



Campus Town Specific Plan

Draft Environmental Impact Report

SCH#2018021079

prepared by

City of Seaside

Community and Economic Development Department
440 Harcourt Avenue
Seaside, California 93955

Contact: Kurt Overmeyer, Economic Development Manager

prepared with the assistance of

Rincon Consultants, Inc.

437 Figueroa Avenue, Suite 203
Monterey, California 93940

July 2019



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Environmental Scientists | Planners | Engineers

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Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Campus Town Specific Plan (Proposed Project). The Proposed Project involves the construction and operation of up to 1,485 housing units; 250 hotel rooms; 75 youth hostel beds; 150,000 square feet (sf) of retail, dining, and entertainment uses; and 50,000 sf of office, flex, makerspace,¹ and light industrial uses; as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), and supporting infrastructure, on approximately 122.23 acres. This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA). This section of the EIR summarizes the characteristics of the Proposed Project, alternatives to the Proposed Project, and the environmental impacts and mitigation measures associated with the Proposed Project.

Project Synopsis

Lead Agency/Applicant

City of Seaside
440 Harcourt Avenue
Seaside, California 93955
Contact: Kurt Overmeyer, 831-899-6839

Development Applicant

KB Bakewell Seaside Venture II
5000 Executive Parkway, Suite 125
San Ramon, California 94538
Contact: Charles Hazelbaker, 209-345-6836

Project Location

The area to be governed by the Specific Plan (Plan Area or site) is located within the City of Seaside on former Fort Ord land; situated at the northern end of Seaside, approximately one-mile east of Monterey Bay and 2,600 feet east of the Fort Ord Dunes State Park, and 900 feet east of State Route 1 (SR 1).² The Plan Area is bounded to the west by 1st Avenue and vacant land that lies just east of SR 1; and to the east by 7th Avenue and a parking lot. The Plan Area is bisected by General Jim Moore Boulevard, which runs north to south. Between 1st Avenue and General Jim Moore Boulevard, the Plan Area is bounded to the north by the Lightfighter Drive and California State University, Monterey Bay (CSUMB); and is bounded to the south by Ord Community Commissary, Army and Air Force Exchange Service Military Exchange PX, Ord Military Community housing, the Ord Military Community Recreation Center, and the General Stilwell Community Center of the U.S.

¹ Defined in the Specific Plan as a collaborative workspace that provides a variety of resources to foster entrepreneurship and business startups.

² The Plan Area is 900 feet east of State Route 1 and 500 feet east of the SR 1 Lightfighter Drive northbound off ramp.

Army Garrison Presidio of Monterey. Between General Jim Moore Boulevard and 7th Avenue, the Plan Area is bounded to the north by Colonel Durham Street and by various uses such as CSUMB, the Army National Guard Recruiting Center, Department of Defense-Defense Manpower Data Center, and former Fort Ord land; and is bounded to the south by Gigling Road, Ord Military Community housing and the United States Department of Defense Army Hospital. The Fort Ord National Monument, located approximately 1.5 miles to the east, provides recreational opportunities, such as hiking, biking, horse riding [Bureau of Land Management (BLM) 2019].

Regional access to the Plan Area is provided from SR 1, and local access is provided from Lightfighter Drive, 1st Avenue, Gigling Road, General Jim Moore Boulevard, Colonel Durham Street, Malmedy Road, Parker Flats Road, 6th Avenue, and 7th Avenue.

The Proposed Project is also located adjacent to CSUMB and is complimentary to the CSUMB Master Plan. The current enrollment at CSUMB is approximately 7,500 full time equivalent (FTE) students (CSUMB 2019). According to the Draft Comprehensive Master Plan (June 2017), in order to achieve the targeted enrollment of 12,700 FTE, the university will need to significantly expand its building inventory. The 2007 CSUMB Master Plan recommends land use and building strategies that will increase institutional capacity to accommodate 12,700 FTE and house 60 percent of students and 65 percent of faculty and staff on campus. The housing included in the Proposed Project would help accommodate some of the immediate student housing needs anticipated in the 2007 CSUMB Draft Master Plan and beyond (CSUMB 2017).

Additional information regarding the existing Plan Area setting and History of the Plan Area is included in Section 2, *Project Description*, and Section 3, *Environmental Setting*.

Project Objectives

Under the Fort Ord Reuse Authority Act, the Legislature's stated intent for the reuse of the Fort Ord base includes (A) facilitating the transfer and reuse of the real and other property comprising the military reservation known as Fort Ord with all practical speed, (B) minimizing the disruption caused by the base's closure on the civilian economy and the people of Monterey Bay area, (C) providing for the reuse and development of the base area in ways that enhance the economy and quality of life of the Monterey Bay community, and (D) To maintain and protect the unique environmental resources of the area (Gov. Code Section 67651). The BRP was adopted to implement these goals.

The underlying purpose of the Proposed Project is to implement the policy direction in the BRP, in particular Program C-1.4 which states: "The City of Seaside shall prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road. This is designated a Planned Development Mixed Use District to encourage a vibrant village with significant retail, personal and business services mixed with housing." The 2004 General Plan designates the entire Plan Area as Mixed-Use and was certified as being consistent the BRP (FORA 2005). To accomplish this purpose, the objectives of the Proposed Project are:

- **Objective 1:** To develop a variety of building types and uses, including entertainment, retail, housing, visitor lodging, and employment space with sufficient resident population in proximity to proposed commercial uses to support a viable Mixed Use Urban Village.
- **Objective 2:** Provide shopping, employment, and housing opportunities for households of various sizes and income levels, in close proximity to one another and the CSUMB campus, and to reduce vehicle miles traveled on a per capita basis.
- **Objective 3:** Centrally focus commercial development, typical of historic main streets.

- **Objective 4:** To create a vibrant multi-model transportation network, including improvements which encourage pedestrian and bicycle activity.
- **Objective 5:** To expand the City of Seaside’s retail and employment opportunities, including the creation of employment space and live/work space capable of supporting startup businesses.
- **Objective 6:** To create a project, including a land use mix and phasing, that is responsive to market demand and results in an economically viable development that can support the infrastructure investment needed to transform the Plan Area to civilian use.

This Proposed Project and the associated objectives are also designed to address statewide planning efforts. The legislature has adopted findings that “the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration” (Gov. Code Section 65589.5(a)). The Legislature also recently adopted findings that “California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state’s environmental and climate objectives” (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)]). The State Legislature has also acknowledged that there is a “need to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance to mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing interests” (Gov. Code Section 65088.4 [SB743 (2013)]).

Project Overview

The Proposed Project would involve the construction and operation of up to 1,485 housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 sf of retail, dining, and entertainment uses, and 50,000 sf of office, flex, makerspace, and light industrial space, as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), and supporting infrastructure, on approximately 122.23 acres, through the adoption of the Campus Town Specific Plan and associated entitlements described in Section 2.5. A copy of the draft Specific Plan is included in Appendix B of this EIR, which provides additional details, including policy guidance and development standards and guidelines for development of the Proposed Project.

Buildout Projections

CEQA Guidelines Section 15378 explains that where the lead agency could describe the Proposed Project as either the adoption of a particular regulation or as a development proposal, the lead agency shall describe the Proposed Project as the development proposal for the purpose of the environmental analysis. To ensure a conservative approach in analyzing environmental effects under CEQA, the Proposed Project assumes maximum buildout projections of new housing units, new commercial development, and related uses. See Table ES-1. The actual rate and amount of development (up to the maximums) could differ; buildout is dependent on market conditions, birth rates, death rates, immigration rates, availability of resources, and regulatory processes from Federal, State and local regulations. Nevertheless, a conceptual layout for buildout of the Specific Plan is shown by phase in Figure 2-3 and Figure 2-4 in Section 2, *Project Description* (see Specific

Plan Section 4.5 for detailed discussion of uses). New development would be required to conform to the Private Realm Standards and Guidelines, Chapter 4 of the Specific Plan.

While a Vesting Tentative Map has been submitted for construction of less than maximum buildout projections, this EIR assumes full buildout of the Plan Area as outlined in Table ES-1.

Table ES-1 Maximum Buildout Projections for EIR

Land Use Categories	Maximum Allowed
Housing Units ¹	1,485
Single-Family Housing	885
Multi-Family Housing	600
Hotel Rooms	250
Youth Hostel Beds	75
Retail, Dining, and Entertainment	150,000 sf
Office, Flex, Makerspace, and Light Industrial	50,000 sf

sf = square feet

¹ The Proposed Project would provide affordable housing consistent with the City’s inclusionary housing ordinance (Seaside Municipal Code Sections 17.32 and 17.33).

Source: City of Seaside 2019a

Specific Plan Overview

The proposed Specific Plan has four major components: (1) the long term vision and plan component (Chapters 1 and 2), (2) the public and private development standards and guidelines (Chapters 3 and 4), (3) infrastructure plans (Chapter 5), and (4) the implementation program (Chapter 6). The vision and policy component provides the goals and policies related to land use, urban design, vehicle and pedestrian circulation, and environmental sustainability. The regulatory component would enact development standards and guidelines, or a Form Based Code³ that would apply to all future development projects in the Plan Area. The infrastructure plan describes the required provisions for new and updated utility infrastructure. Together these three components are intended to serve as a zoning tool comprised of unique and customized standards that enable the City to shape the streets and public spaces, and property owners to develop their properties according to the vision and standards of the Specific Plan. The Specific Plan contains six Chapters which are described in detail Section 2, *Project Description*.

The Plan Area is divided into six sub-areas: two mixed-use village centers and four residential neighborhoods. These six sub-areas are described in further detail and shown on Figure 2-3, the Section 2, *Project Description*.

Infrastructure and Utilities

Buildout of the Plan Area requires provision of new and upgraded utility infrastructure to meet the needs of the site residents and tenants. Improvements include water, sewer, storm drain, electrical,

³ “Form based codes may be one useful tool for achieving the placemaking and urban design visions of the community. Functioning as both zoning designations and design standards, form based codes focus on creating places by examining building types, standards, sidewalks, landscaping, and other relevant issues. The form based code approach is applicable to many types of communities and can be especially meaningful in suburban contexts seeking to instill a stronger sense of place in sprawl environments and in areas focusing on infill development.” (OPR 2017, pp. 18, 47; see also Gov. Code Section 65302.4.)

natural gas and communications infrastructure as well associated connections necessary to serve project buildings. New utility lines constructed on-site will be placed underground in public street rights-of-way or within easements and would be publicly owned. The construction and operation of this infrastructure has been analyzed in this EIR as part of the Proposed Project. Additional detail regarding the proposed water system, storm water system, sanitary sewer system, and multimodal transportation is provided in Section 2, *Project Description*.

Off-Site Improvements

Buildout of the Specific Plan Area would require new and upgraded off-site improvements to meet the needs of Plan Area residents and tenants. Improvements include transportation facilities, recycled water mains, and electricity and gas infrastructure. The Plan Area currently includes a fire station located on the east side General Jim Moore Boulevard between Lightfighter Drive and Gigling Road. While this fire station is included as a permissible use in the Specific Plan, it would likely be removed during Phase 1 of the Proposed Project, with a new fire station being constructed at another location. The joint peninsula fire services are currently analyzing the best location for a new fire station. While no specific site or development plan has been selected for this fire station, for the purposes of this environmental analysis it has been assumed that a new 15,000 square foot fire station would be constructed and operational before the closure of the existing fire station and located on an approximately two-acre site in proximity to the Plan Area.

The construction and operation of all these off-site improvements, infrastructure, and utilities have been analyzed in this EIR as part of the Proposed Project, to the extent feasible based on available information, but without engaging in speculation.

Additional information regarding proposed off-site multimodal transportation facilities (including public roads, bicycle lanes, and pedestrian facilities), recycled water infrastructure, and electricity and natural gas utilities is provided in Section 2, *Project Description*.

Project Construction

Construction of the Proposed Project would occur in two phases over approximately 13 years from April 2021 through 2034. The following buildings would be demolished by KB Bakewell: visitor intake center, vacated restaurant building at the northeast corner of General Jim Moore Boulevard and Gigling Road, and Christian Memorial Community Tabernacle. The Presidio of Monterey Fire Station would be demolished as part of the Proposed Project. In fiscal year 2001-2002 the FORA Board established policy on building removal obligations within former Fort Ord. FORA initiated demolition of the Surplus II property (i.e., Plan Area) pursuant to this policy in December 2018.

Alternatives

The City identified the potentially feasible alternatives below to reduce significant impacts of the Proposed Project for evaluation in this EIR:

- Alternative 1: No Project
- Alternative 2: Reduced Buildout, Clustered Development
- Alternative 3: Increased Housing Density and Employment

Refer to Section 6, *Alternatives*, for analysis of these alternatives and a discussion of the environmentally superior alternative.

Areas of Known Controversy/Issues to Be Resolved

Areas of controversy associated with the Proposed Project are made known through comments received during the Notice of Preparation (NOP) process, as well as input solicited during public scoping meetings and an understanding of the community issues in the study area. Public comments received during the NOP scoping period are summarized in Table ES-2. The City will also need to decide whether to approve or deny the Proposed Project, an alternative, or a variation thereof, and decide whether to adopt the mitigation measures as proposed, or to implement conditions of approval.

Table ES-2 NOP Comments

Commenter	Comment/Request
Agency Comments	
Local Agency Formation Commission of Monterey County (LAFCO)	Clarifies LAFCO’s role, and identifies lack of water and waste water service beyond FORA 2020 sunset and potential conflict or overlap between proposed future service districts of MCWD and SCSD, which both include the Campus Town area. Calls for current and future CEQA documents to analyze and identify which local agencies will provide all municipal service, including water and sewer for this project site in the future.
California Department of Transportation (Caltrans)	Clarified purpose of TAMC development impact fees for future developments and expressed support for local transportation planning.
Native American Heritage Commission (NAHC)	Described consultation process regarding Tribal Resources and recommended consultation with tribes affiliated with the Plan Area.
Monterey-Salinas Transit (MST)	Requests coordination with MST on the following issues: identifying public transportation infrastructure to serve the development as well as programs which prioritize transit usage; incorporating transit design into the circulation network; plans for MST-owned properties within the boundaries of the Specific Plan
Transportation Agency for Monterey County (TAMC)	Recommended the following considerations: <ul style="list-style-type: none"> ▪ Development of a detailed Traffic Impact Analysis to inform the EIR about impacts to local and regional road networks, and evaluation of safety and operations at intersections in the project site area. Encouraged use of Intersections Control Evaluations when considering major modifications to intersections; ▪ Using Col. Durham Street and Gigling Rd. as collectors from Lightfighter Dr. and General Jim Moore Blvd; ▪ Developing access to the proposed Fort Ord Regional Trail and Greenway; ▪ Installation of an electrical vehicle charging station.
Public Written Comments	
Hydrology and Water Quality	Urges preparation of a thorough analysis of water supply; recommends that the project not depend on any increase in groundwater supply pumping and that it be conditioned on the availability of an alternative water supply. Recommends that a hydrologic study be conducted to demonstrate the physical presence of a sustainable water supply.
Verbal Comments at Scoping Meeting	
Aesthetics	Concern about the viewshed impacts of new development.
Greenhouse Gas	Concern about greenhouse gas emissions due to increased traffic.
Hydrology and Water Quality	Questions about stormwater management and plans for the Army-owned stormwater outfall.
Noise	General question about noise impacts from construction.
Timing	Questions about the timing and phasing of project implementation.

Commenter	Comment/Request
Traffic	<p>Questions about whether or not Gigling Road will be widened.</p> <p>Request that the traffic study takes concurrent projects into account.</p> <p>Concerns about construction planning as it relates to traffic, and how the project will impact traffic.</p> <p>Concerns about the project's cumulative contribution to traffic in relation to concurrent projects in Marina.</p>
Utilities and Service Systems	General question about water supply to support the project.

Environmental Issues Found Not to be Significant

Section 4.18, *Effects Found Not to be Significant*, summarizes issues from Mineral Resources, Agricultural and Forestry Resources that were determined to be less than significant or have no impact. Impacts to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services and Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire are discussed in Section 4, *Environmental Impact Analysis*.

Summary of Impacts and Mitigation Measures

Table ES-3 summarizes the environmental impacts of the Proposed Project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to a less than significant level with feasible mitigation measures.
- **Significant but Mitigable.** An impact that can be reduced to a less than significant level with implementation of recommended mitigation measures.
- **Less than Significant.** An impact that is less than significant, does not exceed the significance thresholds and does not require mitigation measures.
- **No Impact.** A finding of no impact is made when the analysis concludes that the Proposed Project would not affect the particular environmental resource or issue.

Cumulative impacts are addressed at the end of each resource section, Sections 4.1 through 4.17.

