nissan</td>
<td>21,113</td>
</tr>
<tr>
<td>Salinas Toyota &amp; Salinas Hyundai</td>
<td>37,076</td>
</tr>
</tbody>
</table>
PHASE II (Deleted by SPA 2007-001)

Below is a list of potential automobile dealerships which could occupy the six lots in Phase II. Except for Chevrolet-Geo, none of the following dealerships is currently represented in Salinas. This plan does not regulate the make of vehicle which may be sold.

Chevrolet        Infinity        Porsche        Mercedes        Suzuki
alfa Romeo       Jaguar         SAAB           Acura
Audi             KIA             Volvo          Subaru
BMW              Lexus           Saturn         Range Rover

The combined square footage of auto-dealership buildings on these six lots is expected not to exceed 130,000 square feet and the total floor area when both phases are developed will not exceed 392,492 square feet.

The following is a list of anticipated auto-related uses and an approximation of their size:

<table>
<thead>
<tr>
<th>AUTO RELATED USE</th>
<th>ZONING CLASSIFICATION</th>
<th>SQUARE FOOTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upholstery Shop</td>
<td>Motor vehicle repair, minor</td>
<td>3,000</td>
</tr>
<tr>
<td>Detail Shop</td>
<td>Automobile washing</td>
<td>6,000</td>
</tr>
<tr>
<td>Body Shop</td>
<td>Motor vehicle repair, major</td>
<td>7,000</td>
</tr>
<tr>
<td>Tire Shop</td>
<td>Motor vehicle repair, minor</td>
<td>14,000</td>
</tr>
<tr>
<td>Glass Shop (Auto)</td>
<td>Motor vehicle repair, minor</td>
<td>2,000</td>
</tr>
<tr>
<td>Services</td>
<td>Description</td>
<td>Amount</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Auto Parts (Retail)</td>
<td>Auto-related retail sales and services</td>
<td>9,000</td>
</tr>
<tr>
<td>Transmission Shop</td>
<td>Motor vehicle repair, major</td>
<td>4,000</td>
</tr>
<tr>
<td>Muffler Shop</td>
<td>Motor vehicle repair, minor</td>
<td>4,000</td>
</tr>
<tr>
<td>Battery Shop</td>
<td>Motor vehicle repair, minor</td>
<td>4,000</td>
</tr>
<tr>
<td>Auto Financing</td>
<td>Auto-related retail sales and services</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>55,000</strong></td>
</tr>
</tbody>
</table>
Phase I also includes restaurant(s) (up to 5,000 square feet) and the automobile service station with car wash (5,000 square feet).

**PHASE-II, Lot 1 (Deleted by SPA 2007-001)**

<table>
<thead>
<tr>
<th><strong>AUTO-RELATED USE</strong></th>
<th><strong>ZONING CLASSIFICATION</strong></th>
<th><strong>SQUARE FOOTAGE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>RV/Motor Home Sales</td>
<td>Automobile sales and service</td>
<td>-10,000</td>
</tr>
<tr>
<td>Van-Converter</td>
<td>Limited Industry</td>
<td>-8,000</td>
</tr>
<tr>
<td>Car Rental</td>
<td>Automobile sales and service</td>
<td>-2,000</td>
</tr>
<tr>
<td>Driving School</td>
<td>Trade school</td>
<td>-2,000</td>
</tr>
<tr>
<td>Auto-Insurance</td>
<td>Auto-related sales and services</td>
<td>-2,000</td>
</tr>
<tr>
<td>Auto-Related-Stereo</td>
<td>Auto-related sales and services</td>
<td>-4,000</td>
</tr>
<tr>
<td>Cellular Phone Sales</td>
<td>Auto-related sales and services</td>
<td>-4,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>-32,000</td>
</tr>
</tbody>
</table>

Phase II could also include restaurants up to the 5,000 square feet allowed within Phase I and Phase II.

**D. PROJECT APPLICATION**

The Salinas Auto Center proposal consists of a reorganization (annexation and detachment), tentative map approval, adoption of a precise plan, amendment to the Salinas General Plan, Zoning Code Amendment, Precise Plan Overlay and prezoning for an auto center development on a one hundred two (102) acre parcel of land located at the southwest corner of the intersection of Boronda Road and Highway 101.
Reorganization

The reorganization includes annexation into the City of Salinas consistent with the Memorandum of Understanding (Agreement No. A-6410, September 21, 1993) between the City of Salinas and Monterey County, attachment to the Monterey Regional Water Pollution Control Agency and detachment from the Monterey County Resource Conservation District and Salinas Rural Fire Protection District.

Tentative Map

The Tentative Map is approved by the City Council with conditions. Upon satisfying the conditions applied to the Tentative Map, the Final Map will be accepted by the City Council and the map will be recorded.

General Plan Amendment

Prior to adoption of a Precise Plan, the Salinas General Plan will be amended to change the existing Agricultural designation to General Commercial/Light Industrial and Open Space and the project site will be designated as a Conditional Growth Area.

Zoning Code Amendment (Precise Plan Overlay District)

Prior to adoption of this Precise Plan and subsequent to annexation, the City will apply a Precise Plan Auto Center Overlay Zoning District to the property thereby allowing the uses specified in this plan.

Zoning Code Amendment (Language Amendment)

The City has approved an amendment to the City Zoning Code which will add a new land use category ("Automobile Related Retail Sales and Service") to the CG Zoning District within the Salinas Zoning Code. This amendment allows the Auto Financing, Auto Insurance and Driving School uses proposed by this plan.
E. RELATIONSHIP TO THE GENERAL PLAN

The current agricultural designation of the project site will be amended to General Commercial/Light Industrial and Open Space to allow the Salinas Auto Center Development. General Plan policies applicable to the project have been reviewed and analyzed to determine project consistency. A policy analysis is attached as Appendix 1 to this plan and concludes that the proposed project is consistent with the applicable policies.

II. LAND USE ELEMENT

A. AUTO CENTER DEVELOPMENT AND DESIGN STANDARDS

Introduction

The fundamental premise of the following section is that the architectural design and site layout of the Salinas Auto Center will be important due to its prominent location; its importance to the community as a whole; and the intrinsic arrangement of automobile dealerships with large expanses of paved area surrounding relatively small structures. Unless modified by this Precise Plan, the development standards of the underlying zoning district will apply.

The adoption of design standards for this development will help assure architectural continuity while providing for individual dealership identity. The intent is to provide both mandatory standards and more flexible design guidelines. Identified standards are minimums; designers are encouraged to use higher standards whenever possible. A private architectural review committee may be established by the property owners. Such a committee would function independently of the City's development review process. However, the City has final approval of any design. Property owners are encouraged to have their plans reviewed by the private architectural review committee prior to filing an application with the City.
Use Classifications:

The following uses are allowed upon approval of a Site Plan Review:

Automobile sales and services*
Automobile service station*
Automobile washing*
Automobile-related retail sales and services*
Communications equipment buildings
Eating and drinking establishments**
Marine sales & services
Minor utilities
Motor vehicle repair, major & minor
Public safety facilities
Single feed reverse vending machines (for recycling)

The following uses are allowed upon approval of a Conditional Use Permit:

Equipment sales, service, and rentals*
Limited industry*
Recycling: bulk reverse vending machines & small collection facilities
Warehousing*
Trade schools*

Use classifications identified with an asterisk (*) are only permitted on Parcel 1, 11 and 12 of Phase I, Parcel 1 of Phase II, and Parcel B. Use classifications identified with a double asterisk (**) are only permitted on Parcel 1 of Phase I, and Parcel 1 of Phase II. The three uses: limited industry,

(Footnotes are listed on Page 36)
warehousing, and trade schools are allowed only if related to the primary purpose of the Auto
Center. Therefore, examples of appropriate limited industry uses would be van conversion facilities
or specialized machine shops; an automobile driving school is an example of an appropriate trade
school use. An automobile dealership is allowed to store and maintain a stock of parts in
connection with a service & repair activity, without needing to obtain a CUP for warehousing.

Property Development Standards:

Yards: North Davis Road frontage: Average 10 feet with 6 foot minimum.

State Highway 101 frontage: 5 feet

Loop road (Auto Center Circle) frontage (measured from curb): Average 10 feet, with 5 foot minimum.

Maximum structure height: 35 feet, (flagpoles and antenna are structures)

Landscaping: A minimum three (3) percent of the lot area.

Fences and walls: Maximum height is eight feet. Fences and walls visible from public
right-of-way to be constructed of solid materials, except that ornamental fencing may be employed subject to design approval by Community Development Director. Chain link or cyclone fencing does not constitute "ornamental" fencing and is not permitted except on CAL-TRANS right-of-way. A wrought iron type fence is permitted within the North Davis Road yards up to 8 feet in height. Said fence shall be no closer than six (6) feet from the sidewalk along North Davis Road (see Figure 12 for graphic detail). Vehicle storage walls are allowed in the North Davis frontage yards. There will be a minimum ten (10) foot setback for
the frontage walls, a six (6) foot minimum setback for wrought iron fence, with a total average setback of ten (10) feet.

Off street parking & loading: Zoning Code standards shall apply, except that the standard for "automobile sales & service" shall be one space for every 650 feet of floor area, with a minimum of 25 spaces per parcel. Customer and employee parking areas shall be adequately screened from public views by walls or shall be landscaped in accordance with Zoning Code standards (see 37-148 G).

Outdoor lighting: See discussion in Auto Center Design Standards.

Outdoor facilities: Except for the display of motor vehicles offered for sale or rent, outdoor display of merchandise, materials, or equipment is prohibited unless allowed as a temporary use in accordance with the Zoning Code. Grand openings and special promotion events shall be limited to a total of 6 times/year for a maximum of 4 continuous days. Except as provided in this Precise Plan, the conduct of outdoor business shall comply with the provisions of Salinas Zoning Code Section 37-153.

Residential development: Not permitted.

Underground utilities: All electrical, gas, water, telephone, TV cable and similar distribution lines providing service within the Auto Center project area shall be installed underground within the site. Transformers are to be installed in underground vaults, or be completely screened by plant materials or by a combination of plant materials and walls, subject to City approval. Typical utility vaults 4½ feet wide, 8½ feet long and 7 feet deep will be incorporated into the subdivision
improvements. Pad mounted transformers will be located above each utility vault. Said vaults shall be placed on-site outside of the public right-of-way and shall be screened from public views. The exact number, location and size of these vaults will be determined when the subdivision improvement plans are prepared by the project engineer for review and approval by the City and the Public Utilities.

**Auto Center Design Standards:**

**Site Design**

With the exception of emergency vehicles, no motor vehicle access shall be allowed to any Lot from North Davis Road, except Auto Center Circle which may take access subject to an Encroachment Permit from the City Engineer.

Except for Parcel B and Lot 1, 11, and 12 of Phase I (where the setback shall be a minimum of ten feet), all buildings shall be developed with a minimum setback of 30 feet from the North Davis Road right-of-way. Automobile dealerships shall maintain a minimum setback for buildings of 30 feet from Auto Center Circle. On all parcels in the Auto Center, a minimum building setback of 40 feet shall be maintained from the Highway 101 right-of-way.

Driveways serving auto center parcels shall be located at least 25 feet from side property lines, except where two adjoining parcels share a common driveway regulated by reciprocal access agreements acceptable to the City. Driveways shall be at least 24 feet wide and driveway aprons shall conform to the City of Salinas construction standards.

The provision of adequate viewing areas for the display of motor vehicles is very important to dealerships. Vehicles may be displayed within showrooms or outside. However, those not contained within buildings shall be displayed on the ground and not above ground level (i.e., not up
on structures). Display areas may be elevated, provided the pad is not higher than five feet above the level of the adjoining portion of Auto Center Circle and provided their base is solid, at least as large as the display pad, and fully integrated with the ground. To facilitate the display of vehicles, the otherwise required percentage of landscaping has been reduced; however, minimum average yard requirements shall be implemented. Yards along the loop road are specified with an "average depth" to allow vehicle display closer to the street than ten feet, provided the areas are offset elsewhere along the same frontage. Examples of such display areas are shown on Figure 12.

The storage of impounded vehicles will be allowed as an accessory use. Except as otherwise noted herein, no materials or equipment, including motor vehicles, shall be stored in any area except inside a building or in an area screened by a six (6) foot wall, or as approved by the City. Motor vehicles for sale or lease which are part of a dealership's display are excepted.

**Outdoor Lighting**

Adequate exterior lighting is necessary for the safety and security of both customers and merchants. All street lights will be to City of Salinas standards. Lights in Phase I (one) may encroach into the triangular visibility zone described by City Zoning Code Sec. 37-181, subject to the approval of the City Engineer. It is the intent of this Plan to allow a reasonable number of fixtures, operating at an appropriate level of light, while protecting passing vehicles, the neighborhood, and the community from both glare and "sky glow" often associated with high levels of site lighting. With the exception of streetlighting serving North Davis Road, all lighting fixtures are to be designed and operated so that no light is emitted above a horizontal plane. Roof lighting, except lighting under the eaves, is prohibited. Street lighting serving Auto Center Circle shall be designed and built to City Public Works standards for public streets. Lights may encroach into the triangular visibility zone described by City Zoning Code § 37-181 subject to the approval of the
City Engineer.

1. The lighting shall be part of on-site lighting design and shall be controlled by the photo cell method or timers.

2. Lighting design shall be based on average wattage for the entire primary display area not to exceed 1.5 watts per square foot.

3. Automotive display areas shall be lighted by luminaries equal to LSI Greenbriar. The luminary must be a one piece die cast housing with squared corners on all edges of the fixture. Luminaries shall be factory finished in an organic thermal setting polyester/polyurethane resin based powder coating. Alternate luminaries providing equal performance, construction specifications and aesthetic qualities are acceptable.

4. "Front-Row" lighting standards adjacent to the street shall not exceed twenty-four (24) feet in height above grade and shall be a minimum of forty (40) feet on center. The interior of the display area shall be illuminated by fixtures no closer than fifty (50) feet to the front line of display lights. These fixtures shall be on poles not to exceed twenty-four (24) feet in height above grade and shall be spaced no closer than sixty (60) feet on center.

5. All lighting poles shall be square or cylindrical four-inch or five-inch steel tubing factory finished in an organic thermal setting polyester/polyurethane resin based powder coating, color grey. Luminaries and poles shall be the same finish and color to ensure uniformity throughout the development. The size and gauge of the poles used shall be determined based on the pole manufacturer's published Effective Projected Area (EPA) data.
6. Service and storage parking areas shall be lighted by luminaries mounted on standards not to exceed twenty-four (24) feet in height above grade. Average wattage for the entire storage area shall not exceed .5 watts per square foot.

7. Late night security lighting at the storage areas shall be of a design that is matching or complimentary to other luminaries and shall be capable of being mounted on the same poles.

8. Shields to prevent off-site spillage shall be provided.

9. Strings of incandescent fixtures shall not be allowed in any area. This does not apply to Christmas lighting during the appropriate time of year.

10. Spot fixtures shall not be directed toward public streets or adjacent properties.

Each parcel shall provide an overall exterior lighting plan for review and approval by the Community Development Director prior to occupancy. The lighting plan shall provide necessary details to evaluate compliance with this Plan, including a schedule of light intensity (watts per square foot, or other common measure) by area. The following types of lamps are permitted: low pressure sodium; high pressure sodium; incandescent; metal halide. Flashing, moving or rotating lights are prohibited, as are strings of lights supported solely by wire or cables. Varied degrees of lighting intensity are allowed to highlight a small number of architectural or landscape features and key displays.

**Architectural Design**

Buildings will evidence a high standard of design quality in keeping with General Plan policies concerning freeway visibility and City entrances. Projects will be consistent with the Commercial Design Guidelines found in the City Zoning Code. It is the objective that the Auto Center be comprised of buildings exhibiting a variety of designs that complement each other,
without monotonous, repetitive features. While no set architectural theme is mandated by this plan, the community desires an Auto Center that works together as a unit, exhibiting harmony both within the various parts of the Center and with the surrounding area. Non-showroom portions of structures that can be viewed from streets shall be richly detailed or softened with landscaping. Building design review for consistency with this plan and City Commercial Design Guidelines shall be incorporated into Community Development Department development review procedures.

A variety of construction techniques and materials may be used. Roofs may be sloped or flat, provided that all roof-mounted mechanical equipment be contained within the structure or otherwise concealed with an enclosure that compliments the overall design of the building, except that ventilation equipment required by the Monterey Bay Unified Pollution Control District or by the Uniform Building Code shall be screened only to the extent feasible with regard to the overall design of the building, as determined by the Community Development Director. Maximum Floor Area Ratio (FAR) shall not exceed 0.40. Large, uninterrupted glazing is acceptable for vehicle showrooms, however, bulky roof systems or large fascias are to be supported by substantial columns, or wall sections, or other substantial support so as to provide a balance between fascia mass and support columns.