Table ES-3 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure(s)	Residual Impact
Aesthetics		
<p>Impact AES-1. Implementation of the Proposed Project would not have a substantial adverse effect on a scenic vista. Therefore, impacts related to scenic vistas would be less than significant.</p>	None required	Less than significant
<p>Impact AES-2. The Proposed Project would not substantially damage scenic resources, including, but not limited to, mature unique trees, unique rock outcroppings, and historic buildings within a state scenic highway. Impacts related to scenic resources would be less than significant.</p>	None required	Less than significant
<p>Impact AES-3. Development of the Proposed Project would not substantially degrade the existing visual character or quality of public views of the Plan Area and its surroundings. Impacts related to visual character and quality would be less than significant.</p>	None required	Less than significant
<p>Impact AES-4. The Proposed Project not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This impact would be less than significant.</p>	None required	Less than significant
Air Quality		
<p>Impact AQ-1. The Proposed Project would not conflict with or obstruct implementation of the 2015 AQMP. This impact would be less than significant.</p>	None required	Less than significant
<p>Impact AQ-2. Construction of the Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the MBARD region is nonattainment under applicable federal or State ambient air quality standards. Therefore, impacts related to construction would be less than significant.</p>	None required	Less than significant
<p>Impact AQ-3. Operation of the Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the MBARD region is in nonattainment under applicable federal or State ambient air quality standards. Therefore, impacts related to operation would be less than significant.</p>	None required	Less than significant

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact AQ-4. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations in the form of localized carbon monoxide hotspots. Therefore, impacts related to CO hotspots would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact AQ-5. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations in the form of TACs. Therefore, impacts related to TACs would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact AQ-6. The Proposed Project would not create objectionable odors that would adversely affect a substantial number of people. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Biological Resources</p>		
<p>Impact BIO-1. The Proposed Project would have a substantial adverse effect on species identified as a candidate, sensitive, or special status. Impacts would be less than significant with mitigation incorporated.</p>	<p>BIO-1(a) Special-Status Plant Pre-Construction Survey. Surveys for special status plants shall be completed by the project proponent prior to any vegetation removal, grubbing, or other construction activity (including staging and mobilization). The surveys shall be floristic in nature, that is, every plant observed shall be identified to species subspecies, or variety, sufficient to identify listed plants. The surveys shall be seasonally timed to coincide with the target Federal and State listed species and rare plants identified above. All plant surveys shall be conducted by a City-approved biologist during the appropriate blooming period during the year prior to initial ground disturbance. All special status plant species identified on site shall be mapped onto a site-specific aerial photograph or topographic map with the use of Global Positioning System (GPS) unit. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency, and the CDFW and/or USFWS, as appropriate, for review.</p> <p>BIO-1(b) Special-Status Plant Species Avoidance, Minimization, and Mitigation. If Federal and/or State listed species are found during special status plant pre-construction surveys [required under Mitigation Measure BIO-1(a)], avoidance of, or mitigation for impacts to, occupied habitat shall be required. If populations of CRPR List 1B or 2 species are</p>	<p>Less than significant with mitigation</p>

Impact	Mitigation Measure(s)	Residual Impact
	<p>found during special status plant pre-construction surveys, the City-approved biologist shall evaluate whether the loss of occupied areas would result in a regional population level impact. Mitigation for regional population level impacts to rare plants shall be required by the City and Mitigation Measure BIO-1(c) would be required. If feasible, the Proposed Project shall be re-designed to avoid development in locations of Federal and/or State listed or CRPR List 1B or 2 species. Federal and/or State listed or CRPR List 1B or 2 species occurrences that are not within the immediate disturbance footprint and would be avoided, but which are located within 50 feet of disturbance limits, shall have bright orange protective fencing installed at an appropriate distance (as determined by a qualified biologist) to ensure they are protected during construction activities.</p> <p>If development cannot avoid Federally or State listed plants species, then USFWS and CDFW, as appropriate, shall be consulted regarding the potential for salvage of individual plants or seek compensation (minimum compensation ratio of 1:1 at a similar density if individuals) for the loss of these individuals or their habitat either in an on-site or off-site preserve or as otherwise determined in coordinate with USFWS and CDFW through the Coordinated Research Management Planning Program and in compliance with FESA and CESA as required. The City shall consult with USFWS and CDFW for the potential to salvage or “take” listed species and to determine if take authorization would be required by one or both agencies. Impacts to Federal and/or State listed or CRPR List 1B or 2 species would require adherence to Mitigation Measure BIO-1(c).</p> <p>BIO-1(c) Restoration and Monitoring. If development cannot avoid Federal or States listed plan species, all impacts shall be mitigated by the project applicant at a ratio to be determined by the City in coordination with CDFW and USFWS (as applicable) for each species. Mitigation ratios shall be a minimum of 1:1 for areas occupied by the species, but may be higher pending consultation with CDFW and/or USFWS. Restoration areas shall be of a similar density of individuals as areas impacted Project activities. A restoration plan shall be</p>	

Impact	Mitigation Measure(s)	Residual Impact
	<p>prepared by the project applicant and submitted to the City for review and approval. If development cannot avoid a Federally and/or State listed plant species, the restoration plan shall be submitted to the USFWS and/or CDFW for review and approval. Population level impacts to CRPR List 1B or 2 species shall also be mitigated at a 1:1 ratio for occupied areas, and shall also require a restoration plan in coordination with the City. Mitigation shall be accomplished at an off-site habitat preserve or through the purchase of credits from an approved mitigation bank. The restoration plan(s) shall include, at a minimum, the following components:</p> <ul style="list-style-type: none"> ▪ Description of the project/affected species location (s) (i.e., location, responsible parties, areas to be impacted by habitat type) ▪ Compensatory mitigation [type(s) and area(s) species to be established, restored, enhanced, and/or preserved; specific functions and values of species type(s) to be established, restored, enhanced, and/or preserved; and establishment of mitigation ratios appropriate to the affected species in consultation with the USFWS and CDFW, as appropriate] ▪ Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values) ▪ Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan) ▪ Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule) ▪ Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports) ▪ Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 	

Impact	Mitigation Measure(s)	Residual Impact
	<p>percent survival of container plants and 30 percent relative cover by vegetation type</p> <ul style="list-style-type: none"> ▪ An adaptive management program and remedial measures to address any shortcomings in meeting success criteria ▪ Notification of completion of compensatory mitigation and agency confirmation ▪ Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism) <p>BIO-1(d) Special-Status Wildlife Pre-Construction Surveys.</p> <p><i>General Wildlife Surveys</i></p> <p>For each construction phase in areas containing oak woodland or developed woodlands, pre-construction clearance surveys for Monterey dusky-footed woodrat, northern California legless lizard, coast horned lizard, and American badger shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 200-foot buffer, where permissible, and shall identify all special status animal species that may occur on-site. California legless lizard, coast horned lizard, Monterey dusky-footed woodrats and wood rat middens shall be relocated from the site by a qualified biologist. American badger shall be passively excluded with the use of one-way doors.</p> <p><i>Burrowing Owl Surveys</i></p> <p>A qualified biologist shall conduct pre-construction clearance surveys for each construction phase prior to ground disturbance activities within all suitable habitats such as open fields, lawns, and park strips, to confirm the presence/absence of burrowing owls. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 14 days prior to construction and ground disturbance activities. If no burrowing owls are observed, no further actions are required. If burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply:</p> <ul style="list-style-type: none"> ▪ Avoidance buffers during the breeding and non-breeding 	

Impact	Mitigation Measure(s)	Residual Impact
	<p>season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.</p> <ul style="list-style-type: none"> ▪ If avoidance of burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan will be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993). <p><i>Smith's Blue Butterfly Host Plant Surveys</i></p> <p>Prior to grading and construction in undeveloped areas, an approved biologist shall conduct surveys for seacliff buckwheat (<i>Eriogonum parvifolium</i>) and seaside buckwheat (<i>Eriogonum latifolium</i>), host plants of Smith's blue butterfly.</p> <p>If Smith's blue butterfly host plants are not located, no further action is required. If host plants are located within proposed disturbance areas, they shall be avoided if feasible. If avoidance is not feasible, focused surveys shall be conducted to determine presence or absence of the butterfly species. This may include transect surveys during the adult flight period (mid-June through early September), and/or inspection of host plants for all life forms (egg, larva, pupa, and adult). If individuals of any life stage that may be impacted by the Proposed Project are detected during focused surveys, a permit for relocation shall be obtained from USFWS, and they shall be relocated by a USFWS permitted biologist.</p> <p><i>Sensitive Bat Surveys</i></p> <p>A qualified biologist shall conduct surveys for presence/absence of special status bats, in particular the Townsend's big-eared bat, in consultation with the CDFW where suitable roosting habitat is present within 30 days of the start of demolition of unused buildings. Surveys shall be conducted using acoustic detectors. If active roosts are located and are not part of an active maternity colony, exclusion devices such as netting shall be installed to discourage bats from occupying the site. Maternal bat colonies shall not be disturbed. If a roost is</p>	

Impact	Mitigation Measure(s)	Residual Impact
	<p>determined by a City-approved biologist to be used by a large number of bats, bat boxes shall be installed near the site. The number of bat boxes installed will depend on the size of the hibernaculum and shall be determined in consultations with a City-approved qualified biologist. If a maternity colony has become established, all construction activities shall be postponed within a 500-foot buffer around the maternity colony until it is determined by a City-approved biologist that the young have dispersed. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.</p> <p><i>Reporting</i></p> <p>A report of all pre-construction and pre-demolition survey results shall be submitted to the City for its review prior to the start of demolition. The report should include a description of the survey methodology for each species, the environmental conditions at the time of the survey(s), the results of the survey, any requirements for addressing special status species identified during surveys, and the biological qualifications of the surveyors. The report shall be accompanied by maps and figures showing the location of any special status species occurrences and associated avoidance buffers.</p> <p>BIO-1(e) Biological Resources Avoidance and Minimization.</p> <p>The following measures shall be applied to avoid impact to sensitive species and biological resources for each construction phase. The project applicant shall be responsible for implementing selected measures.</p> <ul style="list-style-type: none"> ▪ Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance for each construction phase shall be flagged. Areas of special biological concern within or adjacent to the limits of disturbance shall have highly visible orange construction fencing installed between said area and the limits of disturbance. ▪ All construction occurring within or adjacent to natural habitats that may support Federally and/or State listed endangered/threatened species, State fully protected species, and/or special status species shall have a qualified 	

Impact	Mitigation Measure(s)	Residual Impact
	<p>biological monitor present during all initial ground disturbing/vegetation clearing activities.</p> <ul style="list-style-type: none"> ▪ No endangered/threatened species shall be captured and relocated without express permission from the CDFW and/or USFWS. ▪ If at any time during construction an endangered, threatened or fully protected species enters the construction site or otherwise may be impacted, all construction activities shall cease. A qualified biologist shall document the occurrence and consult with the CDFW and USFWS, as appropriate, to determine whether it was safe for project activities to resume. ▪ At the end of each workday, excavations shall be secured with cover or a ramp provided to prevent wildlife entrapment. ▪ All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling. ▪ If night work is required, all construction lighting shall be pointed down and directed only on the work area. ▪ The City shall approve one or more qualified biologists to oversee and monitor biological compliance for the project. At least one qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal to recover special status animal species unearthed by construction activities. <p>BIO-1(f) Pre-Construction Nesting Bird Surveys. For each construction phase, ground disturbance, building demolition, and vegetation removal activities should be restricted to the non-breeding season (September 16 to January 31) when feasible. For disturbance, building demolition, and vegetation removal activities occurring during the nesting season (February 1 to September 15), general pre-construction nesting bird surveys shall be conducted by a qualified biologist, including for, but not limited to, the California horned lark and the White-tailed kite, not more than 14 days prior to construction activities involving ground clearing, vegetation</p>	

Impact	Mitigation Measure(s)	Residual Impact
	<p>removal/trimming, or building demolition. The surveys shall include the disturbance area plus a 200-foot buffer around the site if feasible, and a 500-foot buffer for White-tailed kite. If active nests are located, an appropriate avoidance buffer shall be established within which no work activity will be allowed which would impact these nests. The avoidance buffer would be established by the qualified biologist on a case-by-case basis based on the species and site conditions. In no cases will the buffer be smaller than 50 feet for non-raptor bird species, 200 feet for raptor species, or a 500-foot buffer for White-tailed kite. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. If fully protected White-tailed kites are documented nesting within 500 feet of construction activities, CDFW shall be consulted on appropriate avoidance and minimization methods. The buffer area(s) shall be closed to all construction personnel and equipment until juveniles have fledged and the nest is inactive. City-approved Biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer.</p> <p>BIO-1(g) Tree Habitat Protection Measures</p> <p>The project proponent shall assure that oak trees to be preserved within 25 feet of proposed ground disturbances shall be temporarily fenced with orange plastic construction fencing or other similar material satisfactory to the City throughout all grading and construction activities, as access is permitted to ensure nesting bird and special status species habitat is protected. The fencing shall be at least five feet high and shall be located at the extent of the dripline or root zone, whichever is farther from the main trunk. Fencing shall be maintained for the duration of construction activities.</p> <ul style="list-style-type: none"> ▪ No construction equipment shall be parked, stored, or operated within the fencing. No fill soil, rocks, or construction materials shall be stored or placed within the fencing. ▪ Any roots encountered that are one inch in diameter or greater shall be cleanly cut. This shall be done under the direction of a Certified Arborist. 	

Impact	Mitigation Measure(s)	Residual Impact
	<ul style="list-style-type: none"> ▪ All work within the dripline of native trees shall be done under the direction of a Certified Arborist. ▪ Trimming of branches shall be done prior to grading and under the direction of a Certified Arborist. <p>BIO-1(h) Worker Environmental Awareness Program (WEAP). Prior to initiation of construction activities (including staging and mobilization) for each construction phase, the project proponent shall arrange for all personnel associated with project construction for the applicable phase to attend WEAP training, conducted by a City-approved biologist, to aid workers in recognizing special status resources that may occur in the construction area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP and understand the information presented to them. The form shall be submitted to the City to document compliance.</p>	
<p>Impact BIO-2. The Proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact BIO-3. The Proposed Project would not result in impacts to State or Federally protected wetlands through direct removal, filling, hydrological interruption, or other means. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact BIO-4. The Proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact BIO-5. Implementation of the Proposed Project may conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This impact would be less than significant with mitigation.</p>	<p>BIO-1(f) Pre-Construction Nesting Bird Surveys. Mitigation Measure BIO-1(f) text is included under Impact BIO-1 above.</p> <p>BIO-1(g) Tree Habitat Protection Measures. Mitigation Measure BIO-1(g) text is included under Impact BIO-1 above.</p>	<p>Less than significant with mitigation</p>
<p>Impact BIO-6. The Proposed Project would potentially conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. This impact would be less than significant with mitigation.</p>	<p>BIO-1(a) Special Status Plant Pre-Construction Survey. Mitigation Measure BIO-1(a) text is included under Impact BIO-1 above.</p> <p>BIO-1(b) Special Status Plant Species Avoidance, Minimization, and Mitigation. Mitigation Measure BIO-1(b) text is included under Impact BIO-1 above.</p> <p>BIO-1(c) Restoration and Monitoring. Mitigation Measure BIO-1(c) text is included under Impact BIO-1 above.</p> <p>BIO-1(d) Special Status Wildlife Pre-Construction Surveys. Mitigation Measure BIO-1(d) text is included under Impact BIO-1 above.</p> <p>BIO-1(e) Biological Resources Avoidance and Minimization. Mitigation Measure BIO-1(e) text is included under Impact BIO-1 above.</p> <p>BIO-1(f) Pre-Construction Nesting Birds Surveys. Mitigation Measure BIO-1(f) text is included under Impact BIO-1 above.</p> <p>BIO-1(g) Tree Habitat Protection Measures. Mitigation Measure BIO-1(g) text is included under Impact BIO-1 above.</p> <p>BIO-1(h) Worker Environmental Awareness Program (WEAP). Mitigation Measure BIO-1(g) text is included under Impact BIO-1 above.</p>	<p>Less than significant with mitigation</p>
<p>Cultural Resources</p>		
<p>Impact CUL-1. Development under the Proposed Project would not cause a substantial adverse change in the significance of a historical resource. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact CUL-2. Development under the Proposed Project could cause a substantial adverse change in the significance of unique archaeological resources. Impacts would be less than significant with mitigation incorporated.</p>	<p>CUL-2(a) Worker’s Environmental Awareness Program. A qualified archaeologist shall be retained who meets the Secretary of the Interior’s Professional Qualifications Standards for archaeology to conduct a Worker’s Environmental Awareness Program training for archaeological sensitivity for all construction personnel involved in ground disturbance prior to</p>	<p>Less than significant with mitigation</p>

Impact	Mitigation Measure(s)	Residual Impact
	<p>the commencement of any ground disturbing activities. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.</p> <p>CUL-2(b) Unanticipated Discoveries. The project applicant shall implement the following measures for any development in the Plan Area and off-site improvement areas:</p> <ul style="list-style-type: none"> ▪ If archaeological resources are encountered during ground-disturbing activities, work within 100 feet of the find shall be halted and an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If the resource is of Native American origin, the City shall contact a local Native American group listed by the NAHC for the name of a tribal representative qualified for consultation on potential finds of tribal cultural resources. The qualified archaeologist and City will consult with the designated tribal representative to evaluate whether the find may qualify as a tribal cultural resource. If the tribal representative does not respond to a consultation request within seven days, the archaeologist shall independently evaluate the find and make a recommendation to the City as to whether it is a tribal cultural resource. ▪ If the resource is determined to be a significant archaeological and/or tribal cultural resource, the archaeologist shall prepare a treatment plan, in consultation with the tribal representative (if applicable), that includes measures to avoid or reduce impacts to the resource. The treatment plan measures may include but not be limited to avoidance and preservation in place (the preferred method if feasible), capping, incorporation of the site within a park or other open space, data or heritage recovery, treatment of the resource with culturally appropriate dignity, protection of the cultural character, integrity, traditional use, and/or confidentiality of the resource, or permanent conservation easements. 	