Primary building materials and finishes for the exterior of principal structures shall be selected from the following: brick or block masonry; concrete (pre-cast or poured in place); ceramic, stucco or concrete tile. Other materials may be approved by the Community Development Director when appropriate. Exposed exterior plywood surfaces and pre-engineered industrial metal building systems are prohibited. To encourage a high level of design unity, all accessory structures on the same parcel shall employ the same basic building materials and finishes as the principal structure.
Principal features of structures (e.g., wall sections, large fascia, major columns) shall be restricted to neutral and/or pale colors; black and solid primary colors are only to be used for trim and accent colors. Natural materials are acceptable in their natural colors.

Buildings should respect the public viewsheds. Service areas, trash enclosures, loading areas and the like shall be treated as architectural elements or screened with walls and/or dense vegetation.

Loudspeaker and other amplified sound systems shall be designed, and operated, to produce negligible audibility outside of the Auto Center. In no event shall noise levels exceed Municipal Code standards. Roof antenna shall be used only for telecommunication purposes and shall not be decorated or lit, except as required by law. Flagpoles shall not be placed on building roofs.

Landscaping

Design and maintenance of landscaping and of "hardscape" features shall evidence high standards and employ appropriate water conservation methods and techniques consistent with City ordinances and policy. Except as otherwise noted in this Plan, landscaping standards found in the Salinas Zoning Code shall be applied.

All required yards are to be landscaped with live plant materials which will allow for auto display fully integrated with the ground; a small percentage can be hard surface to allow for auto display and pedestrian traffic. Yards adjacent to Highway 101 shall be characterized by low plantings of shrubs and ground covers with intermittent taller shrubs and trees to frame sequential vistas of the Auto Center and of distant hills. Landscaping of required front yards (fronting Auto Center Circle) need not include trees and may consist of ground cover and shrubbery levels. Street trees shall be subject to approval by the Director of Public Works. Coordination of side yard landscaping and hardscape design is encouraged between adjoining properties to further the unified
Auto Center concept and promote the passage of pedestrians between dealerships. Artificial plant materials or artificial turf shall not be permitted, except inside buildings.

A non-exclusive sidewalk and landscaping easement not to exceed fourteen feet will be granted to the City of Salinas by the auto dealers for the purpose installing and of maintaining landscaping and public sidewalk along the North Davis Road right of way (see Figures 4 and 12 for graphic detail). A sidewalk on the western side of North Davis Road is not currently planned for the portion of North Davis Road included in the project area. An assessment district will be formed by the developers to provide the necessary landscape and other improvements and maintenance within the common areas, Parcel A and along North Davis Road frontage. The Assessment District will be responsible for providing and maintaining the sidewalk and landscape improvements from Boronda Road up to the intersection of North Davis Road and Auto Center Place during Phase I. The City will be responsible for maintaining the landscape within the North Davis Road median. The Assessment District will be responsible for providing sidewalk improvements up to the beginning of the North Davis Road radius immediately south of the Auto Center Circle intersection (near the northern property line of Lot 7 in Phase II) during Phase II; and installing landscaping along all of North Davis Road frontage in Phase II.

The parcel containing the detention basins (Parcel A) shall be landscaped and maintained by the project developers. At a minimum, landscape design for the ten feet adjacent to North Davis Road shall be closely coordinated and complementary with that required along the second phase's border with the same road. Design of the remainder of the parcel shall be consistent with the detention function and adjoining agricultural uses. Design and maintenance of Parcel A shall consider both the public viewshed and the potential for fire hazard, and reflect the requirements of the Northern Salinas Valley Mosquito Abatement District and the Monterey Regional Water
Pollution Control Agency. Parcel A landscaping plans shall be subject to the review and approval of the Community Development Director, the Recreation/Parks Director and the Public Works Director.

**Improvement Details for North Davis Medians**

Raised medians will be constructed from the Highway 101 bridge to the connection with four (4) lane improvements at the Westridge Center. The City will maintain the medians, landscaping and related improvements. Raised concrete medians shall have a two (2) foot wide band of special concrete around complete perimeter. Special concrete treatment shall consist of colored and/or stamped concrete, or similar treatment to match North Davis medians adjacent to Westridge Center. Medians shall be a minimum of eighteen (18) feet wide, narrowing to six (6) feet wide at the turn pocket serving entry to Auto Center Place and realigned Boronda Road. Interior of medians shall be landscaped and irrigated (except where width narrows to under 4 feet) with a mix of drought tolerant trees, shrubs, and ground cover. Construction details, plant species and schedules, as well as irrigation systems, are required to be approved by the City. Examples of acceptable trees: *Platanus acerifolia* 'Yarwood', *Pyrus calleryana* 'Redspire', *Albizia julibrissin*, and *Zelkova serrata* 'Halka'. Shrub examples: *Crataegus phaenopyrum*, Jackson Perkins Rose 'Baby Blanket', and *Prunus x CV.Snofozam*. Ground cover example: *Myoporum parvifolium* 'Pink'. Final public right-of-way landscape plans to be approved by both Public Works and Recreation-Parks Departments. Medians within North Davis Road north of the intersection with Auto Center Circle shall be constructed with Phase II Subdivision Improvements.

The existing two lane road will be improved to a four (4) lane facility (from Highway 101 to Westridge) consisting of two (2) Southbound lanes, two (2) Northbound lanes, medians, bike lanes

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(Footnotes listed on page 36)
and left turn pockets at intersections.²

**Signs**

The purpose of this program is to guide automobile dealers in the selection and placement of their signage. Specific Sign Guidelines for auto dealerships and auto centers in particular are necessary to provide future developers and occupants of the auto center with the ability to display manufacturer-supplied brand signs and products and to direct their customers to the dealership’s products, service, parts, entrances and parking areas. It is desired that artistic flexibility be allowed while maintaining continuity and appropriate scale to the center as a whole. The criteria contained in this text is mandatory to which each sign must conform. Notwithstanding Municipal Code Section 37-19(C)(7), freestanding signs may be closer than ten feet from the curb of Auto Center Circle, but shall be at least five feet from the nearest curb. Because this area is encumbered with a Public utility easement, letters from all affected public utilities – approving each specific sign placement within the Public utility Easement – will be required prior to issuance of building permit for the sign.

(Footnotes are listed on Page 36)
# AUTO CENTER PRECISE PLAN: SIGNS

<table>
<thead>
<tr>
<th>Item</th>
<th>Height</th>
<th>Sign Area</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Identification</td>
<td>60 feet, maximum</td>
<td>588 square feet, total</td>
<td>Conspicuous. This sign may be located on any parcel within Phase I (one) of the Auto Center.</td>
</tr>
<tr>
<td>Sign (Major)</td>
<td></td>
<td></td>
<td>Information: a) “Salinas Auto Center”</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>b) Dealer name/makes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>c) Public safety &amp; city event messages</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Lightening: Internal or external</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other: “Low key” electronic readerboard sign with Changing parts or lights or degree of light intensity</td>
</tr>
<tr>
<td>Minor Project Identification</td>
<td>12.5 feet, maximum</td>
<td>240 square feet *</td>
<td>Intersections of Auto Center Circle and North Davis or Boronda Roads</td>
</tr>
<tr>
<td>Sign s</td>
<td></td>
<td></td>
<td>Information: “Salinas Auto Center”</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Lighting: Internally illuminated</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Style: Pole or monument</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>*CUP required for sign area &gt; 240 square feet</td>
</tr>
<tr>
<td>Dealership Signs Freestanding</td>
<td>8 feet maximum (monument style)</td>
<td>No limit</td>
<td>No freestanding signs within 125 feet of North Davis Right-of-Way or within five feet of the curb on Auto Center Circle.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Lighting: Internally illuminated</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other: Maximum sign area per parcel not to exceed two Square feet for each linear foot of loop road frontage</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Additional signs: In addition to 2 per parcel, parcels with loop road</td>
</tr>
</tbody>
</table>
| Wall Mounted | frontage greater than 500 feet are allowed 3rd monument sign  
Sign Area: Subject to two foot for each linear foot of loop road limit  
Letter Height: 36 inches  
Style: Individual channel  
Lighting: Internally illuminated  
Other:  
- No roof mounted signs or signs above roof  
- Logos not to exceed 30% of sign area of sign unless fits in 36 inch square |
| Signs for four “Auto-related” parcels | Phase I  
Height: One pole sign at 25 feet  
Two monument signs at 8 feet  
Sign area: for pole sign = 100 square feet  
for monument sign = 64 square feet  
A freestanding sign to serve Lots 11 and 12 may be located on Lot 2 of Phase I, subject to the review by the Planning Commission and approval of a Conditional Use Permit by the City Council.  
Lot 1 Phase II  
Height: Two monument signs at 8 feet  
Sign area: 64 square feet, each  
Other: Maximum sign area per parcel not to exceed two square feet for each linear foot of loop road frontage which has been determined to be 1,196 total square feet on Lots 1, 11, and 12 of Phase I (one) combined. However, gas station and restaurant signs may be taller or larger or exceed maximum area per parcel if necessary to be seen from both directions of 101, subject to obtaining a CUP. |
| Construction Signs | Height: 8 feet maximum  
Sign area: 72 square feet, total, each sign  
Number: Two per parcel  
Duration: Remove within 30 days of occupancy |
| Flags and Banners | Reasonable restrictions of flags and banners |
Directional Signs | Treat as advertising, subject to above sign area limitation of two square feet for each linear foot of loop frontage.

**Administration**

Signing for each parcel shall conform to a Master Sign Plan developed specifically for that parcel. The Master Sign Plan and the appropriate Sign Permit shall be approved by the Director of Community Development. Temporary signs require a Temporary Use of Land Permit (TULP).

**B. AGRICULTURAL BUFFER**

The detention basin parcel and right of way for North Davis Road will act as an agricultural buffer between the western and southern property boundaries. [A 240 foot conservation easement will restrict future uses to those consistent with the proposed utility, drainage and roadway improvements, including non-structural development within the 150 foot wide westerly strip of Parcel B that lies within the 240 feet.]

**III. COMMUNITY SERVICES AND FACILITIES**

**A. INTRODUCTION**

This section discusses the existing facilities and their staffing, the adequacy of these facilities, and the added requirements which will be associated with the Salinas Auto Center.

The project developers are providing the on-site and required off-site infrastructure. Major capital improvement costs and sources of funding are listed in Figure 10.
B. FIRE PROTECTION

The Salinas Auto Center will be serviced by the City of Salinas Fire Department, which provides both general fire services and advanced life support. Salinas currently has five fire stations which are located in an approximate circle around the perimeter of the City. The Department has plans for a sixth station identified as Station No. 5 to be located on the corner of Freedom Parkway and Rider. Construction is scheduled for 1998, pending adequate funding. Following completion of Station No. 5, Station No. 6 will be moved from its current location on East Bolivar Street to East Boronda Road, in order to allow for more even spacing of all stations.

The Department currently has a first alarm response rate of approximately five minutes to any location in the City. For major fires where three or four engine companies are needed, the response time would vary from five to eight minutes.

The Salinas Auto Center will receive first-in response service from Station No. 6, located on East Bolivar Street. This is the least busy of the City's five stations, averaging three calls per day. It is estimated that the Department will respond to an average of one additional call per week at the Auto Center. Given the Salinas Fire Department's current situation, response time for getting an aerial ladder to the proposed Auto Center site would be between five to eight minutes, assuming staffing is available. If no staffing is available, off-duty fire fighters would need to be called in and the response time for getting an aerial ladder to the site would be between twenty-five (25) to thirty (30) minutes.

An initial review by the Deputy Chief Fire Marshall and California Water Service Company indicates that adequate water pressures and volumes will be available at the site.

Street widths and clearance areas sufficient to accommodate fire protection equipment and other emergency vehicles have been designed to conform to City standards. It is the intent of the
project's developers to comply with the General Plan by incorporating design features which will enhance the efficiency of police and fire protection services in their area.

C. POLICE SERVICES

The Salinas Auto Center will be serviced by the City of Salinas Police Department, which will provide full municipal law enforcement services to the proposed project. Currently, the Police Department operates from one station located on Lincoln Avenue in downtown Salinas. There is a police substation at the Northridge Mall. However, this station is not occupied on a full-time basis. The substation serves the surrounding area as a convenience on a part-time basis for such purposes as providing forms, information, and security for the Northridge Mall during large events.

Street widths and clearance areas are sufficient to accommodate fire protection equipment and other emergency vehicles and have been designed to conform to City standards.

D. WATER SUPPLY AND DISTRIBUTION

SETTING

WATER SUPPLY

California Water Service Company (Cal-Water) serves the adjacent areas within the City of Salinas. Their service area boundary to the west is generally U.S. Highway 101 in the proximity of the project site; meaning that the project property currently lies outside of Cal-Water's territory. The project proposes to connect to Cal-Water system for water service and fire protection. It is up to the discretion of the California Public Utilities Commission to expand the Cal-Water service area to encompass the property and provide water for the development. The connection will be designed in accordance with the fire protection standards established in General Order 103 of the California Public Utilities Commission. Additionally, the line extension will be installed in accordance with
the Main Extension Rules of the Commission and the applicable ordinances.

**INFRASTRUCTURE**

The Auto Center's water system infrastructure will consist of a twelve (12) inch main installed within the looped access road for domestic and fire protection service. The Auto Center's system proposes various alternatives to connect to the Cal-Water distribution system through the extension of a watermain, as shown on the water system plan (Figure 5a and Figure 5b). These alternatives were designed by the project engineer and are considered by the project engineer to be an adequate design for the project.

The current proposal is to install the water line within the North Davis Road Extension. An alternative is the boring of a waterline to cross Highway 101 and connect to a waterline in the westerly parking lot of the Northridge Mall. An existing twelve (12) inch water line runs adjacent to the State Highway in a twenty (20) foot easement which provides a fire loop and service to the mall. The alternative would require an encroachment permit from CAL-TRANS for crossing underneath U.S. Highway 101 and an easement from the Northridge Mall property owners.

**E. WATER CONSERVATION**

See Appendix 2

**F. SANITARY SEWER**

Because the project site lies outside the current City sewer service area, the property will need to be annexed to that area so that sewer service can be provided to the development. The property generally slopes to the south and southwest allowing the site to accommodate a sewer collection system and provide a point of connection to the existing City system, as shown on the sewer system plan (Figure 6). The project collection system will be designed in accordance with
the City of Salinas design standards and specifications. Sewer collection from Parcel B will be accomplished through a lateral connection across the utility easement which runs along the property boundary between Lots 6 and 7 of Phase II.

The project applicant has proposed installation of a sewer collector within the proposed North Davis Road Extension adjacent to the site, extending the sewer line approximately 2,000 feet, and connecting to the existing sewer at the northerly boundary of Westridge Center.

**PROJECTED SEWAGE FLOWS**

The projected sewage flows from the Auto Center are based on the land use application rates established in the Sewer and Drainage Master Plan for the City of Salinas prepared by Brown and Caldwell Consultants (1992). The base wastewater flow factor for General Commercial and Light Industrial developments is three hundred fifty (350) gallons per acre per day. The typical peak hour factor provided by the Brown and Caldwell Sewer and Drainage Master Plan is 1.4 for average hour dry weather flow. Based on the net developable area, 77.8 acres, for the Auto Center the peak daily flow is approximately thirty eight thousand (38,000) gallons per day.

The Sewer and Drainage Master Plan analyzed the City system for capacity for the peak wet weather flows and utilized the future unit peak flow value of two thousand (2,000) gallons per acre per day for each collection system and branch. Additionally, the City design standards assume an infiltration factor of one thousand (1,000) gallons per acre per day, thereby a total of three thousand (3,000) gpd equates to 0.31 million gallons per day for the one hundred two (102) acre proposed Auto Center. The projected peak flow from the development is relatively negligible considering the City's future average flow of 26.9 mgd.

**G. DRAINAGE AND FLOOD CONTROL**

**PROJECT STORM DRAINAGE PLAN**
The storm drainage system for the Auto Center will be designed in accordance with the City of Salinas Public Works Department standards and specifications as well as the Monterey County Water Resources Agency. The storm drainage collection system within the project site shall be designed to control the twenty-year interval storm. The gradient of the conduits shall provide a minimum flow of two-feet-per-second flowing full and be a minimum of fifteen (15) inches in diameter. The drainage system will include facilities for storm water detention and retention generated from the one hundred-year interval storm. An area adjacent to the extension of North Davis Road has been set aside for the purpose of construction of a basin. The detention basin will be regulated by an outlet structure permitting discharge of the ten-year pre-development storm and overflow from the one hundred-year storm. The detention basin will be sized to accommodate the storm runoff generated from the proposed development. The basin will have the capacity of storing the storm runoff from the differential of the pre-development conditions for the 10 year interval storm and post-development conditions for the 100 year interval storm.

The methodology for determining the peak storm discharge for a given return interval applicable for this development is the rational runoff formula. This method is frequently used for areas of two hundred (200) acres and less. The analysis depends on the time of concentration and runoff factors as well as rainfall intensity.
The project site lies within the Eastside Subarea of the Salinas Valley Groundwater Basin. The subarea was delineated by a study prepared by Staal, Gardner and Dunne through an exploration program of monitoring wells that identified strataums of permeable soils thereby having the potential to recharge the groundwater through percolation. A preliminary soils investigation was conducted and the boring revealed potential soils characteristics for this application. The potential retention benefit will promote groundwater recharge to the one hundred eighty (180) foot aquifer. Reference to the Soils Investigation conducted by Terratech, Inc. is available for review. The storm waters will then be conveyed to the Santa Rita Creek via farm ditches crossing adjacent downstream properties to shallow ponds at Boronda Road and finally to the creek. During construction of the detention basins an investigation will be conducted to determine the possibility of incorporating retention components to promote groundwater recharge to the one hundred eighty (180) foot aquifer.

The storm system will include provisions to prevent pollutants resulting from construction activities from leaving the site through the implementation of erosion and sediment controls and practices. The developers will obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board for construction activities. This will involve filing a Notice of Intent and developing a Storm Water Prevention Plan, including provisions for a monitoring and certification program.

By incorporating the detention basins into the development plans, the post-development runoff will not exceed the Pre-development runoff. The project engineer indicates that this eliminates the need to improve the off-site drainage ditches.

A preliminary stormwater management plan has been prepared by the Project Engineer, Paul Dzubek, and is attached as Appendix 3. The final Stormwater Management Plan shall be
reviewed and approved by the City engineer. An assessment district will be formed by the developers to provide necessary maintenance for on-site improvements, including but not limited to, the detention basins, storm drains, sewers and landscape within medians and along North Davis Road frontages within the project boundaries.

IV. TRAFFIC, TRANSPORTATION AND CIRCULATION

A. INTRODUCTION

SETTING

The proposed Salinas Auto Center site is located near the northern border of the City of Salinas. U.S. Highway 101 is a four-lane north-south freeway with an interchange at Boronda Road near the project site. Boronda Road is a four-lane arterial between San Juan Grade Road and U.S. Highway 101 where it serves the Northridge and Harden Ranch shopping centers and the northern area of the City. East of San Juan Grade Road, Boronda Road continues as a two-lane arterial. West of U.S. Highway 101, in the vicinity of the project site, Boronda Road becomes a two-lane rural roadway which primarily serves farmland and has low traffic volumes. Regional access to the project area is provided via U.S. Highway 101, State Route (SR) 68 and SR 183.

B. CIRCULATION WITHIN THE PROJECT SITE

Access to and from the project site will be via a private road. The North Davis Road Extension has been constructed by the Westridge developers as a four-lane street through the Westridge Center (4 lanes of vehicular traffic with median, left turn pockets and bike lanes); and a two-lane rural road with shoulders from the northerly Westridge boundary to Boronda Road/U.S. 101.
The Auto Center developers are required to further improve North Davis Road in order to facilitate access to the site as mitigation for expected impacts to the local streets. Said improvements are depicted in Figure 11.

The existing two-lane road will be improved to a four (4) lane facility consisting of two (2) southbound lanes, two (2) northbound lanes, medians, bike lanes, and left turn pockets at intersections.2

Auto Center Circle will provide access to all dealerships and uses. During Phase I of the project, Auto Center Circle will function as a two-way street with a cul-de-sac turn around area at its terminus and secondary/emergency access. A second access will connect the cul-de-sac at the end of Auto Center Place with North Davis Road (see Figures 9 and 9a). If a gate or other form of access restriction is proposed, it will require prior consideration through the Site Plan Review process to evaluate design, public safety, and operational concerns - minimum hours of open access shall be from 7:00 a.m. to 7:00 p.m.

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2 Footnotes are listed on page 36
C. ALTERNATIVE MODES OF TRANSPORTATION

PUBLIC TRANSIT

The project is expected to be served by the Monterey-Salinas Transit (MST) bus system. MST now has two lines which use the U.S. Highway 101/Boronda Road interchange, then proceed east on Boronda Road to North Main Street. Due to the fact that the property is presently undeveloped, there are currently no bus routes which directly access the site. MST has expressed concern that traffic generated from the proposed Auto Center will cause delays in their schedule for the lines which use the Boronda Interchange, and suggests that improvements be made to the traffic network appropriately so as to mitigate these potential disruptions to their current level of service. Also, MST would recommend that a bus line be extended through the Auto Center, largely for the convenience of customers whose cars are being serviced. However, MST does not currently have the funds to extend services on their own, and recommends that the developers suggest an alternative funding source.

PEDESTRIAN AND BICYCLE ROUTES

Pedestrian paths and sidewalks shall be provided along the east section of North Davis Road. A five (5) foot wide meandering sidewalk will be constructed along the portion of the property which fronts North Davis Road. Said sidewalk will be constructed from the Highway 101 bridge to the Auto Center Place intersection during Phase I. The remaining portion from the Auto Center Place intersection up to the beginning of the radius immediately south (at the northern property line of Lot 7 in Phase II) will be constructed during Phase II. A six foot Public Utility and Pedestrian Access easement and a fourteen (14) foot non-exclusive landscape easement will be granted by the auto dealers adjacent to the North Davis Road right of way. As of summer 1996, bike lanes existed on Davis from Market Street north to Laurel Drive. The planned Westridge...
Center includes bikeways to be located along North Davis Road and Westridge Parkway, which will connect from Laurel Drive to Boronda Road. Future bikeway access to the Auto Center entrance and to U.S. 101 will be provided with the Westridge improvements (bike lanes).

Landscaping, irrigation, median, curb, gutter, sidewalk and streetlight improvements on North Davis Road adjacent to each phase shall be completed with the development of the property adjacent to each phase (i.e., the curbs, and medians adjacent to Phase I shall be completed with development of the lots in Phase I and those adjacent to the lots in Phase II shall be completed with the development of the adjacent lots in Phase II).

The project developers shall also comply with conditions of approval placed on the project relating to traffic mitigation. Bicycle parking will be provided by the individual property owners consistent with City requirements.

V. IMPLEMENTATION

A. INTRODUCTION

This Precise Plan will be adopted concurrently with the Salinas General Plan amendment and the City of Salinas' request for annexation of the one hundred two (102) acre parcel of land from the County of Monterey. A Memorandum of Understanding was adopted by the City of Salinas and Monterey County which anticipates annexation provided certain conditions are met. This reorganization will include a detachment from the Monterey County Resource Conservation District and the Salinas Rural Fire Protection District. The property will then be served by the City's wastewater system and the City's Fire Department.
B. ZONING

Concurrent with the adoption of the Precise Plan the City shall adopt the Precise Plan Auto Center Overlay Zoning District (CG PP-4) and place it on the City zoning maps. The Precise Plan Auto Center Overlay Zoning District shall be shown on the City zoning map as CG PP-4 and PS PP-4. The PS PP-4 zoning will be applied to Parcel A and the CG PP-4 zoning will be applied to the remainder of the property.

To accomplish the zoning regulations set forth by this Precise Plan, the City staff will issue permits to allow development of the individual lots subject to a Site Plan Review or a Conditional Use Permit and finding that the development conforms with the Precise Plan and zoning.

The City Council adopted an amendment to the City Zoning Code (Ordinance 2317) on 10/7/98 which adds a new land use category ("Automobile Related Retail Sales and Service") to the CG Zoning District within the Salinas Zoning Code. This amendment allows the Auto Financing, Auto Insurance and Driving School uses, proposed by this plan.

Discretionary approval will not be required unless specified by the use within the CG PP-4 district.

C. ENTITLEMENT PROCESS

The entitlement process described herein applies to all private developments proposed within the Plan area. This description addresses only entitlements the City of Salinas has authority to grant. Permits from other governmental agencies may be required prior to project implementation and the City assumes no responsibility for identifying or pursuing these permits on behalf of any applicant.
D. FINAL MAP

Once the Tentative Map is approved by the City Council, the applicants will be required to comply with conditions precedent to the acceptance of the Final Map.

The City must accept the Final Map if it conforms to all the requirements of the Subdivision Map Act, any local subdivision ordinance applicable at the time of approval or conditional approval of the Tentative Map, and any rulings made thereunder.

E. PHASING

The project will be developed in two phases as indicated on the Phasing Plan (Figure 3).

Phase I will consist of twelve (12) numbered lots, comprising approximately 41.7 acres of potential development area, and a portion of the 3.8 acre detention basin parcel (Parcel A) as illustrated on Figure 3.

Phase II will consist of seven (7) lots, comprising approximately 35.1 acres of potential development area and a 3.3 acre remainder parcel (Parcel B) for commercial development and the remaining portions of the detention basin parcel as illustrated on Figure 3.

The schedule of subdivision improvements by phase are identified in figures 3, 4, 6, 8 and 10.

F. CAPITAL IMPROVEMENT PROGRAM

Figure 10 provides a table listing the type, location and timing for capital improvements. Appendix B of the Financial Plan prepared by Gruen Gruen + Associates sets forth the financing options available to fund the improvements listed in Figure 10.
G. MITIGATION MONITORING

A mitigation monitoring plan will be prepared pursuant to the requirements of the environmental impact report for this project. The mitigation monitoring plan requirements are incorporated into this Precise Plan as an appendix.

H. PRECISE PLAN ADOPTION AND AMENDMENT PROCESS

The Precise Plan was adopted September 23, 1997 by the City Council (16333 N.C.S.) and may be amended by resolution as an extension of the City's General Plan. Plan adoption and amendment is subject to public review before both the Planning Commission and City Council at noticed public hearings.
FOOTNOTES

1 Used cars may be sold in conjunction with new car dealerships; however, independent used car dealerships will not be allowed by the CC&R's.

2 With the exception of that portion of North Davis Road located on and adjacent to Phase I property and the additional two lanes to be constructed on North Davis Road, all public improvements (i.e., medians, landscaping within medians, irrigation within medians, street trees, street lights, curb and gutter, etc.) located on and adjacent to Phase II property shall be constructed with the development of Phase II. The drainage facilities required to correct the existing engineering design defect shall also be constructed with the Phase I development.
REFERENCES

Avanessian, George, Avanessian Associates.


City of Salinas, General Plan, November, 1988.

City of Salinas, Ordinance No. 2123, adopted February 5, 1991.


City of Salinas Zoning Ordinance, July 13, 1993.


Montez, Edward, Deputy Chief Fire Marshall, City of Salinas Fire Department, personal interview, February 15, 1995 and September 26, 1996.


FIGURE 1a
Exhibit 3.0-2
Project Site Location

Source: Map copyrighted 1994 by the California State Automobile Association.
FIGURE 4
WATER SYSTEM PLAN
Phase I

Figure 5a
WATER SYSTEM PLAN
Phase II

Figure 5b
FIGURE 6
SEWER SYSTEM PLAN

Figure 6
FIGURE 8a
Coastland Consultants

northridge mall

Phase

Easements

Proposed W & SS connections via extensions to Westridge Center

PHASE I  UTILITY PLAN
FIGURE 8b
## Capital Improvement Program For Salinas Auto Center

<table>
<thead>
<tr>
<th>Type of Improvement</th>
<th>Location</th>
<th>Construction Schedule</th>
<th>Funding</th>
<th>Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>6456 ft public street/private road, full width and emergency access</td>
<td>Auto Center Circle from N. Davis Road to cul de sac</td>
<td>Prior to Phase I Occupancy</td>
<td>Assessment District (&quot;A.D.&quot;) Developer</td>
<td>City of Salinas Salinas Auto Center</td>
</tr>
<tr>
<td>Water Supply</td>
<td>Offsite from Westridge Center to Auto Center Circle</td>
<td>Prior to Phase I Building Permit</td>
<td>AD Developer</td>
<td>California Water Service Co.</td>
</tr>
<tr>
<td>Water Distribution &amp; Fire Protection Service Laterals</td>
<td>Auto Center Circle to entry</td>
<td>Prior to Phase I Building Permit</td>
<td>AD Developer</td>
<td>California Water Service Co.</td>
</tr>
<tr>
<td>Sanitary Sewer Mains, &amp; Service Laterals</td>
<td>Connection at Westridge Center thru Auto Center Circle</td>
<td>Prior to Phase I Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas-Mains, Service Laterals to each lot-Developer/Owner</td>
</tr>
<tr>
<td>Storm Drainage System</td>
<td>Onsite Detention Basin (Parcel A)</td>
<td>Concurrent with Grading Permit, Phase I</td>
<td>AD Developer</td>
<td>Salinas Auto Center</td>
</tr>
<tr>
<td>Storm Collection System</td>
<td>Auto Center Circle to Detention Basin</td>
<td>Prior to Phase I Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas Salinas Auto Center</td>
</tr>
<tr>
<td>Remediation for existing storm drainage defect along North Davis Road</td>
<td>North Davis Road</td>
<td>Prior to Phase I occupancy</td>
<td>Sandis-Humber</td>
<td>Salinas Auto Center</td>
</tr>
<tr>
<td>6456 ft public street/private road, full width</td>
<td>Auto Center Circle from cul de sac to entry</td>
<td>Prior to Phase II Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas Salinas Auto Center</td>
</tr>
<tr>
<td>Water Distribution &amp; Fire Protection Service Laterals</td>
<td>From cul de sac to entry</td>
<td>Prior to Phase II Building Permit</td>
<td>AD Developer</td>
<td>California Water Service Co.</td>
</tr>
<tr>
<td>Sanitary Sewer Mains, &amp; Service Laterals</td>
<td>From cul de sac to entry</td>
<td>Prior to Phase II Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas-Mains, Service Laterals - Developer/Owner</td>
</tr>
<tr>
<td>Storm Collection System (Phase II)</td>
<td>Auto Center Circle to Detention Basin</td>
<td>Prior to Phase II Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas Salinas Auto Center</td>
</tr>
</tbody>
</table>

(Footnotes listed on next page)
### Capital Improvement Program For Salinas Auto Center

<table>
<thead>
<tr>
<th>Type of Improvement</th>
<th>Location</th>
<th>Construction Schedule</th>
<th>Funding</th>
<th>Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection, Left Turn Lane &amp; Bus Stop, and Two additional travel lanes(^1)</td>
<td>North Davis Road Frontage Improvements</td>
<td>Prior to Phase I Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas</td>
</tr>
<tr>
<td>Intersection &amp; Left Turn Lane</td>
<td>Boronda Road frontage Improvements</td>
<td>Prior to Phase I Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas</td>
</tr>
<tr>
<td>Landscaping and Sidewalk Improvements</td>
<td>U.S. 101 frontage, North Davis Road from entry to bridge &amp; Parcel A (Landscape only)</td>
<td>Prior to Phase I Occupancy</td>
<td>AD Developer</td>
<td>Salinas Auto Center</td>
</tr>
<tr>
<td>Sidewalk Improvements</td>
<td>North Davis Road from entry thru Lot 1 of Phase II</td>
<td>Prior to Phase II Occupancy</td>
<td>AD Developer</td>
<td>City of Salinas</td>
</tr>
<tr>
<td>Landscape Improvement</td>
<td>North Davis Road from entry to most southeast boundary at Phase I, Lot 5</td>
<td>Prior to Phase II Occupancy</td>
<td>Developer</td>
<td>Salinas Auto Center</td>
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<tr>
<td>Landscape Improvement (median)(^2)</td>
<td>North Davis Road from U.S. 101 to Westridge</td>
<td>Prior to Phase II Occupancy</td>
<td>AD Developer</td>
<td>Salinas Auto Center, City of Salinas</td>
</tr>
<tr>
<td>Storm Drainage System (to serve Phase II)</td>
<td>Onsite Detention Basins (Parcel A)</td>
<td>Prior to Phase II Occupancy</td>
<td>Developer</td>
<td>Salinas Auto Center</td>
</tr>
</tbody>
</table>

\(^1\) Developer shall extend second water line across the Boronda/Highway 101 Bridge when Bridge is improved by City.

\(^2\) With the exception of that portion of North Davis Road located on and adjacent to Phase I property and the additional two lanes, all public improvements (i.e., medians, street trees, landscape, streetlights, curbs, gutters etc.) located on and adjacent to Phase II property shall be constructed with the development of Phase II.
Note: Applicant will install improvements within North Davis Rd., as described in Section IV (Traffic, Transportation, & Circulation) of the Precise Plan.