City of Seaside
Campus Town Specific Plan

Impact	Mitigation Measure(s)	Residual Impact
Impact CUL-3. Development under the Proposed Project could disturb human remains, including those interred outside of dedicated cemeteries. This impact would be less than significant.	None required	Less than significant
Energy		
Impact E-1. Neither construction nor operation of the Proposed Project would result in a significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.	None required	Less than significant
Impact E-2. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy and energy efficiency. This impact would be less than significant.	None required	Less than significant
Geology and Soils		
Impact GEO-1. The Proposed Project would not cause potential substantial adverse effects involving fault rupture, strong seismic ground shaking, seismic-related ground failure, or landslides, and would not be located on a geologic unit that is unstable or would become unstable as a result of the Proposed Project, potentially resulting in landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.	None required	Less than significant
Impact GEO-2. The Proposed Project would not result in substantial soil erosion or the loss of topsoil. Therefore, impacts would be less than significant.	None required	Less than significant
Impact GEO-3. The Proposed Project is not located on expansive soils. Impacts would be less than significant.	None required	Less than significant
Impact GEO-4. The Proposed Project would not include septic tanks or alternative wastewater disposal systems. No impacts would occur.	None required	No impact
Impact GEO-5. The Proposed Project could directly or indirectly destroy a unique paleontological resource site or unique geologic feature. Impacts would be less than significant with mitigation incorporated.	<p>GEO-5 Paleontological Resource Studies. The City shall require the Proposed Project proponent to implement the following measures for any construction phase in previously undisturbed geologic strata with high paleontological sensitivity in the Plan Area and off-site improvement areas:</p> <p>a. Retain a Qualified Paleontologist. Prior to initial ground disturbance for each construction phase, the applicant shall retain a qualified professional paleontologist to prepare</p>	Less than significant with mitigation

Impact	Mitigation Measure(s)	Residual Impact
	<p>and implement a Paleontological Mitigation and Monitoring Program (PMMP) for the Proposed Project. The PMMP shall include measures requiring a pre-construction survey, a training program for construction personnel, paleontological monitoring, fossil salvage, curation, and final reporting. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).</p> <p>b. Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a pre-construction meeting that a Qualified Paleontologist shall attend.</p> <p>c. Paleontological Monitoring. Paleontological monitoring shall be conducted during ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) for each construction phase in previously undisturbed sediments with high paleontological sensitivities (i.e., the older stabilized dune sand that underlies the entire Plan Area).</p> <p>Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist and the location and extent of proposed ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no</p>	

Impact	Mitigation Measure(s)	Residual Impact
	<p>longer warranted, based on the specific geologic conditions at the surface or at depth, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely.</p> <p>d. Fossil Discoveries. In the event of a fossil discovery by the paleontological monitor or by construction personnel, whether or not a monitor is present, all work within 50 feet of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:</p> <ul style="list-style-type: none"> ▪ Salvage of Fossils. If fossils are discovered, the paleontologist shall have the authority to temporarily direct, divert, or halt construction activity to allow the paleontological monitor, and/or lead paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the qualified paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological resources as outlined in the PMMP prepared for the Proposed Project. <p>e. Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP or LACM), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.</p> <p>f. Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include</p>	

Impact	Mitigation Measure(s)	Residual Impact
	<p>discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, the scientific significance of those fossils, and where fossils were curated.</p>	
Greenhouse Gas Emissions		
<p>Impact GHG-1. Construction and operation of the Proposed Project would generate GHG emissions that may have a significant impact on the environment. Impacts would be less than significant impact with mitigation incorporated.</p>	<p>GHG-1(a) Construction Emissions Reductions. Prior to issuing grading permits for development within the Plan Area, the City of Seaside shall confirm that the project applicant or its designee shall fully mitigate the related construction and vegetation change GHG emissions associated with each grading permit (the “Incremental Construction GHG Emissions”) for a total of 49,974.6 MT CO₂e (100 percent of the construction-related GHG emissions) by relying upon one of the following compliance options, or a combination thereof:</p> <ul style="list-style-type: none"> ▪ Directly undertake or fund activities that reduce or sequester GHG emissions (“Direct Reduction Activities”) and retire the associated “GHG Mitigation Reduction Credits” in a quantity equal to the Incremental Construction GHG Emissions. A “GHG Mitigation Reduction Credit” shall mean an instrument issued by an Approved Registry and shall represent the estimated reduction or sequestration of 1 MT of CO₂e that shall be achieved by a Direct Reduction Activity that is not otherwise required (CEQA Guidelines Section 15126.4(c)(3)). An “Approved Registry” is an accredited carbon registry that follows approved protocols and uses third-party verification. At this time, Approved Registries include only those that have been validated using the protocols of the Climate Action Registry, the Gold Standard, or the Clean Development Mechanism (CDM) of the Kyoto Protocol. Credits from other sources will not be allowed unless they are shown to be validated by protocols and methods equivalent to or more stringent than the CDM standards; or ▪ Obtain and retire “Carbon Offsets” in a quantity equal to the Incremental Construction GHG Emissions. “Carbon Offset” shall mean an instrument issued by an Approved Registry that satisfies the performance standards set forth in the GHG Reduction Plan and shall represent the past 	<p>Less than significant with mitigation</p>

Impact	Mitigation Measure(s)	Residual Impact
	<p>reduction or sequestration of 1 MT of CO₂e achieved by a Direct Reduction Activity or any other GHG emission reduction project or activity that is not otherwise required (CEQA Guidelines Section 15126.4(c)(3)).</p> <ul style="list-style-type: none"> ▪ Alternatively, the applicant may elect to offset GHG construction emissions as part of the Greenhouse Gas Reduction Plan under Mitigation Measure GHG-1(d) with the menu of options in Table 4.7-4. <p>GHG-1(b) Residential EV Chargers</p> <p>Prior to the issuance of residential building permits, the project applicant or its designee shall submit building design plans to City of Seaside for review and approval that demonstrate that each single-family residence within the Plan Area subject to application of Title 24, Part 6 of the California Code of Regulations would be equipped with a minimum of one single-port electric vehicle (EV) charging station.</p> <p>The EV charging stations shall achieve a similar or better functionality as a Level 2 charging station. In the event that the installed charging stations use functionality/technology other than Level 2 charging stations, the parameters of the mitigation obligation (i.e., the number of parking spaces served by EV charging stations) shall reflect the comparative equivalency of Level 2 charging stations to the installed charging stations on the basis of average charge rate per hour. For purposes of this equivalency demonstration, Level 2 charging stations shall be assumed to provide charging capabilities of 25 range miles per hour.</p> <p>GHG-1(c) Commercial EV Chargers</p> <p>Prior to the issuance of commercial building permits, the project applicant or its designee shall submit building design plans to City of Seaside that demonstrate that the parking areas for commercial buildings in the Plan Area would be equipped with EV charging stations that provide charging opportunities to at least the number of parking spaces required by CalGreen Tier 1 standards. “Commercial buildings” include retail, light industrial, office, hotel, and mixed-use buildings.</p> <p>The EV charging stations shall achieve a similar or better</p>	

Impact	Mitigation Measure(s)	Residual Impact						
	<p>functionality as a Level 2 charging station. In the event that the installed charging stations use functionality/technology other than Level 2 charging stations, the parameters of the mitigation obligation (i.e., the number of parking spaces served by EV charging stations) shall reflect the comparative equivalency of Level 2 charging stations to the installed charging stations on the basis of average charge rate per hour. For purposes of this equivalency demonstration, Level 2 charging stations shall be assumed to provide charging capabilities of 25 range miles per hour.</p> <p>GHG-1(d) Greenhouse Gas Reduction Plan for Operational Emissions</p> <p>In addition to Mitigation Measures GHG-1(b) and GHG-1(c), the project applicant shall prepare and implement a Greenhouse Gas Reduction Program (GGRP) that reduces GHG emissions to net zero over the operational life of the Proposed Project. To meet the net zero requirement the Proposed Project must reduce its operational GHG emissions by 13,055 MT of CO₂e per year, or otherwise demonstrate that GHG emissions are at or below Plan Area baseline. Table 4.7-4 proposes a menu of measures that either singularly or in combination would accomplish the required numeric reductions.</p> <p>Table 4.7-4 Summary of GHG Mitigation Options</p> <table border="1" data-bbox="863 959 1486 1377"> <thead> <tr> <th data-bbox="863 959 1010 1008">Source Category</th> <th data-bbox="1010 959 1486 1008">Mitigation Measure</th> </tr> </thead> <tbody> <tr> <td data-bbox="863 1008 1010 1325">Electricity</td> <td data-bbox="1010 1008 1486 1325"> Solar photovoltaic panels on commercial rooftops Solar photovoltaic arrays over commercial parking lots Ground-mounted solar Battery storage of on-site solar energy production Zero net energy (ZNE) commercial and institutional buildings. ZNE, is defined by CEC in its 2015 Integrated Energy Policy Report as the value of the net energy produced by project renewable energy resources to equal the value of the energy consumed annually by the project using the CEC's Time Dependent Valuation metric. </td> </tr> <tr> <td data-bbox="863 1325 1010 1377">Area Sources</td> <td data-bbox="1010 1325 1486 1377">Require use of electrically powered landscape equipment in the Plan Area</td> </tr> </tbody> </table>	Source Category	Mitigation Measure	Electricity	Solar photovoltaic panels on commercial rooftops Solar photovoltaic arrays over commercial parking lots Ground-mounted solar Battery storage of on-site solar energy production Zero net energy (ZNE) commercial and institutional buildings. ZNE, is defined by CEC in its 2015 Integrated Energy Policy Report as the value of the net energy produced by project renewable energy resources to equal the value of the energy consumed annually by the project using the CEC's Time Dependent Valuation metric.	Area Sources	Require use of electrically powered landscape equipment in the Plan Area	
Source Category	Mitigation Measure							
Electricity	Solar photovoltaic panels on commercial rooftops Solar photovoltaic arrays over commercial parking lots Ground-mounted solar Battery storage of on-site solar energy production Zero net energy (ZNE) commercial and institutional buildings. ZNE, is defined by CEC in its 2015 Integrated Energy Policy Report as the value of the net energy produced by project renewable energy resources to equal the value of the energy consumed annually by the project using the CEC's Time Dependent Valuation metric.							
Area Sources	Require use of electrically powered landscape equipment in the Plan Area							

Impact	Mitigation Measure(s)	Residual Impact
	<p>Mobile Sources</p> <hr/> <p>Install electric vehicle chargers at multi-family residential buildings</p> <hr/> <p>Install additional electric vehicle chargers in single-family residences</p> <hr/> <p>Install additional electric vehicle chargers in commercial parking lots</p> <hr/> <p>Provide electric-powered hotel and hostel shuttles</p> <hr/> <p>Provide a residential transportation demand management (TDM) program, which may include the following measures:</p> <ul style="list-style-type: none"> ▪ Guaranteed ride home from campus ▪ TDM coordinator or website to provide transit information and/or coordinate ridesharing ▪ Additional bicycle parking ▪ Residential bike share <hr/> <p>Provide a commercial TDM program, which may include the following measures:</p> <ul style="list-style-type: none"> ▪ Priority parking for carpools and vanpools ▪ TDM coordinator or website to provide transit information and/or coordinate ridesharing ▪ Additional bicycle parking and/or shower and changing facilities ▪ Bicycle sharing ▪ Emergency ride home program 	
	<p>Vegetation Change</p> <hr/> <p>Plant trees in the Plan Area</p>	
	<p>Municipal Sources</p> <hr/> <p>Install LED streetlights in the Plan Area</p>	
	<p>Annual Carbon Offsets</p> <hr/> <p>Carbon offsets¹</p>	
<p>¹ If the project applicant chooses to meet some of the GHG reduction requirements by purchasing offsets on an annual and permanent basis, the offsets shall be purchased according to the City of Seaside’s preference, which is, in order of City preference: (1) within the City of Seaside; (2) within the Monterey Bay Air Resources District; (3) within the State of California; then (4) elsewhere in the United States. Offsets must be purchased from an Approved Registry.</p>		

Impact	Mitigation Measure(s)	Residual Impact
Impact GHG-2. The Proposed Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs without mitigation. This impact would be less than significant.	Impacts are less than significant under Impact GHG-2 without mitigation. However, implementation of Mitigation Measures GHG-1(a) through GHG-1(d) under Impact GHG-1 above would further reduce impacts, which are already less than significant.	Less than significant
Hazards and Hazardous Materials		
Impact HAZ-1. Implementation of the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, nor through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact would be less than significant.	None required	Less than significant
Impact HAZ-2. The Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school serving children between kindergarten and 12 th grade. This impact would be less than significant.	None required	Less than significant
Impact HAZ-3. The Plan Area is located on a Superfund cleanup site with abandoned military buildings, but would be fully remediated prior to Project implementation. Therefore, the impact of exposure to listed hazardous materials sites would be less than significant.	None required	Less than significant
Impact HAZ-4. The Plan Area is located outside of an airport land use plan, and is not within two miles of a public airport or public use airport. The Proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Plan Area. This impact would be less than significant.	None required	Less than significant
Impact HAZ-5. Although Proposed Project implementation would involve physical modification of designated evacuation routes, these changes would not substantially interfere with implementation of emergency response plans. This impact would be less than significant.	None required	Less than significant
Hydrology and Water Quality		
Impact HWQ-1. Development under the Proposed Project would not violate water quality standards or WDRs, or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.	None required	Less than significant

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact HWQ-2. Development under the Proposed Project would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact HWQ-3. Development under the Proposed Project would alter drainage patterns and increase runoff in the Plan Area, but would not result in substantial erosion or siltation on or off site, result in increased flooding on or off site, exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional polluted runoff. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact HWQ-4. Development under the Proposed Project would alter drainage patterns and increase runoff in the Plan Area, but would not impede or redirect flood flows. The Plan Area is not within an area at risk from inundation by flood hazard, seiche, tsunami, or mudflow. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact HWQ-5. Development under the Proposed Project would affect water quality and groundwater supply. Impacts would be significant without mitigation. Adherence to Mitigation Measure UTIL-1 would help to ensure that the Proposed Project would not conflict with sustainable groundwater management planning efforts. Impacts would be less than significant with mitigation.</p>	<p>UTIL-1 Water Offset Programs. Mitigation Measure UTIL-1 text is included under Impact UTIL-1 below.</p>	<p>Less than significant with mitigation.</p>
<p>Land Use and Planning</p>		
<p>Impact LU-1. The Proposed Project would not physically divide an established community. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact LU-2. The Proposed Project would not result in a significant environmental impact due to a conflict with any land use plan and policy; therefore, this impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Noise</p>		
<p>Impact N-1. The Proposed Project would cause a substantial temporary increase in ambient noise levels at existing and proposed sensitive receptors. This impact would be less than significant with mitigation for standard measures to reduce</p>	<p>N-1 Construction-Related Noise Reduction Measures. The applicant shall apply the following measures during construction of the Proposed Project.</p> <ul style="list-style-type: none"> ▪ Mufflers. Construction equipment shall be properly 	<p>Less than significant with mitigation</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>construction noise.</p>	<p>maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.</p> <ul style="list-style-type: none"> ▪ Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. ▪ Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible. ▪ Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use. ▪ Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity. ▪ Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction. ▪ Disturbance Coordinator. The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. 	

Impact	Mitigation Measure(s)	Residual Impact
	<ul style="list-style-type: none"> ▪ Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receptors, temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent residences during the demolition, site preparation, and grading phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked, and shall be placed as close to the source equipment as feasible. 	
<p>Impact N-2. Vibration generated by construction activity in the Plan Area would expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. This impact would be less than significant with mitigation.</p>	<p>N-2 Vibration Reduction Measures. The on-site operation of caisson drills, large bulldozers, loaded trucks, and other equipment that typically generates vibration levels exceeding 75 VdB at a distance of 50 feet from the source (“vibrational construction work”) shall be prohibited during construction activities within 100 feet of the structures where academic/training classes are occurring at Monterey College of Law and the Monterey Peninsula College Public Safety Training Center, while these institutions have scheduled academic/training classes. The applicant shall consult with these institutions to obtain input on the best time of year for the project’s vibrational construction work to occur within 100 feet of their structures and copies of their academic calendars if available. If certain times of year meet these criteria for one institution, but not the other, vibrational construction work can occur within 100 feet of the non-operational institution, so long as vibrational construction work does not occur within 100 feet of the other institution’s academic/training structures.</p>	<p>Less than significant with mitigation</p>
<p>Impact N-3. Buildout of the Proposed Project would not expose persons to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies from traffic noise. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact N-4. Buildout of the Proposed Project would not expose persons to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies from HVAC equipment, mail delivery trucks, and trash hauling trucks. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact N-5. Buildout of the Proposed Project would not expose persons to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies on new residential development in the Plan Area. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Population and Housing</p>		
<p>Impact PH-1. The Proposed Project would not directly or indirectly induce substantial unplanned growth. This impact would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact PH-2. The Proposed Project would not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Public Services and Recreation</p>		
<p>Impact PS-1. The Proposed Project would not result in substantial adverse physical impacts associated with the construction of new or physically altered police or fire facilities in order to maintain acceptable service ratio response times or other objectives. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
<p>Impact PS-2. The Proposed Project would not result in substantial adverse physical impacts associated with the construction of new or physically altered school, library, or other public facilities in order to maintain acceptable service ratios, response times, or other objectives, and pursuant to State law, payment of impact fees to mitigate demand on school facilities would be required. Impacts would be less than significant.</p>	<p>None required</p>	<p>Less than significant</p>

Impact	Mitigation Measure(s)	Residual Impact
<p>Impact PS-3. The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives and would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The environmental impacts of new recreational facilities proposed by the Proposed Project are addressed in this EIR. Impacts would be less than significant.</p>	None required	Less than significant
Transportation		
<p>Impact T-1. The Proposed Project would not conflict with adopted programs, plans, ordinances, or policies regarding transit, roadway, bicycle, or pedestrian facilities. Impacts would be less than significant.</p>	None required	Less than significant
<p>Impact T-2. The Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). This impact would be less than significant.</p>	None required	Less than significant
<p>Impact T-3. The Proposed Project would not include roadway design or pedestrian features that would substantially contribute to existing safety hazards or be seen as incompatible. This impact would be less than significant.</p>	None required	Less than significant
<p>Impact T-4. The Proposed Project would provide for adequate primary and secondary emergency access to all planned uses. The Proposed Project would have a less than significant impact.</p>	None required	Less than significant
Tribal Cultural Resources		
<p>Impact TCR-1. The Proposed Project could impact previously unidentified tribal cultural resources. Impacts would be less than significant with mitigation.</p>	<p>CUL-2(a) Worker’s Environmental Awareness Program. Mitigation Measure CUL-2(a) text is included under Impact CUL-2 above.</p> <p>CUL-2(b) Unanticipated Discoveries. Mitigation Measure CUL-2(b) text is included under Impact CUL-2 above.</p>	Less than significant with mitigation

Impact	Mitigation Measure(s)	Residual Impact
Utilities and Service Systems		
<p>Impact UTIL-1. Impacts related to regional wastewater, stormwater drainage, electric power, natural gas, and telecommunication infrastructure would be less than significant. However, water supply impacts would be significant without mitigation. With mitigation, impacts related to water supply would be less than significant.</p>	<p>UTIL-1 Water Offset Programs. To address the discrepancy between the Proposed Project’s 441.6 AFY of potable water demand and the 181.3 AFY of available potable water supply, the City shall secure the additional water supplies needed for the Proposed Project. To do so, the City shall implement programs to supply a minimum of 260.3 AFY. Programs to achieve this include, but would not be limited to:</p> <ul style="list-style-type: none"> ▪ Bayonet and Blackhorse Golf Courses in-lieu storage and recovery program, which would replace a minimum of 311.08 AFY of existing potable water use with recycled water (up to 450 AFY as recycled water supplies increase). If implemented, this program alone could address the remaining potable water supply needed for the Proposed Project. ▪ Seaside Highlands and Soper Field recycled water substitution program to offset 53.1 AFY of potable water use. The Seaside Highlands development was constructed with recycled water mains to supply the landscape irrigation systems. This system is currently fed with potable water, but recycled water will be available within the next few years. Providing recycled water for irrigation of that project would make up to 43.1 AFY of potable supply available for reallocation from Seaside Highlands. An additional 10 AFY may be made available by converting the City’s Soper Field sports complex (adjacent to Seaside Highlands) to recycled water. ▪ Main-Gate offset program, which would require the previously approved Main-Gate project to utilize 42.99 AFY of recycled water in-lieu of previously allocated potable water supply. ▪ The City may also require dual-plumbing of buildings to use recycled water for sanitary fixtures (flushing toilets and urinals), which will offset potable water demand with recycled water. <p>Prior to issuance of a final map, the City shall demonstrate the offset of 260.3 AFY of potable water based upon available</p>	<p>Less than significant with mitigation</p>

Impact	Mitigation Measure(s)	Residual Impact
	programs, and shall obtain written verification from MCWD that sufficient water supplies have been secured.	
<p>Impact UTIL-2. The Proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, including the Monterey Peninsula Landfill and the Materials Recovery Facility. The Proposed Project would not impair the attainment of solid waste reduction goals and would comply with Federal, State, and local statutes and regulations to solid waste. Impacts would be less than significant.</p>	None required	Less than significant
Wildfire		
<p>Impact WFR-1. The Proposed Project would not substantially impair an adopted emergency response or evacuation plan, exacerbate wildfire risk, require the installation or maintenance of infrastructure that would exacerbate wildfire risk or a significant risk of loss, injury, or death, involving wildland fires, or expose people or structures to significant post-fire risks. Therefore, impacts are less than significant.</p>	None required	Less than significant

1 Introduction

This environmental impact report (EIR) has been prepared by the City of Seaside (City) as the Lead Agency in conformance with the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) to analyze the environmental effects of construction and operation of up to 1,485 housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 square feet (sf) of Retail, Dining, and Entertainment, 50,000 sf of Office, Flex, Makerspace, and Light Industrial, as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), and supporting infrastructure, on approximately 122.23 acres, through the adoption of the Campus Town Specific Plan and associated entitlements (“Proposed Project” Or “Project”). The Proposed Project would consist of the development of a mixed-use urban village located at the northern end of the City in an area formerly part of the Fort Ord army base (former Fort Ord land). The Proposed Project is described in greater detail in Section 2, *Project Description*.