NORTH DAVIS ROAD IMPROVEMENTS
Phase I

Figure 11
APPENDIX 1

GENERAL PLAN POLICY ANALYSIS

DESIGN ELEMENT

2.1 Edges, Entrances and Freeway Views

Salinas is still small enough to be dominated by its open-space setting. It stands near the mouth of a narrow valley that produces about half the nation's lettuce, broccoli, and cauliflower. It has sharply defined edges and does not touch any other city; there is little of the scatter that blurs city form in so many California urban areas. Machined furrows vanishing to mountains on two sides hold the arriving visitor's interest until, suddenly, the city is there.

Analysis

Five of the policies contained in this section of the Plan apply to the project.

Policy 2.1.A Maintain Salinas as a freestanding city with sharply defined edges.

The 1.8 miles of lettuce fields between Blanco Road and the Salinas River are visually the most important (and, fortunately, the most productive) in the Planning Area because they provide the city's unique green frame. Arguably there is no other agricultural open space in California of comparable visual value.

Analysis - CONSISTENT

The project is not located within the 1.8 miles of lettuce fields defined by this policy. Further, when the North Davis Road Extension is constructed the project will be bounded by Boronda Road, Highway 101 and North Davis Road, which provides a buffer between the agricultural fields and urban development.

The project will define the northwestern most edge of the freestanding City.

Policy 2.1.B Maintain awareness of the open-spacing setting from within the city by using roadway segments to form the boundary between urban development and open space. Landscape those urban-edge segments identified in Figure 2.

Davis Road and Blanco Road take traffic around, rather than through neighborhoods, and provide a buffer between agricultural operations and homes. The Plan maintains this condition along Highway 101 north of Alvin Drive and at most other existing and future edges. For many residents a trip on a boundary street may be the only opportunity to experience the city's open space setting during a typical workday.
Where street right-of-way lines are along the city boundary and additional right-of-way is needed to increase capacity or provide additional landscaping, City-County cooperation will be essential.

Analysis - CONSISTENT

As discussed in the above analysis of Policy 2.1.A, Parcel A, North Davis Road Extension and Boronda Road act as an agricultural buffer between the development and agricultural operations.

Policy 2.1.C Create entrances that announce arrival and set a tone for the part of the city they introduce.

Everyone remembers entrances, favorably or unfavorably. Figure 2 designates the most important points of arrival in Salinas. Thought given to signs, lighting, landscaping, and building placement can make each one an asset.

Analysis - CONSISTENT

The architectural guidelines and strict site development standards set forth by the Precise Plan ensures quality development which will announce arrival into the city and set a tone for the commercial arterial frontage at the northern end of the city.

Policy 2.1.D Design the city and Highway 101 landscaping to make Salinas interesting and attractive as seen from the highway (Figure 3).

Additional landscaping should consider the impact on commercial development that depends on highway visibility.

Analysis - CONSISTENT

The Precise Plan provides requirements for landscaping. Market strategies will dictate attractive landscaping while preserving visibility from Highway 101.

Policy 2.1.H Continue to regulate signs visible from the freeway to allow traveler-dependent businesses to identify their services while avoiding clutter.

Analysis - CONSISTENT

The Precise Plan provides strict standards for the location and design of signs within the project. The project identification sign will receive strict scrutiny by the City to ensure conformance with this policy.
2.2 Focal Points and Lakes

Growth diminishes the prominence of physical features that make a small city's form understandable and satisfying to its residents. Even high-quality new development has a sameness that can dominate unless new landmarks are added and old ones emphasized.

Analysis

Six of the policies in this section of the plan apply to the project.

Policy 2.2.A Increase awareness and enjoyment of the city’s form by emphasizing existing focal points and giving priority to improving arterial streets that connect focal points and public uses.

Analysis - CONSISTENT

The Auto Center will increase the awareness of the city’s form through a commitment to providing quality commercial amenities within the city. The North Davis Road Extension will extend an arterial which will connect Northridge Mall, Westridge and K-Mart Shopping Center on Davis Road, as well as the Salinas residential neighborhoods.


Analysis - CONSISTENT

The Precise Plan mandates sound pedestrian and vehicle-circulation within the project.

Policy 2.2.D Strengthen the design of the Northridge Shopping Center and relate it to proposed new development as the focal point for North Salinas; maintain the Central City as a focal point for South Salinas; and create a focal point for East Salinas, including commercial development on East Alisal Street.

New retail development adjoining Northridge will provide an opportunity to create a stronger visual focus. Construction of Steinbeck Plaza in the 100 block of Main Street will ensure Central City’s status as the citywide focal point. East Salinas has a more difficult task due to limited retail potential. A project such as the proposed Portales de Alisal must rely on architectural quality and cultural activities, as well as retail and office functions, to attain status as a focal point.

Analysis - CONSISTENT

The proposed Auto Center is located directly across Highway 101 from Northridge and will thereby create a stronger visual focus point for North Salinas.
Policy 2.2.H Provide landscaped medians on all new arterial streets and on existing arterials where space permits.

Portions of only three streets -- North Main, Blanco Road, and Natividad Road -- now have landscaped medians. Protected left-turn lanes are needed to provide intersection capacity, and medians eliminate the "highway look" that results from four to six lanes of uninterrupted asphalt.

Analysis - CONSISTENT

The medians within the North Davis Road Extension will be landscaped as appropriately conditioned by the approval of the Auto Center project consistent with this Precise Plan.

Policy 2.2.I Use trees and other street-design components to give each street a distinctive personality.

Abutting uses, the probability of new development, capacity needs and available right-of-way will be design parameters. Improvements will be phased over a 20-year period, but it is important that design standards be set soon so that new development projects can be required to install conforming improvements.

Analysis - CONSISTENT

The interior street will not incorporate a median strip into the design. However, the yards along this street will be landscaped with typical auto-center personality to promote an unobstructed view to the automobile displays.

As discussed in the analysis for Policy 2.2.4, the medians within the North Davis Road Extension will be landscaped as conditioned by the approval of the Auto Center project.

Policy 2.2.J Provide greenways, which average 60 feet in total width, along one or both sides of landscape-enhanced arterial streets where indicated on Figure 2.

Greenways are to provide bike paths (one- or two-way), pedestrian paths, turf, trees and shrubbery, berms, and, at intervals, sitting and limited recreation facilities. Purposes are:

- To avoid the need for continuous sound-attenuation walls along heavily traveled residential frontage;
- To give arterial streets a parkway character;
- To provide pleasant bike and pedestrian paths away from traffic;
- To provide additional open space near high-density residential complexes on or near arterial streets.
Analysis - CONSISTENT

North Davis Road is an "arterial", thus the second and third purposes apply to the Auto Center project. The City has condemned a 53 foot wide street right-of-way lying adjacent to the Auto Center site. The City may require the developer to dedicate the remaining 97 feet of right of way pursuant to City regulations and consistent with past practice. Developer shall install a five (5) foot wide meandering sidewalk, in phases, along the street frontage for pedestrian and bicycle use. Planned street medians, project fencing, limited access and landscaping will contribute to a "parkway" character. Bike lanes are being installed on North Davis Road (Laurel to Boronda/101) as part of the Westridge Center improvements.

2.4 Design of Nonresidential Areas

Because retailers need visibility, retail development is a major component of Salinas' visual environment. Where fault can be found, the complaint is more likely to be that retail development is too dull rather than too garish. Office developments are attractive, but not prominent at the city scale. Central City redevelopment efforts have preserved the feel of the downtown when it was unchallenged, while avoiding historic cuteness. Industrial developments - both business-park and the larger food-processing industries -- generally are built to designs appropriate for their functions. Problems result from the presence of a few obsolete plants that are undermaintained.

Analysis

Five of the policies contained in this section of the plan apply to the project.

Policy 2.4.D Improve the appearance of street segments designated as arterial frontage on the General Plan Map.

Analysis - CONSISTENT

The Auto Center development and design parameters set forth by the Precise Plan will improve the appearance of the street segments which front the project.

Policy 2.4.E Provide office, business-park, general commercial/light-industrial, and general industrial areas that allow users to choose among different visual environments, each with different building, landscaping, and sign regulations.

In all cases, emphasis will be placed on screening these uses from adjacent residential uses.

Analysis - CONSISTENT

The architectural guidelines set forth in the Precise Plan encourage individuality in the design of the structures.
Policy 2.4.E Apply high design standards to projects visible from Highway 101.

Analysis - CONSISTENT

The architectural guidelines set forth by the Precise Plan mandate attractive structures and prohibit undesirable designs and materials.

Policy 2.4.G Reduce the prominence of parked cars in commercial areas by requiring that they be screened by buildings, berms, low walls, shrubs, or a canopy of trees.

Analysis - CONSISTENT

High visibility of the automobiles is an essential element in an Auto Center. However, the employee and customer parking will be screened by landscaping, fencing and the dealership structures without diminishing the desired visibility of display cars. Marketing strategies will dictate this type of parking design.

Policy 2.4.H Vary design criteria for similar buildings and uses to create distinctive commercial areas.

In many communities, a combination of City regulations and chain retailers' standardized designs has made all neighborhood shopping centers look much alike. If non-residential development is to contribute to the identity of residential areas, distinctive buildings are needed.

Analysis - CONSISTENT

The architectural guidelines set forth in the Precise Plan allow diversity amongst designs.

2.6 Framework for Project Design

The City Design Element sets broad policies for design quality appropriate for a General Plan. This section calls for preparation of more detailed plans and regulations consistent with General Plan policies to provide guidance for project designers.

Analysis

One of the policies contained in this section of the plan applies to the project.

Policy 2.6.A Prepare design guidelines to be used as a yardstick for approving or requiring revision of plans for private and public development projects.

Revisions to the zoning and subdivision ordinances will be necessary to define how the guidelines are to be used and to maintain consistency.
Analysis - CONSISTENT

The Precise Plan provides design guidelines which will be used as a yardstick for approving the development within the subdivision.

LAND USE ELEMENT

3.1 Growth Management

The central idea of the General Plan is to improve the quality of life in Salinas. Guiding and implementing policies throughout the Plan express the community's desires for appearance, traffic levels of service, park system, housing type and affordability, water quality and other components of the urban environment. Consistent with Growth Management policies, the city will adopt guidelines to use in determining compliance of annexation and development proposals with these policies. Growth is to be consistent with both the policies and the General Plan map. The emphasis is on "better" rather than "bigger".

The General Plan makes assumptions about rates and amount of growth that might occur because determination of compliance with quality standards requires such assumptions. A specific example will illustrate the problem. What should be the planned traffic capacity of Natividad Road, or any other arterial? Without a plan designed for a "buildout" or "population holding capacity" the basis for approving or denying a development proposal that would add traffic to Natividad Road would be to determine whether planned capacity will be sufficient to meet Circulation Element policies. But what assumptions could be used to plan for capacity? Assuming less growth pressure than economic and demographic conditions will create means that growth would have to be stopped or environmental standards breached. The General Plan does not attempt to constrain growth. Rather, it keeps opposition open but makes growth conditional on ability to meet quality standards.

Figure 1 divides the urban areas shown on the General Plan map into two categories:

- **Existing Urban Area**, defined as the area within the City and unincorporated area that is developed plus infill sites and area approved for development prior to 1988, and the Boronda area.

- **Conditional Growth Areas**, defined as the remainder of the urban area shown on the General Plan map. Conditional Growth Areas that are annexed or not annexed in 1988 are shown separately on Figure 1.

The combined population holding capacity of both areas is 163,000. If quality standards are met and growth occurs at the 1.8 percent annual rate forecasted by the Association of Monterey Bay Area Governments (AMBAG), Salinas' population would reach 134,610 in 2005. Should the 1.8 percent growth rate continue after 2005, Plan buildout (163,000) would occur in 2015. Tables in the General Plan text assume full buildout in 2015.
The direction of growth, and the form and density of the urban area are major issues affecting the quality of life and the city’s impact on its natural environment. For example, the northward growth pattern of the last three decades has spared the best agricultural land, but has concentrated traffic that might have been dispersed by more nearly concentric expansion.

Analysis

Four of the policies contained in this section of the plan apply to the project.

Policy 3.1.A Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion away from the most productive land.

The Plan reduces the current relatively high density of 6,200 persons per square mile of urban area by only two percent, but adds parkland, reduces multifamily residential densities, and maintains the current 65 percent share of single-family homes in Conditional Growth Areas. Except for Boronda infill, expansion will occur only in an area extending east from San Juan Grade Road to about 0.6 mile southeast of Williams Road, and in an area southwest of the Salinas Municipal Airport. This pattern avoids the best agricultural land, minimizes perimeter, and tilts the city’s center of gravity to the east where existing and proposed arterial streets can best accommodate added traffic.

Analysis - CONSISTENT

The City of Salinas and Monterey County have adopted a Memorandum of Understanding (County Agreement No. A-06410 hereafter referred to as the “MOU”) which recognizes that retention of the city’s economic base can be consistent with the protection of prime agricultural land, inasmuch as the city’s economy is directly tied and dependent on the agricultural industry. The City and County further recognize that the project helps mitigate the spread of seawater intrusion in the Salinas Valley and that an adequate agricultural buffer is provided by the detention basins and North Davis Road Right-Of-Way.

Policy 3.1.B Retain in production throughout the planning period all agricultural land designated on the General Plan map.

Both Salinas and Monterey County have made the protection of prime agricultural land a cornerstone of their general plans.

Analysis - CONSISTENT

By adopting the MOU, the City and County recognize that agricultural production on the subject property will not be retained, due to overriding policy concerns.
Policy 3.1.I  Encourage new development to be contiguous to existing urban development.

Leap-frog subdivisions are costly to serve, and they disrupt agricultural production to a much greater extent than contiguous development. The edge of existing development extending from North Main Street to Williams Road allows ample choice of development sites.

Analysis - CONSISTENT

The Auto Center site will be located directly across Highway 101 from an existing urban development, Northridge Shopping Center and north of Westridge Shopping Center.

Policy 3.1.J  Require all properties in Conditional Growth Areas and adjoining undeveloped land in Existing Urban Areas to be included in precise plans (detailed development plans) prior to development or zoning approvals. General Plan proposals for these areas are conceptual. Consequently, redesign that does not increase traffic generation, change the number or type of housing units, the intensity of nonresidential uses, or the impacts on adjoining areas may be found consistent with the General Plan. A Precise Plan is required for the unsubdivided portions of the Boronda Area.

The City will define the boundaries of each Precise Plan, and will prepare or supervise preparation of the Plan, with the cost to be shared by property owners within the Precise Plan area.

Analysis - CONSISTENT

The developers have prepared a Precise Plan for the proposed development even though the Salinas General Plan does not designate the site as a "Conditional Growth Area". However, policies identified in the General Plan for Conditional Growth Areas shall apply to this property.

3.4 Retailing

Forty percent of Salinas' retail sales are to persons residing outside the city. Retailing is the second largest employment category after agriculture. This success results from the city's commanding location to serve a regional market, and from the design and distribution of its retail facilities.

REGIONAL SHOPPING

Northridge Shopping Center, with over 1 million square feet of floor area, is the dominant center in its three-county trade area. The General Plan provides for additional retail space across North Main Street.

The Central City, first challenged by Valley Center on South Main Street after World War II, has adjusted to a new retail role that is heavily dependent on patrons working nearby. South Main Street maintains regional and local specialty stores, but has under-used retail space. The
total retail area designated is sufficient to retain the city's present sales share when General Plan buildout population is reached.

COMMUNITY AND NEIGHBORHOOD SHOPPING

There are four shopping complexes that can be classified as community shopping centers, drawing both local and citywide patrons, but providing much less selection than a regional center. These are the group of shopping centers on South Main Street, Sherwood Gardens on North Main, the K-Mart center on North Davis Road, and the East Alisal Street retail strip.

Only three Salinas shopping centers (Hartnell Center, North Main - Laurel Shopping Center, and Alvin Square) typify the 60,000- to 90,000-square-foot neighborhood shopping center anchored by a supermarket and serving a trade area population of about 10,000. The General Plan map adds eight neighborhood shopping centers, serving new development areas.

VISITOR-SERVING COMMERCIAL

The drawing power of the Monterey Peninsula has in past worked to limit the number, size, and quality of accommodations and restaurants in Salinas. However, the 324 motel rooms added from 1984 to 1988 represent a 60 percent increase. Another 500 rooms have been proposed or approved, including a 94-room hotel in Steinbeck Plaza that is in the advanced stages of planning. The California Rodeo, the California International Air Show, concerts at the Community Center, and conferences by business, government, and professional associations are potential sources of patronage as the quantity and quality of facilities improves.

The General Plan does not envision major additions to freeway-oriented visitor-commercial sites, but does provide sites on arterials served by freeway interchanges.

COMMERCIAL SERVICES

Salinas' importance as a center for sales and servicing of vehicles, farm equipment, and building materials accounts for much of the space occupied in general-commercial/light-industrial areas along Abbott Street and portions of North Main, East Alisal, and Market streets.

Analysis

One of the policies contained in this section of the plan applies to the project.

Policy 3.4 A Strengthen Salinas' position as the region's retail center.

Analysis - CONSISTENT

The City of Salinas and Monterey County agree (Agreement No. 06410) that the Auto Center will help retain auto and truck sales in the community and strengthen the region's competitiveness in the automobile market.
OPEN SPACE ELEMENT

Policy 4.2.A Maintain a compact urban form and locate growth areas to minimize loss of agricultural resources.

Analysis - CONSISTENT

The City of Salinas and Monterey County have adopted a Memorandum of Understanding (County Agreement No. A-06410 hereafter referred to as the "MOU") which recognizes that retention of the city's economic base can be consistent with the protection of prime agricultural land, inasmuch as the city's economy is directly tied and dependent on the agricultural industry. The City and County further recognize that the project helps mitigate the spread of seawater intrusion in the Salinas Valley and that an adequate agricultural buffer is provided by the Salinas Auto Center.

Policy 4.2.B Minimize conflicts between agricultural and urban uses.

Analysis - CONSISTENT

When the North Davis Road Extension is constructed, the project will be bounded by Boronda Road, Highway 101 and North Davis Road, which acts as a buffer between the agricultural fields and urban development. The detention basins also act as a buffer between the agricultural fields and urban development.

The City of Salinas and Monterey County have adopted a Memorandum of Understanding (County Agreement No. A-06410 hereafter referred to as the "MOU") which recognizes that retention of the City's economic base can be consistent with the protection of prime agricultural land, inasmuch as the City's economy is directly tied and dependent on the agricultural industry. The City and County further recognize that the project helps mitigate the spread of seawater intrusion in the Salinas Valley and that an adequate agricultural buffer is provided by the Salinas Auto Center detention basins and North Davis Road Right-of-Way.

Policy 4.2.C Where feasible, bound the urban area with an arterial road.

The buffer provided by the road mitigates some of the nuisances that can lead to restriction of agricultural operations at the urban edge.

Analysis - CONSISTENT

The detention basin parcel and right of way for North Davis Road will act as an agricultural buffer between the western and southern property boundaries. [A 240 foot wide conservation easement will restrict future uses to those consistent with the proposed utility, drainage and roadway improvements, including non-structural development within the 150 foot wide westerly strip of Parcel B that lies within the 240 feet. (See sample conservation deed attached as Appendix 5.)]
CIRCULATION ELEMENT

5.1 Traffic Level of Service

Traffic operations are classified by Level of Service (LOS) A through F. LOS A, B or C indicate conditions allowing traffic to move freely with average delay of less than 25 seconds at intersections. LOS D and E are progressively worse, similar to conditions in a busy downtown area, with average delays of 25 to 60 seconds. LOS F indicate projected traffic demand exceeding the capacity of the intersection or roadway segment, resulting in long queues and delays averaging 60 seconds or more. Table 9 shows the ratio of volume to capacity for each LOS.

The policies included in the Plan strike a balance, setting standards acceptable to the community while avoiding extremely disruptive or high-cost improvements.

<table>
<thead>
<tr>
<th>Service Level</th>
<th>Volume-to-Capacity Ratio</th>
<th>Stopped Delay per Vehicle (seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Free Flow</td>
<td>0.00 - 0.59</td>
<td>≤ 5.0</td>
</tr>
<tr>
<td>B. Stable Operation</td>
<td>0.60 - 0.69</td>
<td>5.1 - 15.0</td>
</tr>
<tr>
<td>C Stable Operation</td>
<td>0.70 - 0.79</td>
<td>15.1 - 25.0</td>
</tr>
<tr>
<td>D. Approaching Unstable</td>
<td>0.80 - 0.89</td>
<td>25.1 - 40.0</td>
</tr>
<tr>
<td>E. Unstable Operation</td>
<td>0.90 - 0.99</td>
<td>40.1 - 60.0</td>
</tr>
<tr>
<td>F. Forced Flow</td>
<td>Not applicable</td>
<td>&gt; 60.0</td>
</tr>
</tbody>
</table>

Analysis

All of the policies contained in this section apply to this project.

Policy 5.1.A Strive to maintain traffic Level of Service (LOS) C or better as the standard for all intersections and roadways in Conditional Growth Areas as mapped in Figure 1.
Analysis - CONSISTENT

The city has required the developer to finance an Environmental Impact Report which is currently being prepared by an independent environmental consulting firm, Nichols - Berman.

A professional traffic engineering firm, Wilbur Smith, is preparing the EIR's traffic analysis which will study the level of service at all intersections which may potentially be affected by the proposed project. The City will therefore have sufficient traffic information on the LOS at intersections in Conditional Growth Areas which may be affected by the proposed development.

Policy 5.1.B Strive to maintain traffic level of service (LOS) D or better within the existing urban area. LOS D should be limited to one-hour peak periods (a.m., p.m., and noon peaks), except where improvements to meet this standard would be prohibitively costly or disruptive. At such locations, accept LOS D during two-hour peak periods, with the possibility of intersections at or near the limits of LOS D.

Analysis - CONSISTENT

As stated in the analysis for Policy 5.1.B above, a traffic analysis will be prepared for the project which will provide the evidence to make a determination as to whether or not the project is consistent with this policy.

Policy 5.1.C Adopt and implement a uniform set of standards for the city’s roadway network including standard right-of-way and typical sections.

Analysis - CONSISTENT

The project is currently designed to meet the city's roadway network standards.

Policy 5.1.D Estimate the cost of needed street improvements and determine the share to be financed by State/County/City funds and the share to be financed by private development projects. Establish a formal process for evaluating traffic impacts of development proposals and a method for determining each project's share of circulation system improvements costs.

Projects must pay for improvements within and adjoining the site, for capacity increases at one or more nearby intersections, and a fee based on trip generation to fund part of the cost of major projects.

Analysis - CONSISTENT

The Traffic Report will provide the scientific data necessary to exact reasonable traffic mitigation fees for road improvements within and adjoining the project site.

Policy 5.1.E Require that any proposal for an amendment to the Land Use Element of the General Plan demonstrate that traffic service levels meeting General Plan policies will be maintained on arterial and collector streets.
A thorough review of transportation impacts will be part of the review process for amendment applications.

**Analysis - CONSISTENT**

The Traffic Report will demonstrate whether or not the traffic service levels will be maintained on arterial and collector streets.

**Policy 5.1.F** Conduct peak-hour traffic counts at selected intersections on a semi-annual basis to monitor levels of service.

*Regular traffic counts are essential to enable the City to manage street-system development and to understand the status of compliance with General Plan policies.*

**Analysis - CONSISTENT**

Peak-hour traffic counts will be conducted by Wilbur Smith and incorporated into the Traffic Report for this project. The City conducts peak-hour traffic counts annually to monitor intersections LOS.

**Policy 5.1.G** To the extent feasible, implement improvements prior to deterioration in levels of service below the LOS C standard of Policy 5.1.A and the one-hour LOS D standard described in Policy 5.1.B.

*In Conditional Growth Areas, the city should initiate the next phase of roadway improvements when a volume to capacity ratio of 0.70 to 0.72 is reached. In other locations, construction should be scheduled when a volume to capacity ratio of 0.80 to 0.82 is reached.*

**Analysis - CONSISTENT**

The City may use the findings of the traffic report to determine if improvements are necessary and feasible.

**Policy 5.1.H** Design new facilities to serve projected traffic at General Plan buildout.

*The full capacity of an arterial shown on the General Plan may not be needed until many years after it is first constructed, but the ultimate right-of-way should be established and near-term improvements designed for expansion to meet future need. Table 10 lists street design standards.*

**Analysis - CONSISTENT**

The City has designed the North Davis Road Extension and has obtained adequate right-of-way to serve the Westridge Development.
Policy 5.1.1 Approve development projects following determination that traffic improvements serving the development and necessary to maintain LOS standards will be constructed in time to accommodate trips generated by the project.

The determination will require that improvements to be paid for directly by the project sponsor as well as improvements to be financed from other revenues be funded and scheduled for construction. This policy may cause approval to be withheld if adequate traffic service for a proposed project is dependent on completion of a major improvement that cannot be funded or built in a short time, such as a street widening or interchange reconstruction.

Analysis - CONSISTENT

The Traffic Report will provide the city with information regarding the type and amount of traffic improvements necessary to meet this policy.

Policy 5.1.1 Require all projects for which approval is granted by phase or for which construction and occupancy will extend over a period longer than two years to submit an annual report to the City documenting the project's trip generation and demonstrating compliance with conditions of approval related to traffic and transportation.

Lack of compliance would disallow the next development phase until reduction of trip generation is achieved.

Analysis - CONSISTENT

If necessary, the project will implement the mandates of this policy.

Policy 5.1.K Use the General Plan traffic model for projecting cumulative traffic increases on arterials and collectors, and for establishing trip distribution factors to be used for all traffic-impact assessments. Traffic counts and other data used for the model are to be routinely updated on an annual basis.

Only the General Plan traffic model can provide an adequate projection of traffic resulting from both cumulative development and planned traffic improvements. The General Plan model can produce either a growth factor or volume projection of background traffic conditions if used without any trips assumed to be generated from development on a project site. By adding project traffic, an EIR can quantify project impacts.

Analysis - CONSISTENT

Policy 5.1.L Establish subareas and subarea traffic models within the planning area to conduct traffic-impact analysis.
When projects are proposed, the subarea model can be used for the traffic analysis. The traffic base with the proposed project could be used for the cumulative analysis. The citywide model should be used to establish both large area impacts and to define the cumulative traffic-growth factors for subsequent EIR evaluation.

Analysis - CONSISTENT

Wilbur Smith and Associates will meet and confer with the City's Department of Public Works to ensure consistency with this policy.

5.2. Freeway and Arterial Streets

The Trafficways System component of the Circulation Element is illustrated in Figure 5. Table II shows arterial streets with projected lanes needed, and levels of service at the time the General Plan holding capacity is reached.

Analysis

Three of the policies contained in this section of the plan apply to the project.

Policy 5.2.C Discourage diversion of traffic to local streets by providing maximum capacity on arterial streets and locating high traffic-generating uses on arterial frontage.

Analysis - CONSISTENT

The project will front on two arterials (eg. North Davis Road and Boronda Road) thereby ensuring consistency with this policy.

Policy 5.2.G Provide smooth access and egress to development fronting on arterial streets by requiring that parking areas be designed so that traffic does not stack up on the arterial.

Analysis - CONSISTENT

The Precise Plan provides strict parking standards which ensures that traffic will not stack up on the arterials.

Policy 5.2.H Locate high traffic-generating uses with direct access or immediate secondary access to arterial streets so that traffic does not use local streets.

Analysis - CONSISTENT

The proposed access is directly onto North Davis Road.
5.4 Transit and Transportation Systems Management (TSM)

TRANSIT

Monterey-Salinas Transit provides bus service throughout Salinas, but as in most cities Salinas' size, buses carry only one to two percent of all person trips. Most transit patrons cannot drive or do not have access to an automobile. Only 20 percent of bus riders have a car available. Travel patterns are dispersed, and there are few large employment centers that would allow many riders to walk from a few transit stops. Service at 30- to 60- minute intervals discourages use for short trips.

Experience with similar systems indicates that the cost of better service rises faster than the increase in ridership. General Plan traffic projections do not assume an increase in the share of trips by transit, but the Plan recognizes transit as an essential service and includes policies designed to make it as convenient and cost-effective as possible.

Figure 6 shows existing and proposed future service streets.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Management of transportation systems to relieve traffic congestion by reducing the number of peak-hour vehicle trips is a low cost alternative to adding street capacity. In an increasing number of California cities, ordinances or conditions of project approval require employers of a specified minimum size or within a specified area to achieve trip reductions. The usual methods are staggered work hours, incentives for transit use, and bicycle use and carpooling or vanpooling. In Salinas, use of staggered work hours carries the most promise for peak-hour relief.

Analysis

All three policies contained in this section apply to the project.

Policy 5.4.A Support Monterey-Salinas Transit's short-range goals and guidelines for service expansion.

The Short-Range Transit Plan (1988 through 1992) for Monterey-Salinas Transit, a joint-powers agency, calls for a new off-street Transit Center for Salinas near Salinas and Gabilan streets, benches or shelters at selected bus stops, additional evening service on the 32 West Laurel and 40 Del Monte lines, and more frequent service on some Salinas routes. Monterey-Salinas Transit's Development Review Guidebook illustrates preferred road widths, curves and turn areas for bus routes; building orientation and subdivision design for easier transit use and access; and bus-stop and bus-turnout standards.
Analysis - CONSISTENT

It is expected that Monterey-Salinas Transit ("MST") will request that a bus line be extended through the Auto Center, largely for the convenience of customers whose cars are being serviced. It is also expected that MST will request that the developers suggest a funding source for this extension since they do not currently have funds to extend their service.

Policy 5.4.B Urge a countywide approach to TSM as the best way to reduce peak-hour vehicle trips at major employment centers.

Effective programs at Fort Ord, Monterey County offices, and concentrated areas of visitor-oriented business on the Peninsula could have a significant effect on the region's most congested routes.

Analysis - CONSISTENT

The developers have prepared a Facilities Trip Reduction Plan which is consistent with the intent of this policy.

Policy 5.4.C Consider adopting a TSM ordinance applicable to business parks and large employers or concentration of employers that specifies target reductions in peak-hour vehicle trips.

A 10 to 15 percent reduction is readily achievable. The TSM program could be voluntary, although a mandatory program would be more effective.

Ideas for reducing traffic include:

- Transit design features within the development;
- Pedestrian access between bus service and major points within the development;
- Employer-subsidized bus passes;
- Contract shuttle bus service for employees;
- Construction of park-and-ride lots;
- In-house transit information programs at major employers;
- Flextime or staggered work hours for employees;
- Preferential parking for vanpools and carpools;
- Elimination of free parking; and
Strict enforcement of parking regulations and time limits.

Analysis - CONSISTENT

See Facilities Trip Reduction Plan attached as Appendix 4 of the Precise Plan.

5.5 Bicycles and Pedestrians

Gentle topography and a compact form would make Salinas an ideal community for bike riding if safe, attractive routes were available. On many arterial streets the need for additional traffic lanes leaves no space for a bike lane, but where new arterials will be built, either a bike lane or an adjoining bike path may be provided. Greenways can accommodate bikes and pedestrians on the same path until congestion warrants a separate pedestrian path.

Analysis

Five policies of this section apply to the project.

Policy 5.5.A Develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational and other trips.

Analysis - CONSISTENT

Pedestrian paths and sidewalks will be provided at various widths throughout the project based on expected traffic, but will be a minimum of five feet. As noted in the Salinas "Bikeways" Map, no bike paths presently exist on the project site. Currently, the city's bike paths extend west of U.S. Highway 101 at West Laurel Drive, which is south of the project site. The planned Westridge Center also includes bikeways to be located along North Davis Road and Westridge Parkway, which will connect to Boronda Road. Future bikeway access to the Auto Center could be provided via a connection to the Westridge path at Boronda Road.

Policy 5.5.B Increase availability of facilities that promote bicycling.

Analysis - CONSISTENT

The project will provide bicycle racks and parking on-site to ensure consistency with this policy.

Policy 5.5.C Improve the biking and walking environment by providing safe and attractive walkways, bike lanes and bike paths.

Analysis - CONSISTENT

See analysis for Policy 5.5.A, supra.
Policy 5.5.F  Encourage bike use by including secure bicycle storage facilities at employment sites, shopping and recreational areas and schools.

Analysis - CONSISTENT

Bicycle racks/lockers could be provided at appropriate locations within the development.

Policy 5.5.G Provide sidewalks or pedestrian paths with a minimum width of four feet (exclusive of curb) where pedestrian traffic is light, and ten feet where pedestrian activity is more concentrated. Curb cuts should provide accessibility for people in wheelchairs.

Analysis - CONSISTENT

See analysis for Policy 5.5.A, supra.