1.1 Purpose and Legal Authority

The Proposed Project requires discretionary approval by the City of Seaside; therefore, the Project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations, Title 14), the purpose of this EIR is to serve as an informational document that:

“...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

This EIR is to serve as an informational document for the public, the City of Seaside decision-makers, as well as any other public agencies that may have discretionary review over certain aspects of the Proposed Project.

1.2 Scope and Content of EIR

A Notice of Preparation (NOP) was prepared and circulated. A copy of the NOP is included in Appendix A. Responses received on the NOP were considered when setting the scope and content of the environmental information in this EIR. Sections 4.1 through 4.18 address the resource areas outlined in the bullet points below. Section 5, *Other CEQA Required Discussions*, covers topics including growth-inducing effects, irreversible environmental effects, and significant and unavoidable impacts. Environmental topic areas that are addressed in this EIR include:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy

- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire
- Agricultural and Forestry Resources
- Mineral Resources

This EIR addresses the environmental topic areas referenced above and identifies significant environmental impacts, including both project and cumulative impacts. In addition, the EIR recommends mitigation measures where feasible that would reduce or avoid significant environmental impacts. The EIR also identifies impacts that would be significant and unavoidable.

The impact analyses contained in Section 4, *Environmental Impact Analysis*, of the EIR include a description of the existing physical setting within each resource area, the regulatory setting within each issue area which help shape the way development occurs in the area to be governed by the Specific Plan (Plan Area), the methodologies used, the significance thresholds used, followed by an analysis of the Proposed Project's impacts. Each specific impact is called out separately and numbered, followed by an explanation of how the level of impact was determined. When appropriate, mitigation measures to reduce or avoid significant impacts are included following the impact discussion when determined to be potentially feasible. Mitigation measures are numbered to correspond to the impact that they mitigate (although some mitigation measures may address multiple resource areas, and may be named based upon the first resource area analyzed). Finally, following the mitigation measures is a discussion of the residual impact that remains following implementation of recommended measures. The decision to adopt and incorporate mitigation measures will be decided by the Proposed Project's decision-makers; consequently, if a recommended mitigation measure is not adopted, impacts associated with such measures would remain significant and unavoidable.

The alternatives section of the EIR (Section 6) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on a reasonable range of alternatives that are capable of eliminating or reducing significant adverse effects associated with the Proposed Project while feasibly attaining most of the basic project objectives, as well as the CEQA-required no project alternative. In addition, the alternatives section identifies the "environmentally superior" alternative among the alternatives assessed.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *Guidelines* state:

“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.”

Similarly, Section 15204(a) of the CEQA Guidelines explains:

“...reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.”

To determine the appropriate scope of analysis for this EIR, the City of Seaside prepared and circulated an NOP on March 1, 2018, as required by *State CEQA Guidelines* Sections 15082 and 15063. A scoping meeting was held on March 14, 2018. Five people attended the scoping meeting, four of whom provided oral comments on the scope and content of the EIR. Oral and written comments received during the 30-day scoping period are included in Appendix A.

Section 7, *References*, of this EIR includes full citations for all in-text citations within this EIR. Subheadings within this section indicate which section of the EIR the references were cited within. In some cases, multiple references from the same source and same year are cited within a single section, and these citations are differentiated by adding letters to the year in the order of appearance within that section (e.g. CDFW 2018a, CDFW 2018b). Please note that some sources may be repeated within multiple sections of the EIR, but are cited with different lettering in these sections based on the order of appearance within each individual section.

1.3 Environmental Review Process

The environmental impact review process is summarized below. The steps are presented in sequential order.

1. **Notice of Preparation and Scoping Meeting.** The City distributed an NOP of the EIR for an agency and public review period starting on March 1, 2018. A scoping meeting was held for the on March 14, 2018.
2. **Draft EIR Prepared and Released.** This EIR includes contents required by the CEQA Guidelines, including but not limited to: a) table of contents; b) executive summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Availability/Notice of Completion of the Draft EIR.** The City has filed a Notice of Completion (NOC) with the State Clearinghouse and prepared a Public Notice of Availability of the Draft EIR. The City is soliciting input from other agencies and the public, and will respond in writing to all significant environmental issues raised in comments. Because this Draft EIR will be sent to the State Clearinghouse for review, the public review period will be 45 days. Additional details on the review period for this Draft EIR are included in these published notices.

4. **Final EIR.** The Final EIR will include: a) the Draft EIR; b) copies of comments received during the Draft EIR review period; c) list of persons and entities commenting; d) responses to significant environmental issues raised in comments, and (e) and any other information added by the lead agency.
5. **Certification of Final EIR.** Prior to making a decision to approve a project, the City must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and the decision-making body reviewed and considered the information in the Final EIR prior to approving a project, and c) the Final EIR reflects the lead agency's independent judgment and analysis (*CEQA Guidelines* Section 15090).
6. **Findings/Statement of Overriding Considerations.** For each of the Proposed Project's significant impacts, the City must find, based on substantial evidence, that either: a) changes or alterations have been required in, or incorporated into, the Proposed Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR; b) such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding and such changes have been adopted by the other agency or can and should be adopted by such other agency; or, c) specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (*CEQA Guidelines* Section 15091). If the City proposes to approve a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks (*CEQA Guidelines* Section 15093).
7. **Project Decision.** The City may a) disapprove the Proposed Project and its alternatives; b) require changes to the Proposed Project or an alternative, including project modifications or conditions of approval; or c) approve the Proposed Project or one of its alternatives.
8. **Mitigation Monitoring Reporting Program.** When the City makes findings on significant effects identified in the EIR, it must adopt a Mitigation Monitoring or Reporting Program (MMRP) for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects (*CEQA Guidelines* Section 15097).
9. **Notice of Determination.** The City will file a Notice of Determination (NOD) if it decides to approve the Proposed Project (*CEQA Guidelines* Section 15094).

1.4 Draft EIR Public Review

This Draft EIR is being circulated to governmental agencies and to interested organizations and individuals that may wish to review and comment on the document. Publication of the Draft EIR initiates a 45-day public review period, during which time the City will accept comments on the Draft EIR. The public review period for the Draft EIR is identified in the Notice of Availability/Notice of Completion. Copies of the Draft EIR are available for public review at the following locations:

- Oldemeyer Center, 986 Hilby Avenue, Seaside, California
- City of Seaside, Planning Division, 440 Harcourt Avenue, Seaside, California
- Seaside Branch Library, 550 Harcourt Avenue, Seaside, California
- Seaside Creates, 656 Broadway Avenue, Seaside, California

The Draft EIR is also available on the City's website: <http://seasidecampustown.com/>. Written comments on the Draft EIR must be received during the review period identified in the NOA/NOC and should be sent by mail to: Kurt Overmeyer, Economic Development Department, City of Seaside, 440 Harcourt Avenue, Seaside, CA 93955; or by email to: KOvermeyer@ci.seaside.ca.us.

Additional details on project meetings are included in the NOA/NOC and available on the City's website at: <http://seasidecampustown.com/>

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2 Project Description

The Proposed Project involves the construction and operation of up to 1,485 housing units; 250 hotel rooms; 75 youth hostel beds; 150,000 square feet (sf) of retail, dining, and entertainment uses; and 50,000 sf of office, flex, makerspace,¹ and light industrial uses; as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), and supporting infrastructure, on approximately 122.23 acres, through the adoption of the Campus Town Specific Plan and associated entitlements (“Proposed Project” or “Project”).

This section describes the Proposed Project, including the Plan Area setting and location, the existing site characteristics and land uses, the Project objectives, the proposed Specific Plan and associated approvals for the Proposed Project. The characteristics of the Proposed Project specific to each environmental resource analyzed within this Draft EIR are detailed further in the individual subsections (i.e., Sections 4.1 to 4.18 of Section 4, *Environmental Impact Analysis*).

2.1 Lead Agency/Project Applicant

Lead Agency/Applicant

City of Seaside
 440 Harcourt Avenue
 Seaside, California 93955
 Contact: Kurt Overmeyer, 831-899-6839

Development Applicant

KB Bakewell Seaside Venture II
 5000 Executive Parkway, Suite 125
 San Ramon, California 94538
 Contact: Charles Hazelbaker, 209-345-6836

2.2 Proposed Project Setting and Location

2.2.1 Setting and Location

The area to be governed by the Specific Plan (Plan Area or site) is located within the City of Seaside (“Seaside”) on former Fort Ord land; situated at the northern end of Seaside, approximately one-mile east of Monterey Bay and 2,600 feet east of the Fort Ord Dunes State Park, and 900 feet east of State Route 1 (SR 1).² The Plan Area is bounded to the west by 1st Avenue and vacant land that lies just east of SR 1; and to the east by 7th Avenue and a parking lot. The Plan Area is bisected by General Jim Moore Boulevard, which runs north to south. Between 1st Avenue and General Jim Moore Boulevard, the Plan Area is bounded to the north by the Lightfighter Drive and California

¹ Defined in the Specific Plan as a collaborative workspace that provides a variety of resources to foster entrepreneurship and business startups.

² The Plan Area is 900 feet east of State Route 1 and 500 feet east of the SR 1 Lightfighter Drive northbound off ramp.

State University, Monterey Bay (CSUMB); and is bounded to the south by Ord Community Commissary, Army and Air Force Exchange Service Military Exchange PX, Ord Military Community housing, the Ord Military Community Recreation Center, and the General Stilwell Community Center of the U.S. Army Garrison Presidio of Monterey. Between General Jim Moore Boulevard and 7th Avenue, the Plan Area is bounded to the north by Colonel Durham Street and by various uses such as CSUMB, the Army National Guard Recruiting Center, Department of Defense-Defense Manpower Data Center, and former Fort Ord land; and is bounded to the south by Gigling Road, Ord Military Community housing and the United States Department of Defense Army Hospital. The Fort Ord National Monument, located approximately 1.5 miles to the east, provides recreational opportunities, such as hiking, biking, horse riding [Bureau of Land Management (BLM) 2019]. Figure 2-1 shows the regional location and Figure 2-2 shows the Plan Area.

2.2.2 Existing Site Characteristics and Land Use

The majority of the Plan Area east of Malmedy Road is located on land referred to by the Fort Ord Reuse Authority (FORA) as the Seaside II Surplus (Surplus II) Area. As shown in Figure 4.8-1 of Section 4.8, *Hazards and Hazardous Materials*, the Surplus II Area includes the area east of Malmedy Road, west of 7th Avenue, south of Colonel Durham Street, and north of Gigling Road. The Plan Area is developed primarily with abandoned U.S. Army buildings, including 18 barracks buildings (including ten rolling-pin buildings and eight hammerhead buildings, totaling approximately 702,200 sf), five administration buildings (totaling approximately 33,300 sf), two armories (approximately 12,200 sf each), one cafeteria (approximately 11,400 sf), and one gymnasium (approximately 21,000 sf) with an adjacent small metal structure. Non-Army buildings on-site include one operational joint-use fire station (City of Seaside, CSUMB, and U.S. Army Garrison Presidio of Monterey), one former fast food restaurant, two office buildings (approximately 5,000 sf each), one police station, one former church (approximately 20,000 sf), one intake center (approximately 5,000 sf), the Monterey College of Law, Monterey County Bar Association, and the Monterey Peninsula College Public Safety Training Center. Figure 2-1 shows the locations and types of existing buildings in the Plan Area that were used as U.S. Army buildings as described above.



In 2015 FORA approved contracts for the removal of buildings in the Surplus II. In December 2018 the Army began demolition of these buildings and remediation of the Surplus II Area pursuant to the FORA Capital Improvements Program. During preparation of this EIR, FORA has removed most buildings in the Plan Area that had been identified for demolition (including ten rolling-pin buildings between Malmedy Road and 6th Avenue, two mess halls, and four armory buildings); the eight hammerhead buildings have not been demolished (FORA 2019b). Additional details on the building removal process for the Plan Area are available at: <https://www.fora.org/SurplusII.html>.

Vegetated areas east of Malmedy Road occur between existing buildings and roads, which include non-native species. Habitats in the Plan Area are heavily disturbed by the spread of ice plant and by previous land use. Refer to Section 4.3, *Biological Resources*, for additional information about habitats within the Plan Area. The Plan Area also contains streets, driveways, parking lots and utilities that were part of the former Fort Ord Military base. FORA created its Capital Improvement Program (CIP) to comply with and monitor its obligations from the 1997 Fort Ord Base Reuse Plan (BRP). The CIP is a policy approval mechanism for ongoing BRP requirements as well as other capital improvements established by FORA Board policy. The CIP improvements include FORA removal of buildings in the Surplus II Area. The U.S. Army transferred the Surplus II Area to the City of Seaside in 2005 (FORA 2018).

Figure 2-1 Regional Location



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 Specific Plan Area 

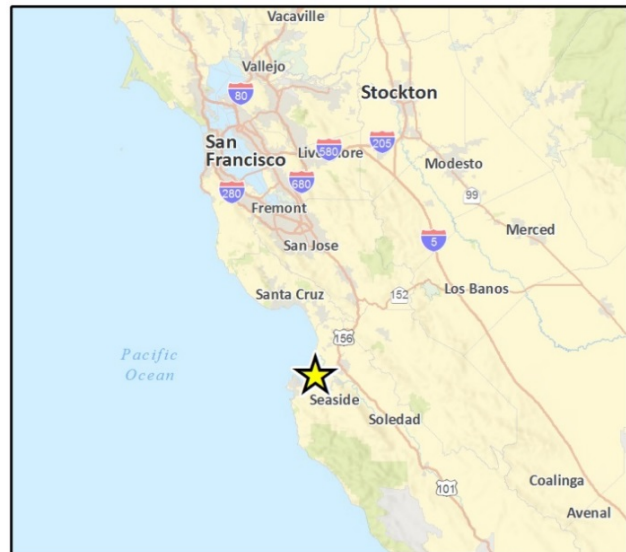
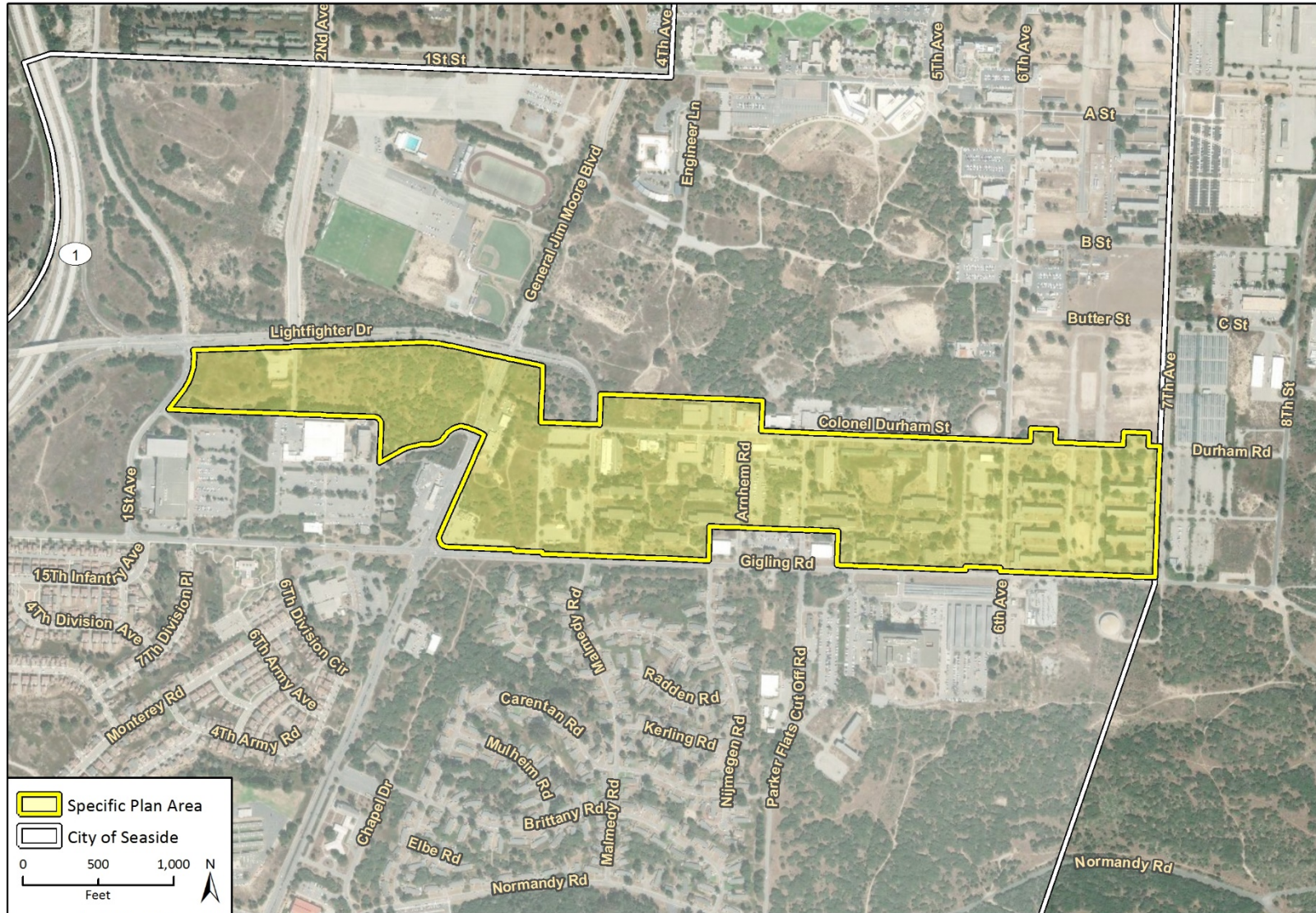


Fig 2-1 Regional Location

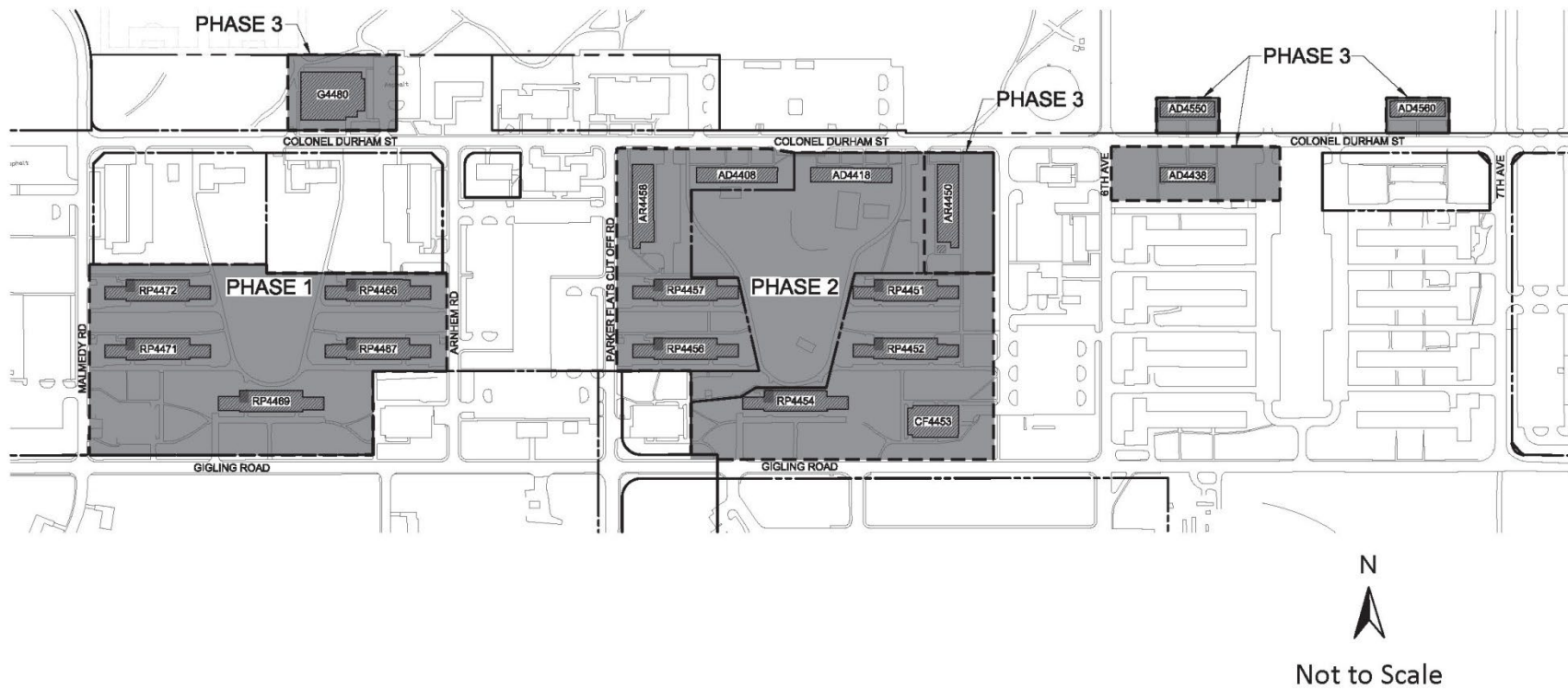
Figure 2-2 Campus Town Specific Plan Area



Imagery provided by Microsoft Bing and its licensors © 2019.

FigX SpecificPlanAreaLocation

Figure 2-3 Existing Buildings



Source: Harris & Associates 2018

The portion of the Plan Area located directly west of the Surplus II Area, bounded by Malmedy Road on the east, General Jim Moore Boulevard on the west, Lightfighter Drive on the north, and Gigling Road to the south includes developed parcels. This area includes the Presidio of Monterey Ord Military Community Fire Station, which fronts General Jim Moore Boulevard and includes three single-story structures to house trucks and equipment. A vacated restaurant building is located at the northeast corner of General Jim Moore Boulevard and Gigling Road. A large paved parking lot is located along the eastern end of Malmedy Road. Non-native ice plant is the dominant vegetation in the undeveloped portions of this area, in addition to fragmented and disturbed patches of Coast live oak woodland.

Approximately one-third of the Plan Area is located west of General Jim Moore Boulevard and east of 1st Avenue, south of Lightfighter Drive. This portion of the Plan Area includes the former visitor intake center for former Fort Ord, while other portions of this sub-area are undeveloped. Approximately nine acres of Coast Live oak woodland occur in this area along with shrub communities and large patches of invasive ice plant.

The ground elevation in the Plan Area ranges from about 160 feet at the west end to 340 feet at the east end. Elevation change between Gigling Road on the south and Colonel Durham Street on the north descends about 30 to 40 feet in the northerly direction. The change in elevation is relatively gentle. The steepest gradient occurs near General Jim Moore Boulevard, which bisects the site in an approximate north-south direction with about 40 feet of grade change in about 350 feet from east to west (Berlogar Stevens and Associates 2018).

Regional access to the Plan Area is provided from SR 1, and local access is provided from Lightfighter Drive, 1st Avenue, Gigling Road, General Jim Moore Boulevard, Colonel Durham Street, Malmedy Road, Parker Flats Road, 6th Avenue, and 7th Avenue. Table 2-1 below summarizes the existing characteristics of the Plan Area.

Table 2-1 Plan Area Characteristics

Specific Plan Area	122.23 acres
General Plan Land Use Designations	Existing 2004 General Plan: Mixed Use (MX) Draft Seaside 2040: Future Specific Plan, Public/Institutional
Zoning Designations	CMX – Commercial Mixed Use, PI – Public Institutional, and M– Military
Current Use and Development	Vacant Surplus II remnant buildings from the closure of Fort Ord Military Base: Monterey College of Law, Monterey County Bar Association, Monterey Peninsula College Public Safety Training Center, Presidio of Monterey Community Fire Station. West of Surplus II: the Monterey College of Law, Monterey County Bar Association, Monterey Peninsula College Public Safety Training Center.
Surrounding Land Use¹ Zoning Districts	North: Public Institutional and Mixed-Use High/PI – Public, Institutional, and M – Military, and CRG–Regional Commercial South: Military, Public Institutional, Employment/M– Military, PI – Public Institutional, and RH – High Density Residential East: Unincorporated Monterey County West: Employment/OSR – Open Space - Recreation
Regional Access	State Route 1
Local Access	Lightfighter Drive, 1 st Avenue, Gigling Road, General Jim Moore Boulevard, Colonel Durham Street, Malmedy Road, Parker Flats Road, 6 th Avenue, and 7 th Avenue
Public Services	Water: Marina Coast Water District Sewer: Marina Coast Water District/Monterey One Water Fire: Seaside Fire Department Police: Seaside Police Department

Source: City of Seaside 2019a

2.2.3 History of the Plan Area & Overview of Planning Documents

1997 Fort Ord Reuse Authority Base Reuse Plan

The Plan Area is located within the former Fort Ord Army Base, which was closed in 1994 pursuant to the Base Realignment and Closure (BRAC) action. The final decision to close the base occurred several years earlier, in September 1991. FORA is the regional agency that was created in 1994 to oversee the conversion of the Fort Ord Base to civilian use. Its authority covers adopting the base reuse plan, reviewing jurisdictional programs for consistency, financing mitigations/infrastructure, and property transfer. FORA's obligations include building removal, munitions clean-up, roadway construction, fire equipment purchase, habitat restoration, and storm drain system upgrades. Adopted in June 1997 by FORA, the Fort Ord Base Reuse Plan (BRP) serves as the primary planning framework that guides future use and development of the more than forty-five square miles formerly occupied by Fort Ord. It identifies land uses, goals, and policies to transform the former U.S. Army base into an integrated community.

All Fort Ord property that has been transferred from the federal government must be used in a manner consistent with the BRP, except for property transferred to the California State University or the University of California. The BRP primarily designates the Plan Area, referred to in the BRP as "University Village," as a Planned Development Mixed Use District with Neighborhood Retail. It

provides that the Plan Area should provide “for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road” and “encourage a vibrant village with significant retail, personal and business services mixed with housing.” Its specific prescriptions include:

1. Promote a pattern of development that subdivides the large land resource into blocks to allow for convenience and publicly accessible circulation in a manner that creates an Urban Village Character with a mix of uses and a lively streetscape.
2. Create a central focus for the Village where retail and service uses are concentrated in a fine grain typical of historic “main-streets.”
3. Provide well-designed, pedestrian-oriented streetscapes that accommodate automobiles, bicycles, and truck deliveries.
4. Prepare a master landscape plan for the district that integrates street trees, pedestrian-scaled lighting, graphics, and furnishings.
5. Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can be realized in this key mixed-use district. Work with various public benefit requests in this district to eliminate impediments to coordinated reuse. Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can be realized in this key mixed-use district. Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage.
6. Promote the use of the Park and Ride Facility, which is planned for development at the corner of Gigling Road and Eighth Avenue.

The Campus Town Specific Plan implements the Fort Ord BRP, the 2004 Seaside General Plan, and *Draft Seaside 2040*.

2004 Seaside General Plan

The Seaside City Council adopted the 2004 Seaside General Plan by City Council Resolution 04-59 on August 5, 2004 and was certified consistent with the BRP on December 10, 2004 by Resolution 04-6. The 2004 General Plan serves as the City’s current blueprint for growth and development. The 2004 General Plan elements include: Land Use, Urban Design, Economic Development, Circulation, Conservation/Open Space, Safety, Noise, and Housing. The General Plan provides goals, policies, and action programs to help Seaside into a cohesive community and lays the groundwork for thoughtful decision-making and cooperation among all segments of City government and the community.

The 2004 Seaside General Plan establishes a land use designation of Mixed Use (MX) for the entire Plan Area. MX is a special land use designation that promotes pedestrian and transit-oriented activity centers in the community with a mix of residential, commercial, office and civic uses, with more specific development standards identified in the Zoning Ordinance. This designation allows an intensity of 2.0:1 Floor Area Ratio (FAR) and 25 dwelling units per acre, which is based on net acreage.

The MX designation is intended to provide additional residential, employment, and services that are conveniently located adjacent to existing population centers. According to the 2004 General Plan, development in the MX designation provides certain benefits and opportunities: residents are

readily available to support local businesses; businesses and residential projects have opportunities to share parking, and traffic congestion may ease as more people choose to walk or bicycle to nearby destinations instead of using a car. Under this designation, residential and commercial uses may be developed on the same parcel (i.e., residential above commercial).

Seaside Zoning Code

The City's existing Zoning Code identifies 16 zoning districts or zones within the City and development standards that apply to each district, including the CMX (Commercial Mixed Use), PI (Public Institutional), M (Military) zones that currently apply to the Plan Area. Specific development standards and incentives for developing mixed use projects in Seaside are described in greater detail in the Zoning Ordinance. For the Proposed Project, the City proposes a zone change to a Campus Town Specific Plan zoning district that will apply to the Plan Area. The Specific Plan would provide that all land use policies, development standards and design guidelines, and infrastructure improvements applicable to development within the Plan Area. Generally applicable zoning standards found in the City's Zoning Code would apply to the Plan Area to the extent the provisions are not in conflict with the Specific Plan.

Draft Seaside 2040

The City's draft 2040 General Plan (*Draft Seaside 2040*) is the proposed policy document to guide the City's future development. *Draft Seaside 2040* elements include: Land Use and Community Design; Economic Development; Housing; Mobility; Parks, Conservation, and Conservation; Healthy and Sustainable Community; Community Facilities and Infrastructure; Safety; Noise; and Implementation.

Draft Seaside 2040 establishes a land use designation for the Plan Area of primarily Future Specific Plan (SP) with pockets of Public/Institutional (PI) for the Plan Area. The PI land use designation establishes the allowed land uses, including schools, cemetery, parks, public utilities, fire, polices, and other government uses, and an allowed intensity of 0.4 FAR.

Draft Seaside 2040 identifies a series of major strategy and physical improvements that should occur over the next 20 years. Building a "campus town" adjacent to CSUMB is strategy six:

"A long-term opportunity exists to capitalize on the adjacency of CSUMB by providing campus-supporting uses, including jobs, retail, entertainment, and services for students. This new neighborhood can also provide students with diverse housing options, new community parks, and safe and convenient walking and biking paths with easy access to CSUMB. This area has the potential to expand on the number of diversity of jobs in Seaside by attracting R&D, industrial, and 'makerspace' uses close to the University."

CSUMB Master Plan

The current enrollment at CSUMB is approximately 7,500 full time equivalent (FTE) students (CSUMB 2019). According to the Draft Comprehensive Master Plan (June 2017), in order to achieve the targeted enrollment of 12,700 FTE, the university will need to significantly expand its building inventory. The 2007 CSUMB Master Plan recommends land use and building strategies that will increase institutional capacity to accommodate 12,700 FTE and house 60 percent of students and 65 percent of faculty and staff on campus. The housing included in the Proposed Project would help accommodate some of the immediate student housing needs anticipated in the 2007 CSUMB Draft Master Plan and beyond (CSUMB 2017).

2.3 Purpose and Proposed Project Objectives

Under the Fort Ord Reuse Authority Act, the Legislature’s stated intent for the reuse of the Fort Ord base includes (A) facilitating the transfer and reuse of the real and other property comprising the military reservation known as Fort Ord with all practical speed, (B) minimizing the disruption caused by the base’s closure on the civilian economy and the people of Monterey Bay area, (C) providing for the reuse and development of the base area in ways that enhance the economy and quality of life of the Monterey Bay community, and (D) To maintain and protect the unique environmental resources of the area (Gov. Code § 67651). The BRP was adopted to implement these goals.

The underlying purpose of the Proposed Project is to implement the policy direction in the BRP, in particular Program C-1.4 which states: “The City of Seaside shall prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road. This is designated a Planned Development Mixed Use District to encourage a vibrant village with significant retail, personal and business services mixed with housing.” The 2004 General Plan designates the entire Plan Area as Mixed-Use and was certified by FORA as being consistent the BRP (FORA 2005). To accomplish this purpose, the objectives of the Proposed Project are:

- **Objective 1:** To develop a variety of building types and uses, including entertainment, retail, housing, visitor lodging, and employment space with sufficient resident population in proximity to proposed commercial uses to support a viable Mixed Use Urban Village.
- **Objective 2:** Provide shopping, employment, and housing opportunities for households of various sizes and income levels, in close proximity to one another and the CSUMB campus, and to reduce vehicle miles traveled on a per capita basis.
- **Objective 3:** Centrally focus commercial development, typical of historic main streets.
- **Objective 4:** To create a vibrant multi-modal transportation network, including improvements which encourage pedestrian and bicycle activity.
- **Objective 5:** To expand the City of Seaside’s retail and employment opportunities, including the creation of employment space and live/work space capable of supporting startup businesses.
- **Objective 6:** To create a project, including a land use mix and phasing, that is responsive to market demand and results in an economically viable development that can support the infrastructure investment needed to transform the Plan Area to civilian use.

This Proposed Project and the associated objectives are also designed to address statewide planning efforts. The legislature has adopted findings that “the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration” (Gov. Code Section 65589.5(a)). The Legislature also recently adopted findings that “California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state’s environmental and climate objectives” (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)]). The State Legislature has also acknowledged that there is a “need to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance to mass transit facilities,

downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing interests” (Gov. Code Section 65088.4 [SB743 (2013)]).

2.4 Project Overview

The Proposed Project would involve the construction and operation of up to 1,485 housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 sf of retail, dining, and entertainment uses, and 50,000 sf of office, flex, makerspace, and light industrial space, as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), and supporting infrastructure, on approximately 122.23 acres, through the adoption of the Campus Town Specific Plan and associated entitlements described in Section 2.5. A copy of the current updated draft Specific Plan is included in Appendix B of this EIR, which provides additional details, including policy guidance and development standards and guidelines for development of the Proposed Project. The Proposed Project also includes various off-site improvements, as described below in Section 2.4.6, *Off-Site Improvements, Infrastructure, and Utilities*. These improvements are analyzed within this EIR as part of the Proposed Project.