CONSERVATION ELEMENT

7.1 Water Quality and Water Conservation

Water for urban and agricultural use is pumped from wells throughout the Planning Area. Groundwater is derived mainly from the Salinas River and the underground movement of water from further south in the Salinas Valley. Little water percolates from the surface to underground water aquifers in the southwest portion of the Planning Area because of an impenetrable clay layer. In this part of the Salinas Valley clay layers also separate the groundwater basin into three separate aquifers; one below 180 feet, one below 400 feet and one below 900 feet. This system is illustrated in Figure 13 of the MEA. During dry periods the Salinas River flow and groundwater recharge are maintained by water released from the Naclimiento and San Antonio Reservoirs at the head of the Salinas Valley. This system is operated by the Monterey County Flood Control and Water Conservation District (MCFCWCD).

The hydrologic unit known as the East Side area (roughly northeast of East Laurel Drive) does not receive substantial recharge from the reservoirs. In this part of the Planning Area, pumping has exceeded recharge and has resulted in declining water levels. Pumping costs in this area will continue to rise as local overdrafting continues.

Another result of overdrafting is saltwater intrusion in the 180- and 400-foot aquifers. In the 180-foot aquifer, salt water has intruded east of Castroville as of 1983. Salt water in the 400-foot aquifer has intruded to Marina and Fort Ord. MCFCWCD has endorsed the Castroville Project, which includes reduced pumping in the coastal area and importation of surface water to Marina and Fort Ord, and which will reduce the rate of saltwater intrusion by 60 percent. Groundwater pumping will continue during times when surface water is not available.

MCFCWCD is preparing a Water Conservation Plan because conservation must be part of any plan to reduce overdrafting. The Plan’s goal is a 7.5 percent reduction in county water use by 2000. This is to be achieved through programs that will review the existing rate structures,
educate the public about water conservation, promote drought-tolerant landscaping and the use of reclaimed water, encourage water-conservation ordinances at the local level, and promote more efficient agricultural irrigation practices.

The amount of water consumed per acre of urban or agricultural land is similar, but urban users can afford to pay far more than growers. In the event of future shortages, urban growth would likely be curtailed by a declining agricultural economy rather than an inadequate urban water supply. However, importing water is not a currently available alternative because all sources have been allocated by the State Water Project and State-mandated procedures.

Nitrate pollution of groundwater has occurred in the East Side area (see Figure 11 in the MEA), and may be due to fertilizer wastes or septic tank failure.

Two policies contained in this section of the plan apply to the project.

Policy 7.1.A Support regional efforts to protect water quality and quantity.

Analysis - CONSISTENT

A water conservation plan has been prepared for this project and is attached as Appendix 2 of the Precise Plan. This supports a finding that the proposed project will result in a 70% reduction in water use at full buildout.

Policy 7.1.B Institute conservation programs to alleviate problems caused by groundwater overdrafting.

Analysis - CONSISTENT

The 70% reduction in water use will help alleviate groundwater overdrafting.

7.2 Air Quality

Salinas enjoys relatively good air quality although the North Central Coast Air Basin, (Monterey, Santa Cruz, and San Benito counties) is currently designated as a non-attainment area for oxidants. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) is the local agency empowered to regulate air quality in the Air Basin. According to the 1982 Air Quality Plan, MBUAPCD believes that a substantial portion of the ozone ambient air quality standard exceedances are a direct and indirect result of transport of ozone and its precursors into the North Central Coast Air Basin from the San Francisco Bay Area Air Basin located directly to the north. The District has advised that control requirements applied in the Bay Area should be at least as stringent as those adopted by the MBUAPCD. Salinas, itself, has not experienced ozone-standard violations since 1980.

Monitoring data for Salinas indicates possible violations of the state standards for particulate. The primary source of these particulate is the exposed agricultural soil of the Salinas Valley.
The MBUAPCD operates monitoring stations to measure concentrations of carbon monoxide, nitrous oxides, sulfur dioxide, and particulate. A new Air Quality Plan to be completed by the District in 1989 projects a 2005 population of 135,000 for Salinas. MBUAPCD staff has indicated a belief that city growth at a rate higher than that envisioned by the Air Quality Plan may compromise the District’s ability to maintain air quality standards, particularly in regard to ozone and particulate emissions.

Analysis - CONSISTENT

Five of the policies contained in this section apply to the project.

Policy 7.2.B Implement additional measures to protect air quality which may be required to mitigate the effects of population growth.

The 163,000 General Plan population holding capacity exceeds the 135,000 projection for 2005 being used for air-quality planning. Mitigation measures in addition to those included in the regional plan may be necessary to avoid air quality degradation if growth were to exceed the District’s projections. If such mitigation measures are not available, limiting growth to avoid breaching standards would be required by General Plan policy 3.1.C that allows growth only if environmental quality is maintained.

Twenty-year projections of air quality are subject to wide variations dependent on economic conditions and policies beyond local control. If ozone imported from the Bay Area is a cause of failure to meet standards in the Salinas Valley, an obvious alternative to limiting growth in Salinas would be more stringent regulation of emissions or growth in the Bay Area.

Analysis - CONSISTENT

An Environmental Impact Report is currently being prepared for the project which will analyze the project’s impact on air quality. The EIR will suggest appropriate mitigations which may become conditions of approval.
Policy 7.2.C  Encourage development design that conserves air quality and minimizes direct and indirect emissions of air contaminants.

Development design, including bicycle lanes and bicycle storage facilities, pedestrian links and mixed-use projects, may reduce trips and air pollutants. See policies in Circulation Element Sections 5.4 and 5.5.

Analysis - CONSISTENT

A Facilities Trip Reduction Plan has been prepared for this project which provides for the amenities encouraged by this policy.

The project provides compatible mixed uses such as a Tire Shop, Car Wash and Auto Dealerships thereby greatly reducing trips outside of the project.

Policy 7.2.D  Encourage reduction in vehicle-trips through Transportation Systems Management (TSM) and the use of non-polluting forms of transportation, including bicycles, and walking.

Policies in Sections 5.4 and 5.5 of the Circulation Element refer to TSM and pedestrian and bicycle circulation.

Analysis - CONSISTENT

See analysis to Sections 5.4, 5.5 and Policy 7.2.C, supra.

Policy 7.2.E  Consider carbon monoxide levels at intersections when evaluating the need for intersection-capacity improvements.

Congested intersections create the highest localized levels of carbon monoxide, so early relief of congestion points will improve air quality. The Circulation Element identifies existing and projected levels of service on roadways. State and federal standards specify levels of carbon monoxide above which health or material damage effects have been documented.

Analysis - CONSISTENT

An Environmental Impact Report is currently being prepared for the project, which will analyze the project’s impact with regard to carbon monoxide levels at intersections when evaluating the need for intersection-capacity improvements.

Policy 7.2.F  Work with Monterey County to establish a tree-planting program to create windbreaks which will reduce airborne particulate.

Agricultural activities are the area’s major source of particulate. Tree rows along Highway 101 in King City provide an example.
Analysis - CONSISTENT

Planting along North Davis Road and within the project will create windbreaks encouraged by this policy.

SAFETY ELEMENT

8.1 Geologic and Soil Hazards: Seismic Safety

These policies will be studied through an environmental impact report.

FLOODING AND DRAINAGE

8.2. Flooding and Drainage

Four natural channels -- Alisal, Natividad, Gabilan, and Santa Rita creeks -- flow from the Gabilan Mountains through Salinas. All are tributary to Reclamation Ditch 1665, the city's primary drainageway. Carr Lake and other lakebeds in agricultural areas serve as retention basins when the capacity of the Reclamation Ditch is reached. This retention capacity must be maintained.

The Nacimiento and San Antonio dams control tributary flows into the Salinas River 100 miles upstream and have significantly reduced the extent and frequency of flooding along the river.

Analysis

The project is located outside of the 100 year flood plain and is designated as Zone C by FEMA as an area of minimal flooding.

One policy of this section does apply to the project.

Policy 8.2.A Provide storm-water retention capacity consistent with Reclamation Ditch capacity to avoid damage to urban development in a 100-year flood.

Analysis - CONSISTENT

A Stormwater Management Plan has been prepared for this project and is attached as Appendix 3 to the Precise Plan.

8.3 Fire and Police Protection: Disaster Planning: Hazardous Materials

Analysis

Two of the policies contained in this section apply to the project.
Policy 8.3.A  Incorporate features that enhance the efficiency of police and fire protection in urban development projects.

Analysis - CONSISTENT

A one way loop road will discourage crime thereby furthering the efficiency of police protection. The infrastructure has been designed in accordance with the standards set forth by the City Fire Department including an emergency secondary access to North Davis Road.

Policy 8.3.B  Ensure that hazardous materials used in business and industry are properly handled and that information on their handling and use is available to fire protection and other safety agencies.

Analysis - CONSISTENT

The individual businesses must comply with all of the local and state regulations regarding hazardous materials.

**NOISE ELEMENT**

The Auto Center is bordered by Highway 101 on the east, Boronda Road on the north and the North Davis Road Extension along the remaining property boundaries. Parcels located on either side of North Davis Road and Boronda Road are currently in crop production which is not a use sensitive to noise.

Since the project is not located in a noise sensitive environment and the proposed uses are not noise sensitive receptors, this section of the General Plan is not applicable to the proposed project.
APPENDIX 2

WATER CONSERVATION PLAN

Introduction

In recent times, the Central Coast of California has experienced several years of drought, resulting in a long term water supply shortage in the entire region, including the City of Salinas. In the Salinas Valley, this problem has been exacerbated by intensive pumping necessary for agricultural purposes and our close proximity to the ocean. Because local aquifers continue to be in a state of overdraft, the City Council of the City of Salinas has adopted Ordinances 2123 (February 5, 1991) and 2139 (September 3, 1991) which mandate water conservation measures to be enforced within the City.

An Urban Water Conservation Committee consisting of the Salinas Valley Cities was also established by the Monterey County Water Resources Agency to make recommendations regarding water conservation and urban water use, and to provide input for the development of an urban water allocation plan. The purpose of the resulting water allocation plan is to reduce the pumping of groundwater within the Salinas Valley Basin for urban uses. The Plan also facilitates the implementation of water conservation by placing limits on urban users, and addresses the conversion of agricultural lands to urban uses and the associated water credit. The plan utilized the water pumped in 1987 as a base line and established a fifteen percent (15%) reduction in urban water use as a goal. The committee also prepared Ordinance No. 3744 which mandates water conservation, and an amendment Ordinance No. 3751. These ordinances were approved by the Water Resources Agency Board and adopted by the Monterey County Board of
Supervisors on January 18, 1994 and March 1, 1994, respectively. The development will comply with the guidelines adopted in those Ordinances.

Through this Water Conservation Plan the developers of the proposed Salinas Auto Center will demonstrate their goal of significantly reducing water use from the amount that has historically been used for agricultural purposes on the property through the implementation of conservation measures. As mentioned, the property is currently in agricultural production and historical water pumped for that purpose has been two hundred fifty-five (255) acre-feet per year. The anticipated water return as recharge to the groundwater is approximately thirty percent (30%) based on discussions with the Water Resources Agency and representatives from the University of California Division of Agriculture Extension in Salinas. The thirty percent (30%) return value is generally the accepted percentage for the Salinas Valley and is considered the appropriate estimate for this level of analysis. Therefore, it is assumed the agricultural water use on the property is one hundred seventy-eight and one-half (178.5) acre-feet per year. Again the projected normal water use for this type of development is fifty-four (54) acre-feet per year as shown on Table 1, infra. This volume of water includes the implementation of project conservation measures which will reduce the water usage by seventy percent (70%) or one hundred twenty-four and one-half (124.5) acre-feet annually from the historical use.

One principal method of reducing water consumption is the use of water conservation plumbing fixtures such as ultra low flow toilets (1.6 gpf) and showers, and the use of hot water recirculation systems. Another major area in which water can be saved is through the implementation of xeriscaping principles including the incorporation of low-water using plants, drought resistant, non-living ground cover, permeable paving and water conserving irrigation techniques for landscaping the site. Further, the use of recycled water and hoses equipped with
automatic shutoff nozzles for certain purposes, such as car washing, will also conserve water.

As previously stated, the mitigated water use for the project would be fifty-four (54) acre feet per year, which is a significant reduction over the amount of water historically demanded for farm use on the property. The minimum mitigation goal established by the Urban Water Allocation Plan for the project is fifteen percent (15%), based on the historical land use. The Salinas Auto Center will substantially exceed this goal through a reduction of some one hundred twenty-four and one-half (124.5) acre-feet per year. The following is a summary of measures which will be adopted by the Salinas Auto Center project:

1. The project will use xeriscaping and low-water use irrigation concepts in the landscaped areas.

2. Purchasers of parcels within the project will also agree to employ xeriscaping techniques and will be furnished with pertinent references and guidelines relative to low-water use irrigation systems. This will assure that all commercial areas within the project use low water landscaping.

3. All buildings on site will be equipped with plumbing and fixtures designed to decrease water consumption.

4. The car wash will use recycled water and low volume washers for cleaning cars.

5. Automatic shut-off valves will be installed at the end of hoses used by the automobile dealerships to wash their cars.

A. HISTORICAL WATER USE

The project site has two private agricultural wells which irrigate approximately one hundred (100) acres of farmland. Currently, only one well is in use for the two to three crops typically grown each year. In lieu of water meter data, the primary method used to determine
historical water use is to review crop planting history and utilize established water demand figures for each type of crop planted. Often, the determination of historical on-site water demand on agricultural lands can be very difficult due to a lack of historical pumping and crop planting records.

The row crops grown on the project site consist of various types of lettuce, celery and spinach according to the land owner. The historical water use for this application is not metered and therefore is subject to assumption for determining actual volume of water used. The well has a pumping capacity of one thousand two hundred (1,200) gallons per minute which furnishes approximately two hundred fifty-five (255) acre-feet of water annually for irrigation. The wells are located approximately in the center of the property. The well currently used for irrigation is eight hundred (800) feet deep with perforations located within the four hundred (400) foot aquifer from four hundred (400) feet to four hundred fifty (450) feet. When operational, the second well pumps from the one hundred eighty (180) foot aquifer, but it is not in use at this time. An Urban Water Conservation Committee was established by the Water Resources Agency for recommendations and input to develop an urban water allocation plan. The plan addresses the conversion of agricultural lands to urban uses and the associated water credit. The plan utilized the water pumped in 1987 as a base line and established a fifteen percent (15%) reduction in urban water use as a goal, as well as allowing for growth and credits for agricultural conversion lands. The plan has referenced the Salinas Auto Center property as anticipated for growth and determined a credit of 2.18 acre-feet of water per acre for this land. This credit is based on a limit of eighty-five percent (85%) of 2.56 acre-feet of water per acre for the typical crops farmed on the land. The value of 2.56 acre-feet is allocated for land within the Pressure Area in the Salinas Valley. However, the applicant's engineer is of the opinion that the Salinas
Auto Center is mapped in the Salinas Valley Ground Water Seawater Intrusion Report as located in the Eastside Basin. Therefore, an upper pumping limit of 2.84 acre-feet per acre and credit of 2.414 acre-feet should apply to the property according to the allocation plan. Consequently, a credit of two hundred forty-six (246) acre-feet of water is allowed for the Center.

The City's position is that the geology of the area has not been thoroughly studied to determine the exact boundaries of the pressure/eastside areas. Any assumptions on general aquifer confinements should be conservative and use pressure area data.

B. PROJECTED WATER DEMAND

The project water demand is approximately fifty-four (54) acre-feet per year as shown on Table 1, infra. This represents a 201 acre feet/year reduction in projected water consumption for the property based on the historical agricultural water use of approximately two hundred fifty-five (255) acre-feet per year.

The project water demand was determined by utilizing the Monterey Peninsula Water Management District's consumption rates. Cities and agencies in the Monterey Peninsula area have accepted these rates as the regional standards. The water demand estimate is based on a conceptual site plan of the Auto Center whereby the function and structures have been approximated and sized according to similar existing auto centers.