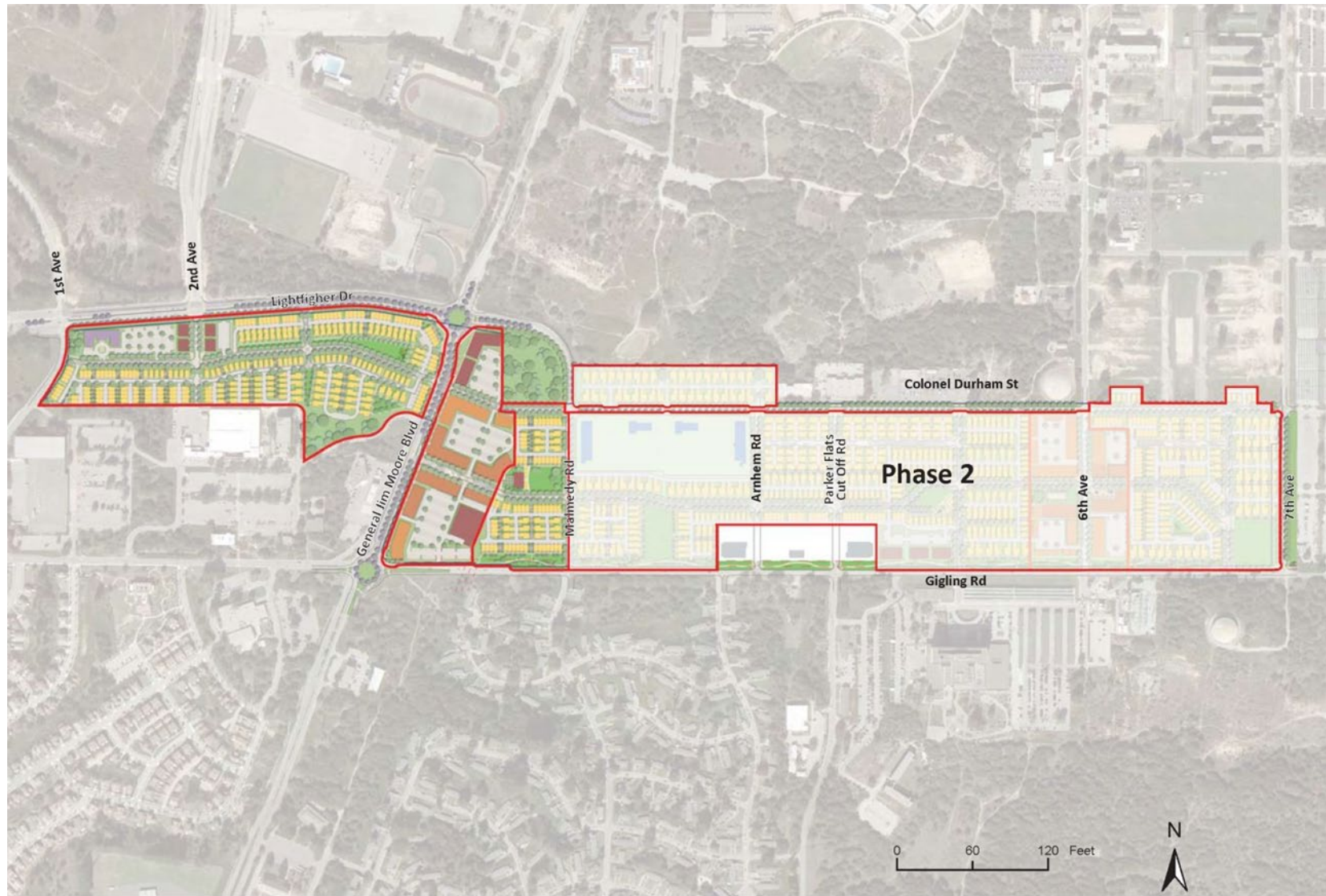
2.4.1 Specific Plan Buildout Projections

CEQA Guidelines Section 15378 explains that where the lead agency could describe the Proposed Project as either the adoption of a particular regulation or as a development proposal, the lead agency shall describe the Proposed Project as the development proposal for the purpose of the environmental analysis. To ensure a conservative approach in analyzing environmental effects under CEQA, the Proposed Project assumes maximum buildout projections of new housing units, new commercial development, and related uses. See Table 2-2. The actual rate and amount of development (up to the maximums) could differ; buildout is dependent on market conditions, birth rates, death rates, immigration rates, availability of resources, and regulatory processes from Federal, State and local regulations. Nevertheless, a conceptual layout for buildout of the Specific Plan is shown by conceptual horizontal construction³ phase in Figure 2-4 and Figure 2-5 (see Specific Plan Section 4.5, *Land Use Standards and Guidelines*, for detailed discussion of uses). New development will be required to conform to the Private Realm Standards and Guidelines, Chapter 4 of the Specific Plan.

While a Vesting Tentative Map has been submitted for construction of less than maximum buildout projections, this EIR assumes full buildout of the Plan Area as outlined in Table 2-2.

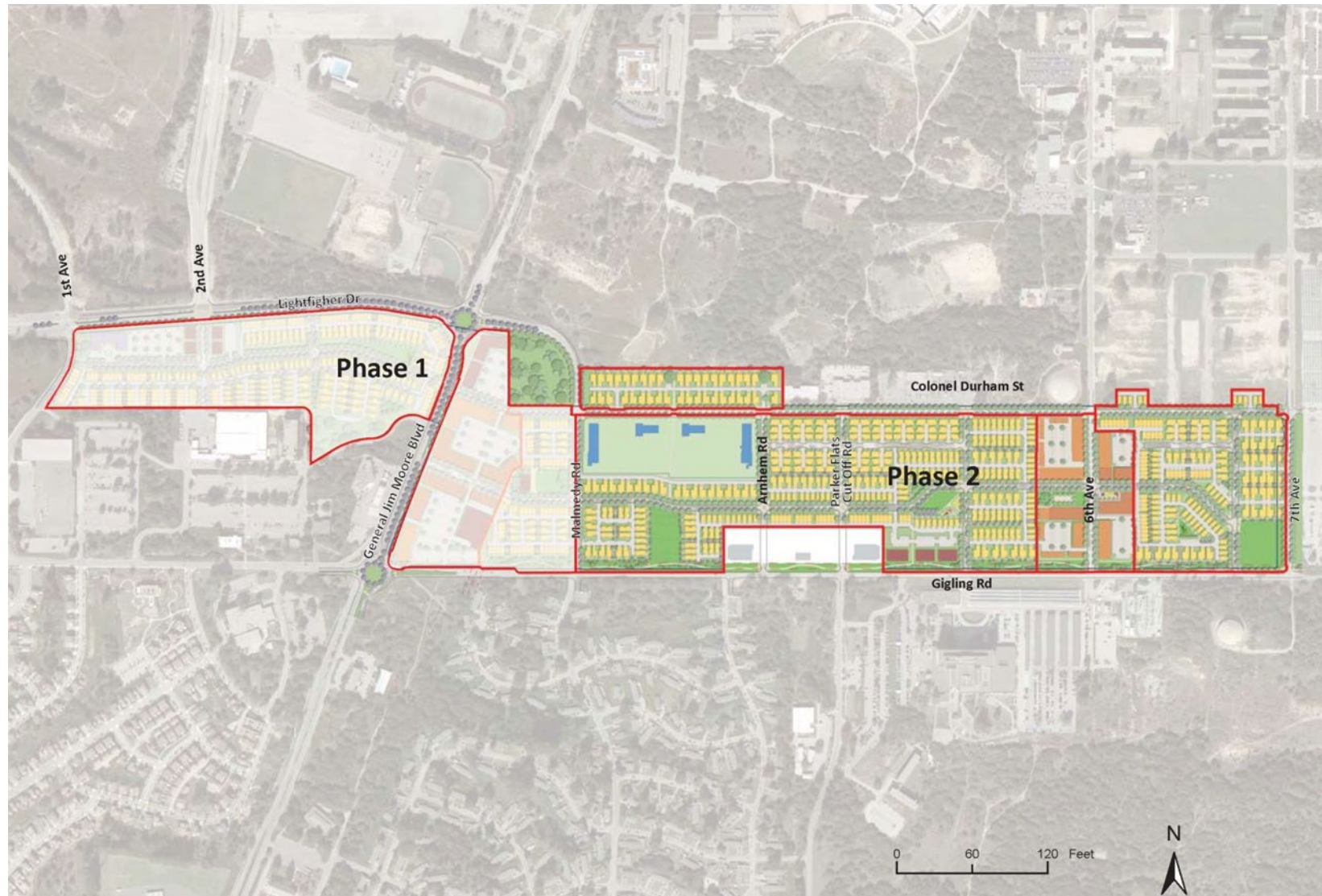
³ Horizontal construction includes grading, installation of utilities, and construction of streets, curbs, gutters, and sidewalks. Vertical construction involves the construction of buildings (from foundations to roofs).

Figure 2-4 Campus Town Specific Plan Conceptual Phase 1



Source: Torti Gallas + Partners

Figure 2-5 Campus Town Specific Plan Conceptual Phase 2



Source: Torti Gallas + Partners

Table 2-2 Maximum Buildout Projections for EIR

Land Use Categories	Maximum Allowed
Housing Units ¹	1,485
Single-Family Housing	885
Multi-Family Housing	600
Hotel Rooms	250
Youth Hostel Beds	75
Retail, Dining, and Entertainment	150,000 sf
Office, Flex, Makerspace, and Light Industrial	50,000 sf

sf = square feet

Source: City of Seaside 2019a

¹ The breakdown of single-family and multi-family units is based on Section 4.4, *Maximum Allowable Development*, of the Specific Plan. The Proposed Project would provide affordable housing consistent with the City’s inclusionary housing ordinance (Seaside Municipal Code Sections 17.32 and 17.33).

A Youth Hostel was approved by the City in 2013 with 120 beds within the Plan Area (Seaside Resolution Nos. 13-82 and 13-87) (City of Seaside 2013a, 2013b). The Youth Hostel included within the Proposed Project would replace the previously approved 120 bed hostel with a 75 bed hostel.

2.4.2 Specific Plan Overview

The proposed Specific Plan has four major components: (1) the long term vision and policy component (Chapters 1 and 2), (2) the public and private realm standards and guidelines (Chapter 3 and 4), (3) infrastructure plans (Chapter 5), and (4) the implementation program (Chapter 6). The vision and policy component provides the goals and policies related to land use, urban design, vehicle and pedestrian circulation, and environmental sustainability. The regulatory component would enact development standards and guidelines, or a Form Based Code⁴ that would apply to all future development projects in the Plan Area. The infrastructure plan describes the required provisions for new and updated utility infrastructure. Together these three components are intended to serve as a zoning tool comprised of unique and customized standards that enable the City to shape the streets and public spaces, and property owners to develop their properties according to the vision and standards of the Specific Plan.

The Specific Plan contains the following Chapters:

- The **Introduction** (Chapter 1) describes the Plan Area plan goals, policies, summary of the authority of a Specific Plan according to California State Law, relationship to other plans, project location and boundaries, local physical conditions, and a summary of the public participation process that involved various forums for community input and participation.
- The **Form and Character** chapter (Chapter 2) provides the long-term vision and desired outcomes for the Plan Area. The primary elements of the Form-Based Standards, including thoroughfare types, building types, and frontage types, are defined. The six designated Sub-

⁴ “Form based codes may be one useful tool for achieving the placemaking and urban design visions of the community. Functioning as both zoning designations and design standards, form based codes focus on creating places by examining building types, standards, sidewalks, landscaping, and other relevant issues. The form based code approach is applicable to many types of communities and can be especially meaningful in suburban contexts seeking to instill a stronger sense of place in sprawl environments and in areas focusing on infill development.” (OPR 2017, pp. 18, 47; see also Gov. Code Section 65302.4.)

areas – two mixed-use village centers and four residential neighborhoods – are depicted and described.

- The **Public Realm Standards and Guidelines** chapter (Chapter 3) presents development standards for the public realm, which is comprised of thoroughfares and open spaces. The standards and guidelines would ensure that the public realm serves the needs of the various functions required of an enjoyable, efficient, and resilient infrastructure network.
- The **Private Realm Standards and Guidelines** chapter (Chapter 4) presents the maximum buildout development to be allowed under the Specific Plan, as well as the development standards and guidelines of the private realm, including the goals and policies of the Specific Plan and the FORA Urban Design Guidelines, to ensure that new development exhibits a high standard of urban design, architecture and landscaping.
- The **Infrastructure** chapter (Chapter 5) provides provisions for new and upgraded utility infrastructure to meet the needs of the site residents and tenants. Improvements include water, sewer, storm drain, electrical, natural gas, and communications infrastructure as well as connections necessary to serve project buildings.
- The **Implementation** chapter (Chapter 6) provides the framework for implementation of the Specific Plan.

2.4.3 Specific Plan Sub-Areas

The conceptual Sub-Area Plan divides the Plan Area into six sub-areas: two mixed-use village centers and four residential neighborhoods. Each sub-area has a list of permissible uses, as outlined in Table 4.2 of the Specific Plan. Figure 2-6 shows the location of the six sub-areas and they are further summarized below.

1. **Sub-Area WE: West End.** Located at the nexus of SR 1, CSUMB, and the western most portion of Campus Town at Lightfighter Drive, this sub-area functions as a gateway to Seaside and CSUMB. An emphasis on connectivity and permeable urban fabric that fosters walkability and healthy lifestyles is integral to the design of the Specific Plan and drives the various connections to and through the Plan Area. Two green spaces are proposed, one is a neighborhood green and the other area is set aside for the preservation of a tree grove containing native oak trees as a “tree save” area.⁵ A hotel is proposed at the intersection of 1st Avenue and Lightfighter Drive, and retail commercial uses are proposed south of Lightfighter Drive at 2nd Avenue.
2. **Sub-Area CC: Commercial Center.** Located just east of General Jim Moore Boulevard between Lightfighter Drive and Gigling Road, the Commercial Center sub-area at Campus Town is defined by a typical main street with streetfacing retail and surface parking lots located at the interior of the blocks. Pedestrian scaled frontages on the large tenant buildings foster walkable and lively streetscapes while still accommodating the needs of large footprint retailers. The Commercial Center is located to take advantage of the regional connections in Seaside to CSUMB from SR 1 and General Jim Moore Boulevard.
3. **Sub-Area CE: Central.** Linking the village centers, Central Street is the spine of Campus Town that runs from General Jim Moore Boulevard in the west to 7th Street in the east. Although

⁵ “Tree save” refers to an existing tree grove West of General Jim Moore Boulevard that would be conserved to protect the natural landscape and natural ecosystem. Limited interventions, such as walking paths and minimal hardscape would ensure the park is publicly accessible for recreation. Necessary stormwater management resources located within the park would be appropriately designed to maintain public access and recreation (Section 3.4.2.1.A of the Specific Plan).

Figure 2-6 Specific Plan Conceptual Sub-Area Plan



Source: Torti + Gallas 2019

continuous, Central Street is not a straight alignment through the site, but rather, an episodic route punctuated by parks, plazas, and terminated vistas that orient, define, and enliven the Campus Town. Given the street's length and location, it serves the greatest variety of building types and uses in all of Campus Town to ensure a rich and vibrant urban experience.

4. **Sub-Area CA: Campus Adjacent.** Located at the intersection of Lightfighter Drive and Colonel Durham Street, the Campus Adjacent sub-area is a small residential block that abuts the CSUMB campus. Given its unique boundaries, this subarea is envisioned as a residential liner with an internal alley so that both the street and campus frontages are appropriately defined. A common walkway is proposed to line the natural reserve at CSUMB and the adjoining homes to link the university with the amenities at the Commercial Center (CSUMB 2017). Existing and proposed bike routes are proposed to be accommodated through the site to provide choices and opportunities for multi-modal transportation. Two FORTAG trail spurs provide access to the Plan Area at this sub-area, linking the greater Monterey Bay region to Campus Town.
5. **Sub-Area UV: University Village.** The University Village Sub-area is envisioned as primarily serving the CSUMB community. By focusing development on student, faculty, and staff amenities the increasingly important 6th Street spine on campus is extended off campus to engage and interact with the community at large. The development has the potential for student and faculty housing; office; and entertainment venues. The Central Plaza facilitates the engagement between the transitory student body and the local permanent residents to foster a spirit of neighborly cohesion and community pride. A youth hostel is proposed for this subarea.
6. **Sub-Area EE: East End.** The East End sub-area is primarily defined by Central Street's diagonal termination at a proposed sports field. The ending of this primary axis, Central Street, with a large park denotes the boundary of the Campus Town by serving as a green transition from the compact built environment to the open natural expanse beyond. The variety of building types in the East End and its proximity to University Village will provide a diversity of users that will animate the park and streetscape.

2.4.4 Specific Plan Land Use Concept

The policies in Chapter 1, *Introduction*, provide guidance on the intended design and land use mix in the Plan Area. Development standards and guidelines for the Plan Area are included in Chapter 3, *Public Realm Standards and Guidelines*, and Chapter 4, *Private Realm Standards and Guidelines*, as summarized below.

In lieu of traditional zoning standards, the proposed Specific Plan utilizes a Form-Based Code, which provides a land development regulation that fosters predictable built results and a high-quality public realm by using a physical form (rather than separation of uses) as the organizing principle for the code. The Form-Based Code is intended to address street design, Building Types, Frontage Types, architectural qualities, building massing and orientation, parking, fencing, lighting, and signage, among other components.

The primary elements that will define the Plan Area and of each sub-area area are: Thoroughfare Types and Standards (Specific Plan Section 3.3), Building Types (Specific Plan Section 4.6.2), Frontage Types (Specific Plan Section 4.6.3), and Open Space Network and Type Standards (Specific Plan Section 3.4). The Specific Plan also includes standards and guidelines for landscaping (Specific Plan Section 3.5), streetscaping (Specific Plan Section 3.6), Architectural Standards and Guidelines (Specific Plan Section 4.7), and signs (Specific Plan Section 4.8).

Using the Form-Based Standards, developers would be able to realize different urban contexts with the functions and intensities appropriate to their locations within their sub-area. Allowable uses are identified for each Sub-area. Refer to Table 4.2, Allowable Uses, in the Specific Plan. For additional details please see the text of the draft Specific Plan included in Appendix B.

2.4.5 Infrastructure & Utilities

Buildout of the Plan Area requires provision of new and upgraded utility infrastructure to meet the needs of the site residents and tenants. Improvements include water, sewer, storm drain, electrical, natural gas and communications infrastructure as well associated connections necessary to serve project buildings. New public utility lines constructed on-site would be placed underground in public street rights-of-way or within easements. The construction and operation of this infrastructure has been analyzed in this EIR as part of the Proposed Project. Applicable energy standards are provided in Section 4.5.2, *Regulatory Setting*, of Section 4.5, *Energy*.

2.4.5.1 Water System

Potable Water

The proposed water system would consist of both potable and recycled water. The potable water system includes three pressure zones and will be sized to meet both potable water and firefighting demand requirements. Existing facilities within the Plan Area that are to remain would be connected to the new system.

The existing water mains within Lightfighter Drive, General Jim Moore Boulevard, Gigling Road, 6th Avenue, and 7th Avenue would remain. All other existing water lines within the Plan Area would be removed and replaced with new potable water mains that would be installed in all public and private roads within the Plan Area. The remaining existing water mains and new mains would be tied together to create a gridded, redundant potable water system within each pressure zone.

Recycled Water

Excavation would occur within the Plan Area for the installation of recycled water lines, also described as purple pipelines. Recycled water would be used to irrigate public street landscape medians, public park sites, commercial/flex site landscaping, and front-yard residential landscaping. Figure 2-7 shows the conceptual recycled water system plan.

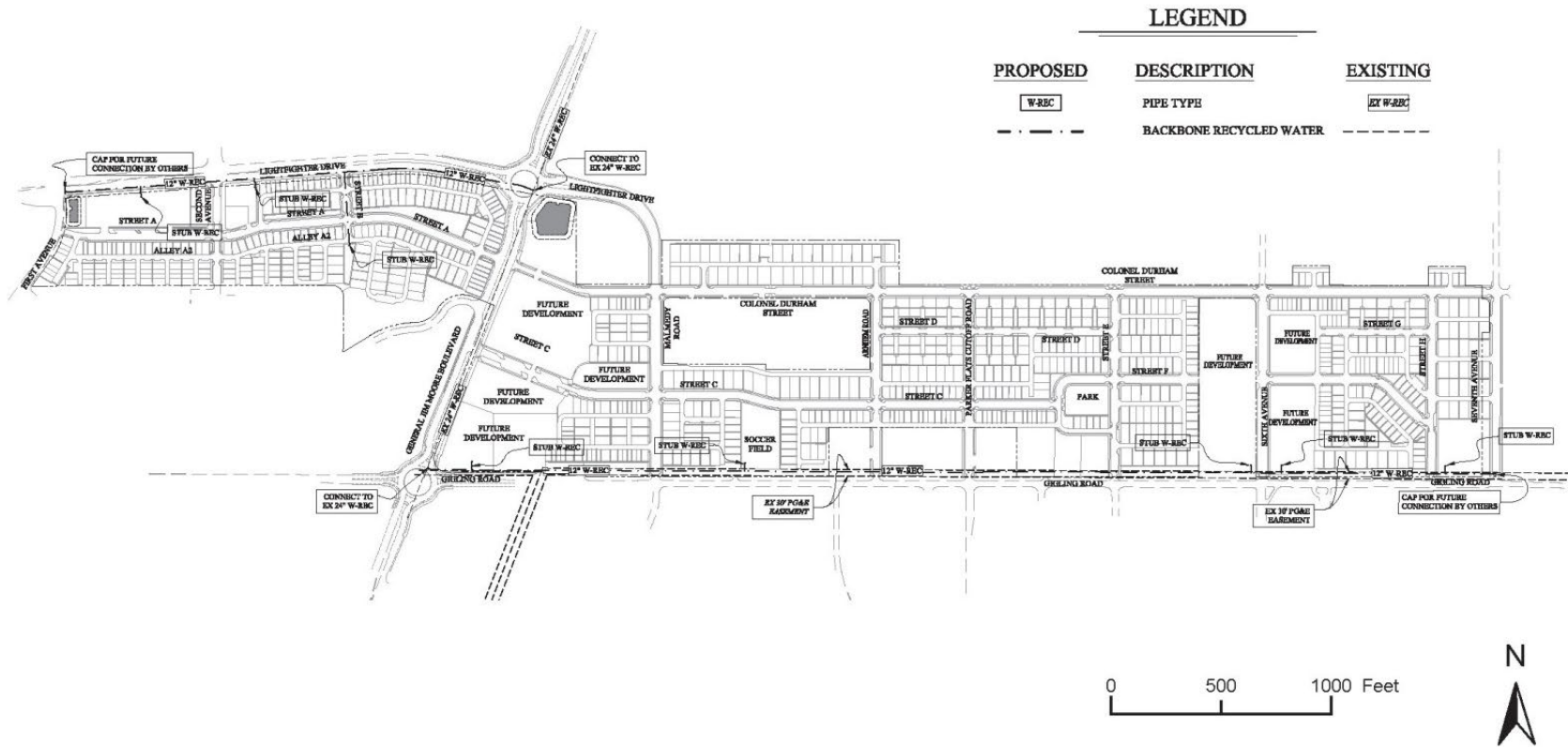
2.4.5.2 Storm Water System

Drainage System

Proposed drainage basins are located at the low points within the Plan Area: at 1st Avenue; in a portion of the “tree save” area; and at the General Jim Moore Boulevard/Lightfighter Drive intersection.⁶ The proposed storm drain pipe network would collect runoff from all internal residential streets and convey stormwater to these basin areas, which would be designed to provide retention up to the 100-year storm event.

⁶ There are two proposed basins at the General Jim Moor Boulevard and Lightfighter Drive intersection; one is within the Plan Area at the southeast corner of this intersection and one is outside the Plan Area and within the CSUMB campus boundaries at the northeast corner of this intersection.

Figure 2-7 Conceptual Recycled Water System Plan



Source: Ruggeri-Jensen-Azar Engineering Planners Surveyors 2018

These basins have been sized using the Routing Method outlined in the Central Coast Regional Water Quality Control Board Resolution with additional criteria from the FORA Stormwater Master Plan (KB Bakewell Seaside Venture II 2018). A Storm Drain Master Plan showing the proposed storm drainage system can be found in the Vesting Tentative Map (Appendix C). The conceptual storm water system is shown in Figure 2-8.

All storm drain mains in privately-owned alleys and auto courts would be private and maintained by a homeowners' association. All storm drain mains in public streets would be owned and maintained by the City of Seaside.

Low Impact Development

The Proposed Project would employ Low Impact Development (LID) techniques and stormwater control measures for residential and commercial uses that manage rainfall at the source. This includes compliance with applicable MS4 permit requirements,⁷ the Seaside 2004 General Plan, and applicable Municipal Code regulations, such as Urban Storm Water Control Management and Discharge Control. Examples of LID techniques could include: on-lot treatment/retention; pervious pavement; minimizing impervious footprints such as narrowed alley and road widths; providing vegetated drainage swales/open spaces to pre-treat site run-off; preserving natural on-site areas; and disconnecting impervious surfaces. Additional details regarding these requirements are discussed Section 4.9, *Hydrology and Water Quality*. Sandy dune soils with moderate to high percolation rates underlay most of the Plan Area and provide an opportunity to infiltrate on a lot by lot basis. According to the Preliminary Post-Construction Stormwater Control Plan (KB Bakewell Seaside Venture II 2018), this on-lot retention approach would result in approximately 837 (i.e., 243 west and 594 east) distributed drainage management areas spread across 85 acres of the Plan Area (Ruggeri-Jensen-Azar Engineering Planners Surveyors [RJA] 2019).

Runoff generated from streets and public hardscape areas would be tributary to the on-site storm drain system. Catch basins that collect runoff would be installed to promote infiltration and reduce sediment load to downstream stormwater management facilities. Nearly all public hardscape is comprised of detached sidewalks that drain to landscape areas. Many of these landscape areas would provide some level of retention as a result of high percolation rates and sandy soils with a high degree of surface roughness. Open space, landscaping, and residential lots with proposed on-lot retention systems accounts for approximately 61 percent of the 85-acre area studied by RJA (2018); the remaining 39 percent of is anticipated to contribute runoff to the storm drain system.

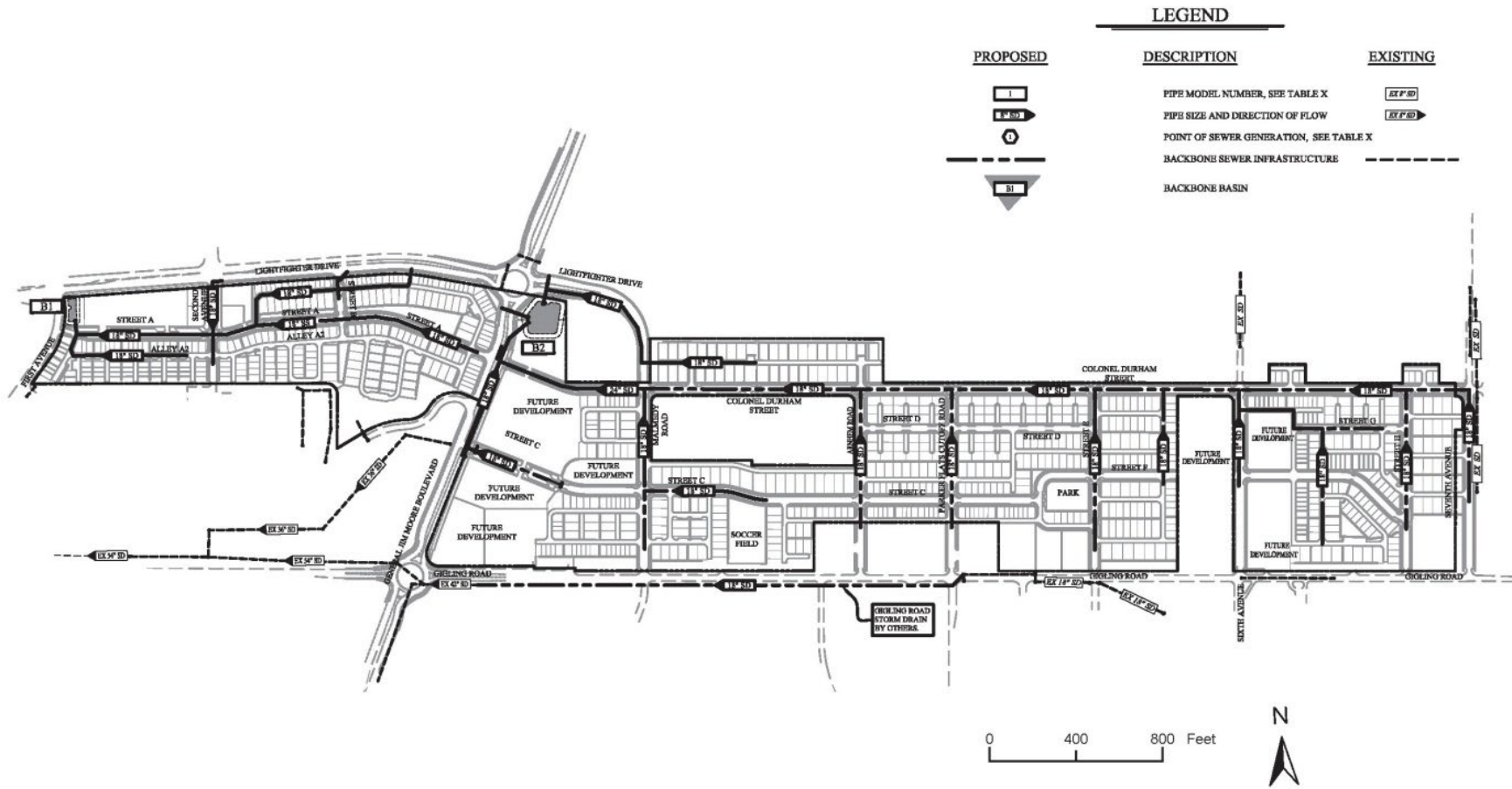
2.4.5.3 Sanitary Sewer System

Development within the Plan Area would connect to an existing trunk line in 1st Avenue north of Lightfighter Drive. Effluent would be conveyed in a gravity-fed system with no pump stations. Sanitary sewer mains would be sized to accommodate proposed development and placed in street/alley rights-of-way, replacing the old pipe network.

Gravity-fed mains that once connected to CSUMB's sanitary system in 6th Avenue and 7th Avenue would be disconnected from this system, and would be joined to the new pipe network that feeds to 1st Avenue. Existing facilities within the Plan Area that are to remain (i.e., the Monterey College of

⁷ MS4 Permits provide Regional Stormwater Management Programs for construction and operation of facilities in the City of Seaside, including incorporation of Best Management Practices.

Figure 2-8 Conceptual Stormwater System



Source: RJA

Law) would be connected to the new system. Existing sewer mains along the Plan Area's General Jim Moore Boulevard frontage would remain and be tied to the new system.

The Proposed Project's sewer network would also include the connections of the existing mains from outside the Plan Area that serve the U.S. Army Main Exchange and the Defense Department complex. See Figure 5.3, Sanitary Sewer System Plan, in the proposed Specific Plan (Appendix B).

2.4.5.4 Multimodal Transportation

Sections 2.1.6 and 2.1.7 of the Specific Plan provide conceptual intersection spacing and bike and trails diagrams. Section 3.3 of the Specific Plan includes detailed design standards and guidelines for Plan Area transportation facilities and also provides a conceptual diagram of thoroughfares. The Thoroughfare Types Plan, Figure 3.1 in the Specific Plan, provides a key to the individual Thoroughfare Types for adjacent and internal streets, including Lightfighter Drive, General Jim Moore Boulevard, Colonel Durham Street, Malmedy Road, Arnhem Road, Parker Flats Cut Off Road, 6th Avenue, 7th Avenue, and other future internal streets. For each thoroughfare identified, Section 3.3 of the Specific Plan identifies standards and guidelines, as applicable, for sidewalk paving, landscaping, streetlights, street furniture, front setbacks, outdoor dining, and on-street parking.

2.4.6 Off-Site Improvements, Infrastructure, and Utilities

Buildout of the Specific Plan Area would require new and upgraded off-site improvements to meet the needs of Plan Area residents and tenants. Improvements include transportation facilities, recycled water mains, and electricity and gas infrastructure. The Plan Area currently includes a fire station located on the east side General Jim Moore Boulevard between Lightfighter Drive and Gigling Road. While this fire station is included as a permissible use in the Specific Plan, it would likely be removed during Phase 1 of the Proposed Project, with a new fire station being constructed at another location. The joint peninsula fire services are currently analyzing the best location for a new fire station. While no specific site or development plan has been selected for this fire station, for the purposes of this environmental analysis it has been assumed that a new 15,000 square foot fire station would be constructed and operational before the closure of the existing fire station and located on an approximately two-acre site in proximity to the Plan Area.

The construction and operation of all these off-site improvements, infrastructure, and utilities have been analyzed in this EIR as part of the Proposed Project.

2.4.6.1 Multimodal Transportation - Public Roads, Bicycle Lanes, and Pedestrian Facilities

Off-site road improvements would include street redesigns and the incorporation of roundabouts. Two roundabouts are planned along General Jim Moore Boulevard at Lightfighter Drive and Gigling Road to slow vehicles as they approach Campus Town and the CSUMB campus. The majority of the new streets would be designed for slow-moving traffic with one travel lane in each direction. Bicycle lanes would be provided on key streets including Lightfighter Drive, Malmedy Road, 6th Avenue, Gigling Road, and General Jim Moore Boulevard, to connect existing and planned bicycle routes in the surrounding area. Bicycles and vehicles would share the roadway along all other internal streets in the Plan Area.

2.4.6.2 *Recycled Water*

Marina Coast Water District (MCWD) recently installed a recycled water main in General Jim Moore Boulevard. The Proposed Project would include excavation for the installation a recycled water main that would branch east and west from the main line in General Jim Moore Boulevard from 1st Avenue to 7th Avenue.

2.4.6.3 *Electricity and Natural Gas*

The Proposed Project would include new undergrounded electricity and natural gas pipelines. Electricity and natural gas to the Plan Area would be provided by the Pacific Gas and Electric Company.

2.4.7 Project Construction Assumptions and Phasing

Construction of the Proposed Project would occur in phases, currently anticipated to occur over approximately 13 years from April 2021 through 2034. Currently, it is anticipated that demolition, grading, and backbone infrastructure construction would occur in two phases, while construction of buildings and other site improvements would occur in multiple sub-phases. Demolition of most of the buildings in the portion of the Plan Area commonly referred to as the Surplus II property was initiated in December 2018 and is being managed by FORA under a separate permit. The following buildings would be demolished as part of the Proposed Project: visitor intake center, vacated restaurant building at the northeast corner of General Jim Moore Boulevard and Gigling Road, and Christian Memorial Community Tabernacle. The Presidio of Monterey Fire Station would be demolished as part of the Proposed Project.

The Specific Plan is divided into two primary phases of horizontal construction, as delineated by Malmedy Road. Phase 1 west of Malmedy Road consists of the western portion of the Plan Ara and Phase 2 east of Malmedy Road consists of the eastern portion of the Plan Area. For those parcels which are not part of the Vesting Tentative Map (which includes parcels in both Phase 1 and Phase 2); construction assumptions are estimated in the table below under Phase 2. Within these horizontal phases, vertical development may occur in sub-phases. The approximate sequencing and duration of construction activities are shown in Table 2-3. Table 2-4 describes the square footage of each sub-area to be developed during each phase, as well as proposed soil excavation and fill quantities for each phase. With the exception of retaining walls, it is assumed that permanent cut and fill slopes in the Plan Area would be constructed with slopes of 3:1 or flatter. In connection with the subdivision of the Specific Plan Area, the Specific Plan requires that phasing plans provide all infrastructure necessary to support each phase in substantial conformance with the Specific Plan.

Table 2-3 Conceptual Construction Program Schedule

Construction Activity	Start (Month/Year)	Finish (Month/Year)	Duration (work months or years)
Phase 1			
Demolition ¹ /Grading	April 2021	November 2021	8 months
Drainage/Utilities	December 2021	July 2022	8 months
Paving	August 2022	September 2022	1 month
Building Construction/Architectural Coatings	October 2022	October 2025	2-4 years
Phase 2			
Demolition/Grading	October 2022 ⁶	April 2023	18 months
Drainage/Utilities	May 2023	May 2026	18-36 months
Paving	June 2026	June 2026	3-6 months
Building Construction/Architectural Coatings	June 2026	2034	8 years

¹ Demolition of the Surplus II property was initiated on December 2018 and is being managed by FORA under a separate permit.

Note: This table includes an estimated construction schedule for each construction phase and are subject to change.

Table 2-4 Conceptual Construction Program Details by Phase

Phase 1	
West End Sub-Area	1,058,500 sf +/-
Commercial Center Sub-Area	540,100 sf +/-
Central Sub-Area (partial)	364,400 sf +/-
Phase 1 Subtotal	1,963,300 sf +/-
Excavated (cut) soil ¹	185,000 cy +/-
Soil that will be used as fill ¹	130,000 cy +/-
Soil imported from off-site sources	0 cy
Soil exported ¹	55,000 cy +/-
Phase 2 (including parcels outside of the Vesting Tentative Map)	
Central Sub-Area (partial)	1,893,900 sf +/-
Campus Adjacent Sub-Area	249,700 sf +/-
University Village East End Sub-Area	425,200 sf +/-
East End Sub-Area	792,600 sf +/-
Phase 2 Subtotal	3,361,400 sf +/-
Excavated (cut) soil ¹	151,000 cy +/-
Soil that will be used as fill ¹	193,000 cy +/-
Soil imported from off-site sources ^{1,2}	42,000 cy +/-
Soil exported ¹	0 cy

¹ As related to grading quantities, Lightfighter Drive/Malmedy Road was assumed to be the dividing line between Phases 1 and 2.