The Table below shows the proposed project's estimated water demand and average water consumption rates for various types of uses, according to the Monterey Peninsula Water Management District Table 2 for Commercial, Industrial and Governmental Projects.
## TABLE 1

**WATER DEMAND ESTIMATE (af/yr)**

<table>
<thead>
<tr>
<th>Use</th>
<th>Calculation</th>
<th>af/yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto Dealership</td>
<td>360,000 sf @ .00007 af/sf</td>
<td>25.20</td>
</tr>
<tr>
<td>Office</td>
<td>6,000 sf @ .00007 af/sf</td>
<td>0.42</td>
</tr>
<tr>
<td>Service</td>
<td>26,000 sf @ .00007 af/sf</td>
<td>1.82</td>
</tr>
<tr>
<td>Retail</td>
<td>29,000 sf @ .00007 af/sf</td>
<td>2.03</td>
</tr>
<tr>
<td>Retail/Service</td>
<td>18,000 sf @ .00007 af/sf</td>
<td>1.26</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>5,000 sf @ .00007 af/sf</td>
<td>0.56</td>
</tr>
<tr>
<td>Restaurant</td>
<td>5,000 sf @ .00002 af/sf</td>
<td>1.00</td>
</tr>
<tr>
<td>Service Station</td>
<td>8 pumps @ .0913 af/pump</td>
<td>0.73</td>
</tr>
<tr>
<td>Car Wash</td>
<td>500 cars @ 45.3 gal per vehicle (x)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50% recycle (x) 315 days</td>
<td>10.95</td>
</tr>
<tr>
<td>Landscaping</td>
<td>2.88 ac. @ 2.1 af per ac</td>
<td>6.05</td>
</tr>
<tr>
<td>Roadway</td>
<td>(1.72) ac. (x) 1.8 af/ac</td>
<td>3.10</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>53.12</td>
</tr>
</tbody>
</table>

The figures in this section are very conservative and subject to refinement upon further investigation through the EIR process.

---

1 This figure is derived by approximating the lot frontage and multiplying by 7.5 (i.e. \(10,000 \times 7.5 = 75,000\) sq.ft.; \(75,000\) sq.ft. \(x\) 43,560 acres/sq.ft. = 1.72 acres).
APPENDIX 3

STORM WATER MANAGEMENT PLAN

Storm water management encompasses three activity areas. These areas consist of (1) administration, (2) regulating land use and development and (3) the physical improvements to mitigate the impacts from storm water. The storm water management agencies implementing these activities interact with public and private sectors. The interactions are generally involved with new land development, improving existing drainage facilities, regulating floodplains, prevention and correction of soil erosion, and sedimentation and water pollution problems. The City of Salinas Public Works Department and the Monterey County Water Resources Agency are the regulatory agencies having the authority and responsibility to institute the storm water management policies and activities concerning the development of the Salinas Auto Center. The development by virtue of conversion of agricultural land to commercial development which introduces impervious surfaces, results in potential problem areas concerning storm waters. These areas are grouped in four categories: flooding, soil erosion, sedimentation, and land and water pollution. Water pollution is associated with water bodies, water courses and groundwater supplies.

Goals and Objectives

The goal of storm water management is to combine a land drainage plan with flood control which can mitigate future flood damage through management. This goal can be achieved through the accomplishment of the following objectives:

1. Retain non-urbanized floodplains to convey flood waters
2. Reduce exposure of people and property to flood hazards
3. Implement corrective work to reduce flood damage
4. Minimize soil erosion and sediment problems
5. Protect environmental quality
6. Regard storm water as a resource
7. Minimize pollutants from storm water runoff

Existing Setting

The Santa Rita Creek drainage basin contains approximately 13.7 square miles of watershed which drains through the creek to a reclamation ditch along State Highway 183 and then to the Salinas River. The Espinosa Lake area of the watershed includes 4.2 square miles of the basin. The Creek watershed consists of seven subwatersheds that connect to the Espinosa Lake subwatershed approximately 2 miles upstream from the reclamation ditch. The subwatersheds are ranged in series whereby draining from one to another. The project site lies within a subwatershed of the main Santa Rita Creek basin west of State Highway 101. The project site is located at the upper reach of the subwatershed which is essentially in agricultural use. The site drains through farm ditches to shallow ponds at Boronda Road then on to the Santa Rita creek above the Chinn pumps. The project site is at an elevation of 90 feet and generally slopes to the southwest at a gradient of less than one percent.
The Santa Rita Creek Watershed was studied by the firm McCready, Koretsky International for the former Monterey County Flood Control District in 1972 for flood control through the projected development year of 1992. The study focused on the present (1972) and future 1992 channel capacities and for the adequacy to control the flood waters generated from the 10, 50 and 100 year interval storms.

The Santa Rita Creek Watershed is mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the 100 year flood plain. The 100 year storm flood plain affecting the subwatershed which drains the project site approaches the Boronda Road and San Jon Road intersection. The project site is not affected by the flood plain as mapped by FEMA. The property and surrounding agricultural lands are designated as Zone C by FEMA as an area of minimal flooding.

The subwatershed storm water runoff and Santa Rita Creek channel drain to the Chinn pumps. The pumps are approximately 2 miles above the reclamation ditch 1665 and control the local flooding and the flow above this point. The area above the pumps is a 55 acre depression capable of storing approximately 230 acre feet of storm water. The area is subject to periodic flooding and is drained by the lift station which consist of 75 hp, 50 hp and 10 hp pumps having a combined capacity of 25,500 cfs. The lift station regulates the groundwater elevation below the root growth zone of the nearby farms during the dry season and controls storm waters during the wet season.

Project Storm Drainage Plan

The storm drainage system for the Auto Center will be designed in accordance with the City of Salinas Public Works Department standards and specifications as well as the Monterey County Water Resources Agency. The storm drainage collection system within the project site shall be designed to control the 20 year interval storm. The gradient of the conduits shall provide a minimum of 2 feet per second flowing full and be a minimum of 15 inches in diameter. The on site drainage facilities within each dealership will include components for capturing sedimentation before entering the collection system and from being deposited in the detention basin. The installation of grease and oil traps will also be part of the internal drain system. The monitoring and regular maintenance of the sedimentation and grease and oil traps are essential in preventing pollutants from entering the system and downstream natural drainage course. The drainage system will include facilities for storm water detention and retention generated from the 100 year interval storm. An area adjacent to the extension of North Davis Road has been set aside for the purpose of construction of a basin. The detention basin will be regulated by an outlet structure permitting the discharge of the 10 year storm and overflow from the 100 year storm.

The project site lies within the Eastside Subarea of the Salinas Valley Groundwater Basin. The subarea was delineated by a study prepared by Staal, Gardner and Dunne through an exploration program of monitoring wells that identified strata of permeable soils thereby having the potential to recharge the groundwater through percolation. The detention basin design will investigate the possibility of incorporating retention components to promote groundwater recharge to the 180 foot aquifer.
The Monterey County Water Resources Agency along with the Master Drainage Plan for the Santa Rita Creek Watershed regulate and manage the storm water within the watershed. The Agency has implemented the recommendations of the Plan thereby upgrading the drainage facilities through periodic maintenance and by installation and construction of drainage improvements. The monitoring of the functions and an ongoing evaluation and analysis of the hydraulics of the facilities are conducted by the county. The downstream drain channels are currently under study.

The storm system will include provisions to prevent pollutants from leaving the site resulting from construction activities by the implementation of erosion and sediment controls and practices. The developers will obtain a permit from the State Water Resources Control Board for the construction activity and submit a Notice of Intent and develop a Storm Water Prevention Plan. The plan shall include provisions for a monitoring and certification program.

Storm Drain Design

The design and construction of public improvements shall be in accordance with the City adopted Standards and Specifications. The storm drainage facilities will comply with the design criteria established in the Department of Public Works Standards Manual.

The method for determining the storm water runoff volumes will be the Rational Method. This method is appropriate for drainage basins of 200 acres or less and is the accepted approach stated in the manual.

The Rational Method is represented by formula:

\[ Q = cia \]

- \( Q \): Storm runoff, cubic feet per second
- \( c \): Coefficient of runoff, ratio of runoff to rainfall
- \( i \): Average rain intensity, inches per hour
- \( a \): Size of tributary area, acres

The manual contains a chart for determining the rainfall intensity for storms of various return intervals for computing storm runoff. The 20 year interval storm is utilized for the design of internal conduits and inlets in commercial and industrial developments. The runoff coefficient for commercial projects is 0.75 whereby approximately 90 to 100% of the land area is covered with impervious surfaces.

\[
\begin{align*}
\text{Project Storm Runoff (20 year storm)} & \quad Q = cia \\
& = (0.75)(0.95)(84.1) \\
& = 60 \text{ cfs}
\end{align*}
\]
The detention basin will provide for the storm water runoff generated from the differential of the pre-developed and the post-developed conditions. The volume of runoff will be computed for 100 year interval storm for a duration of 2 hours. The runoff release rate for the basin will be equivalent to the 10 year interval storm.

Project Storm Runoff (100 year storm)

\[ Q = 71 \text{ cfs} \]

The outlet structures to the detention basins will be designed to allow the discharge, given the pre-developed condition, of the 10 year storm interval to the existing farm tail-water ditches in the adjacent downstream lands. The runoff coefficient for our pre-developed site is 0.2.

Project Storm Runoff (10 year storm)

\[ Q = cia \\
(0.2)(0.8)(84.1) = 14 \text{ cfs} \]

The area allocated for the detention basin is approximately 3.8 acres and is located along the westerly boundary of the property adjacent to the North Davis Road extension. A series of basins will be constructed in phases to contain approximately 1.6 acre feet of storm runoff. The basins will be 4 feet deep allowing for one foot of freeboard in a landscaped strip of land surrounded by an access road for maintenance. The basin will be designed to act as sediment pond to settle out suspended solids transported to the basin and to prevent sediments from entering the natural drainage course. Again regular periodic maintenance of the facility is required for proper function and reliability of the system.

Monitoring Plan

The storm water control system must be monitored, inspected and maintained regularly to assure effective operation, life, and compatibility with the natural environment. The City of Salinas will have the authority to manage the facility during design, construction and operation. The common maintenance problems are weed growth, grass maintenance, sediment control, bank deterioration and mosquito control. A typical maintenance program will include preventative and corrective measures. The preventive component include inspection for adjustments and replacement and record-keeping for cost accounting and to review the cost-effectiveness of the program.

A property owners association will be formed to assume the responsibility of operating the maintenance program. The City will oversee this program, but not pay for the maintenance. The operation and structural maintenance of the facility is of high priority as it relates to the safety and to benefits directly associated with the basin.
APPENDIX 4

FACILITIES TRIP REDUCTION PLAN

City of Salinas • Department of Community Development • 100 Lincoln Avenue • Salinas, CA 93901 • (408) 798-7105

EXHIBIT

For Permit/Subdivision No. ________

The following Residential Vehicle Trip Reduction Measures are included, and made a part hereof, in the above referenced permit/subdivision:

<table>
<thead>
<tr>
<th>Included</th>
<th>Vehicle Trip Reduction Measure</th>
<th>Residential Permit/Subdivision Conditions</th>
<th>Reduction (%)</th>
<th>Total (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Public information</td>
<td>Provide ridesharing, public transportation and nearby (within one mile) licensed child care facilities information to tenants/buyers as a part of move-in materials. An information packet must be provided as part of the project’s development approval process.</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Printed transit schedules</td>
<td>Print transit schedule information on all promotional materials for the project. Printed transit schedules shall be provided as part of the project’s development approval process.</td>
<td>.5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bicycle amenities</td>
<td>Bike lanes must be provided adjacent to the project and must tie into a City-wide system and provide bicycle access to schools, employment centers and shopping within two miles.</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other bicycle amenities</td>
<td>Facilities or measures which go beyond those listed above and which facilitate increased non-vehicular trips. Description attached.</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bus pull-outs</td>
<td>Provide bus pull-outs, convenient pedestrian access to bus stops and other related amenities to encourage transit usage for those portions of the development within one-quarter mile of a bus stop.</td>
<td>2.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transportation information centers</td>
<td>Provide locked and secured transportation information centers or kiosks with bus schedules and transit information as a part of the common area of the development if</td>
<td>.5%</td>
<td></td>
</tr>
<tr>
<td>Included (Check if Applies)</td>
<td>Vehicle Trip Reduction Measure</td>
<td>Residential Permit/Subdivision Conditions</td>
<td>Reduction (%)</td>
<td>Total (%)</td>
</tr>
<tr>
<td>----------------------------</td>
<td>---------------------------------</td>
<td>------------------------------------------</td>
<td>---------------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Pedestrian facilities</td>
<td>Provide pedestrian facilities linking transit stops to common areas.</td>
<td>.5%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Park-and-ride</td>
<td>Provide park-and-ride facilities if part of an on-site trip reduction program.</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Child care facilities</td>
<td>Provide on-site child care facilities based on the capacity of the center and marketing data on expected use.</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Telecommuting</td>
<td>Provide facilities to encourage telecommuting such as a telecommuting center.</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mixed uses</td>
<td>Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of at least five acres of high density housing within one-quarter mile of neighborhood commercial development and have convenient pedestrian access. (Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction).</td>
<td>5.0% of combined trips</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit-oriented design</td>
<td>Residential development with at least 35 percent of the project in high density housing and clustered within one-quarter mile of bus stops on a major arterial with convenient pedestrian access to transit and neighborhood shopping.</td>
<td>5.0% of high density housing trips</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>Other measures supported by documented data of trip reductions in other developments.</td>
<td>Varies</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Description attached.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RESIDENTIAL TOTAL (Must total 7 percent or more)**

The following Commercial, Industrial and Tourist Oriented Vehicle Trip Reduction Measures are included, and made a part hereof, in the above referenced permit/subdivision:

<table>
<thead>
<tr>
<th>Included (Check if Applies)</th>
<th>Vehicle Trip Reduction Measure</th>
<th>Commercial, Industrial and Tourist Oriented Development Permit/Subdivision Conditions</th>
<th>Reduction (%)</th>
<th>Total (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Child care facilities</td>
<td>Provide on-site child care facilities for children of customers and/or employees.</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Traffic scheduling</td>
<td>Provide transit scheduling information quarterly</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td>Included measure</td>
<td>Vehicle Trip Reduction Measure</td>
<td>Commercial, Industrial and Tourist Oriented Development Permit/Subdivision Conditions</td>
<td>Reduction (%)</td>
<td>Total (%)</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------</td>
<td>-----------</td>
</tr>
<tr>
<td>☒</td>
<td>Bicycle amenities</td>
<td>1. Proposed development/use adjacent to bicycle lanes. 2. Proposed development/use adjacent to bicycle lanes, showers provided and site is located within 4 miles of one-half of the City's residential areas.</td>
<td>1. 2.0%</td>
<td>2.0%</td>
</tr>
<tr>
<td></td>
<td>Bus pull-outs</td>
<td>Provide bus pull-outs, pedestrian access and transit stops.</td>
<td>2.0%</td>
<td>2.0%</td>
</tr>
<tr>
<td></td>
<td>Bus subsidy</td>
<td>Provide transit subsidy program for employees that reduces the cost of a monthly bus pass by 50% from standard group rate.</td>
<td>4.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transportation information centers</td>
<td>Provide locked and secured transportation information centers or kiosks with bus schedules and transit information if agreement is reached with transit agency for maintenance of information.</td>
<td></td>
<td>1.0%</td>
</tr>
<tr>
<td></td>
<td>Pedestrian facilities</td>
<td>Provide pedestrian facilities linking transit stops to employment site entrances provided such pedestrian facilities do not exceed one-quarter mile.</td>
<td></td>
<td>1.0%</td>
</tr>
<tr>
<td></td>
<td>Other pedestrian facilities</td>
<td>Pedestrian and bicycle system improvements beyond above related measures. Description attached.</td>
<td></td>
<td>Varies</td>
</tr>
<tr>
<td></td>
<td>Other site amenities</td>
<td>Provide site amenities that reduce the need for vehicle trips based on documentation of trip reduction. Description attached.</td>
<td></td>
<td>1.0 - 2.0%</td>
</tr>
<tr>
<td></td>
<td>Park-and-ride</td>
<td>Provide park-and-ride facilities if part of an employee sponsored rideshare program.</td>
<td></td>
<td>1.0%</td>
</tr>
<tr>
<td>☒</td>
<td>Transportation system management program</td>
<td>Provide a local transportation system management program to reduce on-site trips based on documentation of expected trip reduction.</td>
<td></td>
<td>5.0%</td>
</tr>
<tr>
<td></td>
<td>Mixed uses</td>
<td>Provide mixed uses that reduce the length and number of vehicle trips. Project must consist of neighborhood serving retail commercial that has at least five acres of high density residential housing within one-quarter mile of the perimeter of the commercial site. Note: Similar trip reduction measures listed elsewhere cannot be counted toward the required vehicle trip reduction.</td>
<td></td>
<td>5.0%</td>
</tr>
<tr>
<td></td>
<td>Educational and marketing</td>
<td>Provide educational and marketing strategies to encourage and employers to reduce vehicle</td>
<td></td>
<td>1.0%</td>
</tr>
<tr>
<td>Included Check [x] all boxes that apply</td>
<td>Vehicle Trip Reduction Measure</td>
<td>Commercial, Industrial and Tourist Oriented Development Permit/Subdivision Conditions</td>
<td>Reduction (%)</td>
<td>Total (%)</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>---------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>[x]</td>
<td>Preferential parking for carpool</td>
<td>Provide preferential parking for employees who carpool. Sites must be closest to building entrances, used only by carpoolers, and represent at least 3 percent of the total parking spaces.</td>
<td>3.0%</td>
<td>3.0%</td>
</tr>
<tr>
<td></td>
<td>Telecommuting</td>
<td>Provide facilities to encourage telecommuting if telecommute center could accommodate one percent of employees at an off-site neighborhood location.</td>
<td>1.0%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>On-site services</td>
<td>Provide on-site ATMs, restaurants, dry cleaners, grocery and other typically needed services to reduce travel.</td>
<td>1.0% per service. If linked to transit, 1.0% for development</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td>Other measures supported by documented data of trip reductions in other developments.</td>
<td>Varies</td>
<td></td>
</tr>
</tbody>
</table>

**COMMERCIAL, INDUSTRIAL AND TOURIST ORIENTED DEVELOPMENT TOTAL**
(Must total 7 percent or more) 12%

I/we declare under penalty of perjury that the information contained in this Facilities Trip Reduction Plan, including any attachments included herewith, are true and correct to the best of my/our knowledge.

Signature of Applicant

Date

Signature of Property Owner or Authorized Agent

Date

Signature of

Date
APPENDIX 5

Recording Requested by and
When Recorded, Mail To:

City of Salinas
Community Development Department
Salinas City Hall
200 Lincoln Ave
Salinas, CA 93901

 Permit No: ____________________________

Applicant Name: _______________________

Project Planner: ________________________

CONSERVATION DEED

THIS DEED, made this ____ day of ________________/____, 19____, by and between

__________________________________________________________

Grantor, and the CITY OF SALINAS, a municipal corporation as Grantee,

WITNESSETH:

WHEREAS, Grantor is the owner in fee of the real property hereinafter described situate in
Monterey County, California (hereinafter "Property"); and

WHEREAS, a buffer between the developed property within the City of Salinas and the
undeveloped agricultural land located in the unincorporated area of the County of Monterey would
benefit both the developed and undeveloped properties.

WHEREAS, Grantor and the Grantee desire to preserve and conserve for the public benefit
the property as an agricultural buffer; and

WHEREAS, Grantor is willing to grant to the City of Salinas a deed restricting the use as
hereinafter expressed protecting the integrity, use and enjoyment of both the developed and
undeveloped properties through the imposition of the conditions hereinafter expressed;

NOW THEREFORE, Grantor grants and conveys to the City of Salinas an estate and interest, in the Property as hereinafter expressed, and covenants on behalf of itself, its heirs, successors, and assigns, to do and refrain from doing severally and collectively upon the Grantor's said Property the various acts hereinafter mentioned.

The restrictions imposed upon the use of said Property and the acts which said Grantor shall refrain from doing upon their Property in connection herewith are, as follows:

1. That no structures will be placed or erected upon the Property.

2. That no advertising of any kind shall be located on or within the Property except those with prior written City approval.

3. That the Grantor shall not plant nor permit to be planted any vegetation upon said premises, except with prior written City approval consistent with the Salinas Auto Center Precise Plan.

4. That, except for the construction, alteration, relocation and maintenance of public roads, drainage and utility improvements, including detention basins and non-structural development within the 150 foot wide westerly strip of Parcel B that lies within the boundaries described in Exhibit "A" attached hereto and incorporated herein, the general topography of the Property will be maintained in its present condition and no excavation or topographic changes shall be made.

5. That no use of the Property which will materially alter the Property's value as an agricultural buffer will occur other than those specified above.

6. The Property hereinafter referred to is situated in the City of Salinas, State of California, and is particularly described in Exhibit "A" attached hereto.

Excepting and reserving to the Grantor:
(a) The right to maintain all existing private roads, structures upon said land, and the right to construct any and all roadways, parking within Parcel B, drainage and utility improvements including detention basins consistent with the Salinas Auto Center Precise Plan.

(b) The use and occupancy of the Property will be consistent with the conditions and restrictions herein imposed.

7. The restrictions of this deed will run with the land and bind Grantor, its heirs, successors and assigns.

CITY OF SALINAS, A Municipal Corporation

By ________________________________
Mayor
GRANTEE

Attest ________________________________
City Clerk

Approved as to form ________________________________
City Attorney

GRANTOR(S):

By ________________________________
Print Name:

By ________________________________
Print Name:

8/18/97
C:AUTO:CONSDEED.REV
<table>
<thead>
<tr>
<th>Mitigation</th>
<th>Implemented by</th>
<th>When Implemented</th>
<th>Monitored By</th>
<th>Verified By and Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install traffic signal at North Davis/Larkin intersection.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (18.6%) of mitigation improvements; currently estimated at $150,000; prior to issuance of first Phase I building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Three through lanes in each direction on N. Davis plus second left turn lane into shopping center.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (15.0%) of mitigation improvements; currently estimated at $250,000; prior to issuance of first Phase I building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Add second eastbound-to-northbound left turn lane.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (4.5%) of mitigation improvements; currently estimated at $220,000; prior to first Phase I building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Mitigation</td>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By</td>
<td>Verified By and Date</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>---------------------------------------</td>
<td>--------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>2000 Cumulative development traffic project traffic at S. Main/Blanco</td>
<td>Add second eastbound-to-northbound left turn.</td>
<td>Project applicant and City of Salinas</td>
<td>See Impact 5.1-4</td>
<td>PW</td>
</tr>
<tr>
<td></td>
<td>Highway 101/Espinosa/Russell interchange and third eastbound through lane on Boronda Road.</td>
<td>Project applicant and CALTRANS</td>
<td>Pay fair share (6.1%) of mitigation improvements; currently estimated at $150,000; prior to issuance of first Phase 1 building permit.</td>
<td>PW</td>
</tr>
<tr>
<td>2000 Cumulative development traffic (the Phase I project) at North Davis/Post</td>
<td>Same mitigation as for Impact 5.1-3</td>
<td>Project applicant and City of Salinas</td>
<td>See Impact 5.1-3</td>
<td>PW</td>
</tr>
<tr>
<td>2000 Cumulative development traffic (the Phase I project) at North Davis/Larkin</td>
<td>Same mitigation as for Impact 5.1-1.</td>
<td>Project applicant and City of Salinas</td>
<td>See Impact 5.1-1</td>
<td>PW</td>
</tr>
<tr>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By</td>
<td>Verified By and Date</td>
<td></td>
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<td>---------------</td>
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<td></td>
</tr>
<tr>
<td>Terry I. Davis and City of Salinas</td>
<td>Pay fair share (11.0%) of mitigation improvements; currently estimated at $250,000; prior to issuance of first Phase I building permit.</td>
<td>PW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sanitized</td>
<td>Project applicant and CALTRANS</td>
<td>See Impact 5.1-6</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Sanitation</td>
<td>Project applicant and City of Salinas</td>
<td>Installed prior to first Phase I Certificate of Occupancy.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Mitigation</td>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By</td>
<td>Verified By and Date</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
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<td>--------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>000 Cumulative development traffic Phase I project at North Davis/Laurel</td>
<td>Third westbound left turn lane and three through lanes in each direction on N. Davis</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (11.0%) of mitigation improvements; currently estimated at $250,000; prior to issuance of first Phase 1 building permit.</td>
<td>PW</td>
</tr>
<tr>
<td>000 Cumulative development traffic Phase I project at N. Min/Russell</td>
<td>Will be relocated, widened and signalized for new interchange</td>
<td>Project applicant and CALTRANS</td>
<td>See Impact 5.1-6</td>
<td>PW</td>
</tr>
<tr>
<td>000 Cumulative development traffic the Phase I project at North Davis Road</td>
<td>Install a traffic signal at Auto Center Drive/North Davis Road intersection</td>
<td>Project applicant and City of Salinas</td>
<td>Installed prior to first Phase 1 Certificate of Occupancy.</td>
<td>PW</td>
</tr>
<tr>
<td>Mitigation</td>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By</td>
<td>Verified By and Date</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Construct North Davis Road as a consistent four through lane street between Laurel Drive and Boronda Road. The applicant shall be responsible for constructing the four-lane street improvements from Boronda Road to the existing four-lane street at the Westridge Center. City to reimburse (not to exceed $1.5 million) Auto Center and Westridge developers for all North Davis Road street improvements on the Long's property. City shall enter into a reimbursement agreement with the applicant for the improvements constructed or paid for by the applicants which exceed their fair share for this improvement.</td>
<td>Project Applicant</td>
<td>Installed prior to first Phase I Certificate of Occupancy.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Add second southbound-to-eastbound left turn lane.</td>
<td>City of Salinas</td>
<td>Pay traffic impact fees.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Construct the West Boronda Extension, (formerly known as the Westside Bypass), including widening Davis Road to four lanes south of Market, the Alvin Drive Crossing, and the addition of a third eastbound through lane at this intersection.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (4.0%) of mitigation improvements; currently estimated at $400,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Mitigation</td>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By</td>
<td>Verified By and Date</td>
</tr>
<tr>
<td>------------</td>
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<td>---------------------</td>
</tr>
<tr>
<td>Mitigation includes the planned Highway 101 interchange at Espinosa/Russell, a third eastbound through lane on Boronda, an exclusive eastbound-to-southbound right turn lane, additional through lanes on North Main, an additional westbound through lane, a third left turn lane for northbound-to-westbound and eastbound-to-northbound turns, and the Alvin Drive Crossing.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (4.4%) of mitigation improvements; currently estimated at $500,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Add second westbound through lane, second left turn lanes on every approach, plus a third eastbound-to-northbound left turn lane. Also, add exclusive northbound right turn lane.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (1.9%) of mitigation improvements; currently estimated at $400,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Convert the exclusive northbound-to-eastbound right turn lane to a shared through-plus-right and construct the Alvin Drive Crossing. Add a third through lane north of the intersection to “accept” the additional through traffic.</td>
<td>City of Salinas</td>
<td>Pay traffic impact fees</td>
<td>PW</td>
<td></td>
</tr>
</tbody>
</table>

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*Note: The table continues and includes more entries, but the image only shows the first three.*
<table>
<thead>
<tr>
<th>Mitigation</th>
<th>Implemented by</th>
<th>When Implemented</th>
<th>Monitored By and Date</th>
<th>Verified By</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 Cumulative development traffic at Laurel</td>
<td></td>
<td>Pay fair share (4.1%) of mitigation improvements; currently estimated at $100,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>2015 Cumulative development traffic at Boronda</td>
<td></td>
<td>Pay fair share (11.2%) of mitigation improvements; currently estimated at $100,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Year 2015 Cumulative development traffic at Blanco</td>
<td></td>
<td>Pay fair share (1.8%) of mitigation improvements; currently estimated at $270,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Mitigation</td>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By</td>
<td>Verified By and Date</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
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<td>--------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>2015 Cumulative development traffic at first</td>
<td>Construct the West Boronda Extension, plus second left turn lane into shopping center, plus third southbound through lane.</td>
<td>Project applicant and City of Salinas</td>
<td></td>
<td>PW</td>
</tr>
<tr>
<td>2015 Cumulative development traffic atarkin</td>
<td>Construct the West Boronda Extension and signalization of this intersection.</td>
<td>Project applicant and City of Salinas</td>
<td></td>
<td>PW</td>
</tr>
<tr>
<td>2015 Cumulative development traffic at Rossi</td>
<td>Construct the West Boronda Extension.</td>
<td>Project applicant and City of Salinas</td>
<td></td>
<td>PW</td>
</tr>
<tr>
<td>2015 Cumulative development traffic at Blanco</td>
<td>Add through lanes in both directions on Davis Road and add a second southbound-to-eastbound left turn lane</td>
<td>Project applicant and Monterey County</td>
<td>Pay share (11.2%) of mitigation improvements; currently estimated at $250,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
</tr>
<tr>
<td>Mitigation</td>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By</td>
<td>Verified By and Date</td>
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<tr>
<td>015 Cumulative development traffic at c/E. Boronda</td>
<td>Add through lanes in both directions on East Boronda (two eastbound and one westbound), two through lanes on the northbound San Juan Grade approach, add second eastbound-to-northbound left turn, add eastbound-to-southbound right turn lane, and add second southbound-to-eastbound left turn lane.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (3.7%) of mitigation improvements; currently estimated at $50,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
</tr>
<tr>
<td>2015 Cumulative development traffic at</td>
<td>Will be relocated, widened and signalized for new interchange</td>
<td>Project applicant and CALTRANS</td>
<td>See Impact 5.1-6</td>
<td>PW</td>
</tr>
<tr>
<td>2015 Cumulative development traffic at</td>
<td>Construct the West Boronda Extension, add a third westbound-to-southbound left turn lane, an eastbound-to-southbound right turn lane and provide three through lanes in each direction on N. Davis Road, both north and south of the intersection, plus a fourth southbound through lane.</td>
<td>Project applicant and City of Salinas</td>
<td>Pay fair share (7.9%) of mitigation improvements; currently estimated at $150,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
</tr>
<tr>
<td>2015 Cumulative development traffic at Boronda</td>
<td>Either install a traffic signal or construct a &quot;median&quot; refuge area with acceleration and deceleration lanes.</td>
<td>Project applicant</td>
<td>Phase II construction</td>
<td>PW</td>
</tr>
<tr>
<td>2015 Cumulative development traffic at Auto Center Place</td>
<td>Install a traffic signal. (see Mitigation 5.1-11)</td>
<td>Project applicant and City of Salinas</td>
<td>See Impact 5.1-11</td>
<td>PW</td>
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<tr>
<td>Mitigation</td>
<td>Implemented by</td>
<td>When Implemented</td>
<td>Monitored By and Date</td>
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<tr>
<td>Construct North Davis Road as a consistent four through lanes between Laurel Drive and Boronda Road.</td>
<td>Project applicant</td>
<td>See Impact 5.1-12</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Add a third mainline lane in each direction, consistent with the Salinas General Plan and analyses of the Transportation Agency for Monterey County (TAMC).</td>
<td>Project applicant and CALTRANS</td>
<td>Pay fair share (9.6%) of mitigation improvements; currently estimated at $540,000; prior to issuance of first Phase II building permit.</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Provide bus pullouts and shelters at project site and purchase transit passes and provide them free or at a discount to at least four percent of employees for at least one year</td>
<td>Project Applicant</td>
<td>Prior to occupancy of first building</td>
<td>PW and MST</td>
<td></td>
</tr>
<tr>
<td>Construction mitigation plan.</td>
<td>Project Applicant</td>
<td>Prior to issuance of first grading permit</td>
<td>PW</td>
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<tr>
<td>Operation and maintenance procedures for the detention basins should be prepared. Provide the City with a worst case scenario and detention basin design to accommodate projected flows based on City standards and maximum impervious area, prior to approval of the Vesting Tentative Map.</td>
<td>Project Applicant</td>
<td>Prior to approval of Vesting Tentative Map</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Quality Impacts -- Non-Point Source</td>
<td>Prepare and implement a storm water pollution prevention plan (SWPPP).</td>
<td>Project Applicant</td>
<td>Prior to issuance of first grading permit</td>
<td>PW</td>
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<td></td>
<td>Incorporate Best Practical Pollutant Control Technology (BPTs) or Best Available Pollutant Control technology (BATS) into design and future operation of the site.</td>
<td>Project Applicant</td>
<td>Prior to filing of Final Subdivision Map</td>
<td>PW</td>
</tr>
<tr>
<td>Quality Impacts -- Erosion and Siltation</td>
<td>Prepare and implement a storm water pollution prevention plan (SWPPP).</td>
<td>Project Applicant</td>
<td>Prior to filing of Final Subdivision Map</td>
<td>PW</td>
</tr>
<tr>
<td>Groundwater Supply</td>
<td>Properly close all abandoned wells in accordance with State of California Water Well Standards and MCWRA standards.</td>
<td>Project Applicant</td>
<td>Prior to issuance of Grading Permit</td>
<td>MCHD</td>
</tr>
<tr>
<td>Groundwater Contamination</td>
<td>Soil contaminated with hydrocarbons shall be delineated, removed, and treated or disposed of properly. All automotive and garbage debris shall be removed from the project site.</td>
<td>Project Applicant</td>
<td>Prior to issuance of first Building Permit</td>
<td>MCHD</td>
</tr>
<tr>
<td>Land Conversion Considerations</td>
<td>Execute and record an agrarian easement over the project site and notify future tenants of the Auto Center that they may be subject to inconvenience or discomfort from lawful agricultural operations.</td>
<td>Project Applicant</td>
<td>Prior to issuance of grading permit</td>
<td>CD/PW</td>
</tr>
</tbody>
</table>