² Assumes that the 7,000 yards of fill needed in Phase 2 would be exported from Phase 1 and stockpiled in an appropriate location.

sf = square feet

cy = cubic yards

2.5 Required Approvals

The Proposed Project may require the following approvals from the City of Seaside:

- Campus Town Specific Plan
- Zoning Map and Text Amendments
- Use Permit pursuant to Specific Plan Section 4.5
- Project Entitlements pursuant to Specific Plan Section 6.2
- Vesting Tentative Map(s) and Final Map(s)
- Development Agreement
- Affordable Housing Plan
- Improvement Plans
- Building Permit
- Grading Permit
- Tree Removal Permit
- Encroachment Permits

Other approvals from other agencies may include:

- Disposition and Development Agreement
- FORA Consistency Determination
- Infrastructure Agreement with MCWD
- MCWD Water Supply Verification Report
- MCWD Annexation

2.5.1 Vesting Tentative Map

Concurrent with Specific Plan preparation, a Vesting Tentative Map (VTM) has been prepared within the Plan Area. The VTM is included in Appendix C. The VTM was submitted in August 2018 by the applicant KB Bakewell Seaside Venture II to develop approximately 104.03 acres of the approximately 122.23-acre Plan Area.

The VTM includes two horizontal construction phases (e.g. grading, streets, curbs, storm water infrastructure, utilities); Phase 1 involves grading and horizontal infrastructure development of approximately 45.06 acres and Phase 2 involves grading and horizontal infrastructure development of the remainder of the approximately 77.17 acres. The remaining 18.2 acres of parcels within the Plan Area are not within the VTM (see Table 2-5) but have been conservatively assumed to be developed in Phase 2 for the purposes of the analysis in this EIR. These remaining parcels are not currently owned by the Development Applicant, KB Bakewell Seaside Venture II. Within each grading and horizontal infrastructure phase, multiple vertical construction sub-phases would occur. Table 2-5 below summarizes the parcels included within the VTM, and Table 2-6 summarizes the VTM characteristics.

Table 2-5 Assessor Parcel Number (APN) Summary

Proposed Specific Plan (APN)	Campus Town Specific Plan (acres)	Phase 1 Proposed Project (acres) ¹	Phase 2 Proposed Project (acres) ¹	Phase 2 Campus Town Parcels Not Part of the VTM (acres) ²
031-151-013 (portion) ³	0.54	0.54	–	–
031-151-018	4.17	–	–	4.17
031-151-024 ⁴	1.60	–	–	1.60
031-151-029 ⁵	16.23	6.44	9.79	–
031-151-031	3.81	–	3.81	–
031-151-032	1.23	1.23	–	–
031-151-036 (portion) ⁴	1.64	–	–	1.64
031-151-037 ⁴	1.16	–	–	1.16
031-151-038	0.83	–	–	0.83
031-151-039	7.35	–	7.35	–
031-151-040 ⁵	37.56	0.22	37.34	–
031-151-041 ⁶	3.20	–	–	3.20
031-151-042 ⁶	3.51	–	–	3.51
031-151-043 ⁴	0.41	–	–	0.41
031-151-044 ⁴	1.68	–	–	1.68
031-151-054	22.52	22.52	–	–
031-151-055 ⁷	11.28	11.28	–	–
031-151-056	2.83	2.83	–	–
031-261-003	0.34	–	0.34	–
031-261-004	0.34	–	0.34	–
Total	122.23	45.06	58.97	18.2

¹ These parcels are included in the KB-Bakewell VTM.

² These parcels are located within the Plan Area, but are not included in the Purchase Agreement with KB-Bakewell.

³ A 0.54-acre portion of this parcel is included in the KB-Bakewell VTM, while the remainder of the parcel is not. The 0.54-acre portion of this parcel is within the existing right-of-way and will be abandoned and obtained by KB Bakewell.

⁴ These parcels are owned by third parties (not the project applicant). Parcel -024 is owned by MST, parcel -036 is outside City boundaries, parcel -037 is owned by FORA, and parcels -043 and -044 are owned by the U.S. Government.

⁵ This parcel straddles the proposed phase line. The appropriate acreage is attributed to each phase.

⁶ These parcels (containing, Monterey College of Law and Monterey County Bar Association) are not included in the KB Bakewell VTM and are not proposed for modification.

⁷ A vacated restaurant building is located at the northeast corner of General Jim Moore Boulevard and Gigling Road. This building would be demolished by KB-Bakewell. Also, the demolition of the Presidio of Monterey Fire Station has been assumed to be part of the Proposed Project.

--- = not applicable

Table 2-6 Campus Town VTM Characteristics (Proposed)

Location	An assembly of parcels bounded by 1 st Avenue to the west, 7 th Avenue to the east, Colonel Durham Street to the north, and Gigling Avenue to the south.
Lot Area	104.03 acres
Proposed Lots	837 Residential For-Sale 19 Commercial/Multi-Family/Mixed Use (up to 600 units) 55 Common Area
Public Open Space	9.2 acres
Public Right-of-Way	23.5 acres
Private Open Space (Common)	3.3 acres
Private Right-of-Way	8.8 acres
Single Family Residential	42 acres
Commercial/Multi-Family/Mixed Use	18.2 acres

sf = square feet

Source: RJA 2019

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3 Environmental Setting

This section provides a general overview of the typical environmental setting (or “baseline”) for the Proposed Project. For a typical EIR, the “Environmental Setting” is controlled by CEQA *Guidelines* Section 15125 which states in part:

An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts. (1) Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record.

The *State CEQA Guidelines* and case law recognize that the date for establishing an environmental baseline cannot be rigid (see *State CEQA Guidelines* Sections 15146, 15151, and 15204). The Notice of Preparation (NOP) was published in February 2018. In some instances, information is presented in the environmental setting that differs from the precise time of the NOP. Environmental conditions may vary from year to year, and in some cases, it is necessary to consider conditions over a range of periods. The baseline conditions relevant to the resource areas being analyzed are described within each specific resource area in Section 4, *Environmental Impact Analysis*. While this EIR provides information consistent with the typical CEQA baseline, this EIR also provides information consistent with special baseline procedures associated with base reuse plans outlined in Section 3.3 below. More detailed descriptions of the traditional environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

3.1 Regional Setting

The Specific Plan Area (Plan Area) is located in Seaside, California. Seaside is a city of approximately 7.94 square miles of land in northern Monterey County in the Monterey Bay Area, situated adjacent to the Pacific Ocean. Urban land uses predominate the City, while open space and former military lands also exist in the north and east of the City.

The elevation in the City of Seaside ranges from approximately mean sea level at the southwest corner of the City to approximately 560 feet in the hills to the east in the former Fort Ord area. The topography in Seaside generally slopes west toward the Pacific Ocean at the Monterey Bay. Before

construction of State Route 1 (SR 1), Roberts Lake and Laguna Grande were a tidal estuary complex, but development and fill for the highway cut off ocean influence (City of Seaside 2019). Both of these waterbodies now function as small lakes. Vantage points from the surrounding hillsides to the east provide views of the City, these lakes, and the Monterey Bay.

The Mediterranean climate of the region and coastal influence produce moderate temperatures year-round. Marine breezes cause winds from the northwest and west, which are strongest and most persistent in the spring and summer months. Most rainfall in the City occurs between November and March, with an average annual rainfall of approximately 20 inches.

3.2 Plan Area Setting

As shown in Figure 2-2 in Section 2, *Project Description*, the Plan Area is near the northern edge of Seaside, south of the City of Marina. The Plan Area is 900 feet east of SR 1 and approximately one mile east of Monterey Bay. Fort Ord National Monument, consisting of more than 86 miles of trails and pockets of grassland, maritime chaparral, oak woodland, vernal pool and wet meadow habitats [Bureau of Land Management (BLM) 2019], is approximately 1.5 miles east. The Plan Area is located in an area that was formerly part of the Fort Ord Army Base, which was closed in 1994 pursuant to the Base Realignment and Closures (BRAC) action (Fort Ord Reuse Authority [FORA] 1997a).

The Plan Area is bounded to the west by 1st Avenue; to the north by Lightfighter Avenue, Colonel Durham Street, former Fort Ord Land, and various buildings including a church and the Army National Guard Recruiting Center; to the east by 7th Avenue; and to the south by Gigling Road and various U.S. Army facilities. Elevations range from about 160 feet at the west end to 340 feet at the east end of the Plan Area. The steepest gradient occurs in the vicinity of General Jim Moore Boulevard, which bisects the site in an approximate north-south direction with about 40 feet of grade change in about 350 feet from east to west (Berlogar Stevens and Associates 2018).

The Plan Area is mostly developed with U.S. Army buildings that are mostly vacant and severely dilapidated. When the base was operational, the Plan Area was developed with 28 Army buildings. This included: 18 barracks buildings (totaling approximately 702,200 sf), five administration buildings (totaling approximately 33,300 sf), two armories (approximately 12,200 sf each), one cafeteria (approximately 11,400 sf), and one gymnasium (approximately 21,000 sf) with an adjacent small metal structure. Non-Army buildings on-site include one fire station, one former fast food restaurant, two office buildings (approximately 5,000 sf each), one police station, one church (approximately 20,000 sf), and one intake center (approximately 5,000 sf). Vegetated areas occur between the site's buildings and roads, which include non-native species. Habitats in the Plan Area are heavily disturbed by the spread of Ice Plant and by previous land use. Refer to Section 4.3, *Biological Resources*, for additional information about habitats within the Plan Area.

3.3 Base Reuse Plan Statutory Baseline

The FORA was created by the legislature through the adoption of the Fort Ord Reuse Authority Act (Gov Code Sections 67650-67652). The legislative intent is provided under Section 67651 which explains in part that the goals of this act include (a) to facilitate the transfer and reuse of the real and other property comprising the military reservation known as Fort Ord with all practical speed, (b) to minimize the disruption caused by the base's closure on the civilian economy and the people of Monterey Bay area, (c) to provide for the reuse and development of the base area in ways that enhance the economy and quality of life of the Monterey Bay community, and (d) to maintain and

protect the unique environmental resources of the area. Pursuant to that authority, in 1997 FORA prepared and certified an Environmental Impact Report and adopted the Base Reuse Plan (BRP), consistent with Gov. Code Section 67675 (FORA 1997b). The BRP and certified EIR are available on FORA's website at: <https://www.fora.org/BRP.html>.

CEQA states that all public and private activities taken pursuant to or in furtherance of a reuse plan for which an EIR was prepared and certified pursuant to Section 21083.8.1 shall be deemed to be a single project (Pub. Res. Code Section 21083.8.1(b)(2); CEQA Guidelines Sections 15125(b) and 15229(c)). The Proposed Project analyzed in this EIR is taken pursuant to and in furtherance of the BRP.

The underlying purpose of the Proposed Project is to prepare a Specific Plan consistent with the policy direction in the BRP, in particular Program C-1.4 which states: "The City of Seaside shall prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road. This is designated a Planned Development Mixed Use District to encourage a vibrant village with significant retail, personal and business services mixed with housing." Similarly, the BRP is implemented by the City of Seaside's 2004 General Plan, which has been certified by FORA as consistent with the BRP (Gov. Code Section 67675.5(b), FORA 1997c, FORA 2005). The Proposed Project implements the City's certified General Plan which designates the entire Plan Area as "Mixed Use" (City of Seaside 2004, Figure LU-2).

Specialized procedures for Reuse Plan CEQA baselines are provided under Pub. Res. Code Sections 21083.8.1(b)(1) and CEQA Guidelines Section 15229, which were intended to help expedite CEQA review and to fulfill the goals of the Fort Ord Reuse Authority Act. These provisions state in part:

the determination of whether the reuse plan may have a significant effect on the environment may, at the discretion of the lead agency, be based upon the physical conditions which were present at the time that the federal decision for the closure or realignment of the base or reservation became final. These conditions shall be referred to as the "baseline physical conditions." Impacts which do not exceed the baseline physical conditions shall not be considered significant.

The BRP EIR certified by FORA states that:

"As with the Army's FEIR and DSEIS, this EIR determines whether the proposed project may have a significant impact on the environment based on physical conditions that were present at the time the decision became final to close Fort Ord as a military base (September 1991). This complies with Section 21083.8.1 of the Public Resources Code and utilizes the extensive research already conducted for the Army's NEPA documents, which use the same baseline year" (BRP Final EIR, Section 1.2.2, Baseline Determination). In total, the resident population of former Fort Ord was 31,270 during fiscal year (FY) 1991. Approximately 85 percent or 26,580 of the permanent military personnel and transient military and military family members resided on the former Fort Ord. The former Fort Ord's permanent military population during FY 1991 totaled 14,372 personnel, including 1,281 officers, 267 warrant officers, and 12,824 enlisted personnel. Former Fort Ord's civilian population totaled 3,855 resident employees, including 1,550 civilian employees, 879 Army-Air Force exchange service employees, 524 nonappropriated fund employees, 136 commissary employees, 585 medical and dental department employees, and 113 information management employees. Former Fort Ord also supported a total of 18,283 personnel and family members, including 1,026 transient military personnel, 219 other active military personnel, and 17,038 family members of active duty personnel. Former Fort Ord in 1991 held a large regionally significant supply of housing, supporting 23,716 housing units. This

included 6,365 family housing units and 9,745 barracks for unaccompanied military personnel (BRP Section 1.2.1; FORA BRP EIR, Section 4.2.1.). The on-post resident population for those portions of Fort Ord within Seaside’s City limits were approximately 17,139 people (USACE 1992a).

Additional details regarding the 1991 baseline are included in documents referenced in the FORA BRP EIR, including:

1. Other Physical Attributes Environmental Baseline Study (U.S. Army Corps of Engineers [USACE] 1992b)
2. Land Use Baseline Study of Fort Ord (USACE 1992a)
3. Flora and Fauna Baseline Study of Fort Ord, California (USACE 1992c)
4. Soils Baseline Study (USACE 1992d)
5. Air Quality Baseline Study (USACE 1992e)

These documents are incorporated by reference and provide additional information on the 1991 baseline, including but not limited to: public services and utilities, water supply and groundwater pumping, traffic and transportation, noise, climate and topography, seismology and geology, hydrology, drainage, water quality, hazardous materials, visual resources, coastal resources, soils, and air quality.

While this EIR utilizes a typical baseline, as outlined above, this EIR also utilizes a 1991 baseline, consistent the specialized procedures outlined in this subsection. This additional baseline shall be considered an independent basis for upholding the impact analyses in this EIR.

3.3.1 Fort Ord Development Since 1991

Since 1991, there have been a total of 1,282 dwelling units built on the former Fort Ord. This includes 410 dwelling units at the Dunes Phase 1 Project in the City of Marina, 3 dwelling units at the Seaside Resort in Seaside, and 869 dwelling units in East Garrison I. A further 4,665 dwelling units are planned. Additionally, there have been 106 hotel rooms built on the former military base’s campus since the closing of Fort Ord in 1991, with an additional 830 rooms planned for development (FORA 2019a).

Since 1991, there has been a total of 1,766 existing/replacement dwelling units built within the former Fort Ord area. This includes 352 units at Preston Park, 201 units at Seahaven, 192 units at Abrams B, 56 units at the MOCO Housing Authority Project, 39 units at the Shelter Outreach Plus Project, 13 units at the Veterans Transition Center, 11 units at Interim Inc., 297 units at Sunbay, 225 units at Bayview, and 380 units at Seaside Highlands (FORA 2019a).

CSUMB has removed 274 military buildings from its campus, reused 66 military buildings, constructed 7 new buildings, constructed recreational facilities, and improved the infrastructure on the campus. CSUMB has a total of 14 residence halls, which are a mix of reused and newly constructed buildings (CSUMB 2017).

Overall there has been a total of 988,200 square feet of non-residential space built on the former Fort Ord since 1991. More specifically, there has been 245,000 square feet of non-residential office space, 315,200 square feet of industrial space, and 428,000 square feet of retail space built within the former Fort Ord area. A further 2,093,232 square feet of non-residential space is planned. Additionally, a number of transit and roadway improvement projects have also been completed,

including along General Jim Moore Boulevard, Eucalyptus Road, Second Avenue, Imjin Parkway (12th Avenue), and California Avenue (FORA 2019a)

In fiscal year 2001-2002, the FORA Board established policy on building removal obligations that has been sustained since that time. Since 1996, FORA has removed over 500 World War II era wooden structures (approximately 4,000,000 square feet [sf]). The building removal programs implemented by FORA include industrial hygienist services, which include general hazmat assessments regarding toxic and hazardous substantive identification, such as, but not limited to lead, asbestos, underground storage tank leaks, molds, other hazardous materials, wastes, report preparation, site assessments, preliminary plans, working drawings, remediation and disposal. Additional details on building removal are available online at: <https://www.fora.org/BuildingRemoval.html> (FORA 2019b).

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4 Environmental Impact Analysis

Introduction

This section discusses the environmental effects of the Proposed Project. “Significant effect” is generally defined by the State *CEQA Guidelines §15382* as:

“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

Components of Environmental Analysis

The assessment of each issue area begins with a discussion of the environmental and regulatory setting related to the issue, which is followed by the impact analysis. The environmental setting/baseline generally describe the existing and historic physical conditions with regard to the environmental resource area reviewed within and in the vicinity of the Specific Plan Area (Plan Area). Each environmental topic provides a description of the baseline physical conditions by which the City, as Lead Agency, determines whether an impact is significant. Additional details regarding the Proposed Project’s baseline are included in Section 3 and in the individual resource sections in Section 4. The regulatory setting describes the Federal, State, regional, and local laws and regulations that will shape the way development occurs in the Plan Area.

In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria used by the City to determine whether the Proposed Project’s effects are significant. The next subsection describes each impact of the Proposed Project, recommended mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to a less than significant level with feasible mitigation measures.
- **Significant but Mitigable.** An impact that can be reduced to a less than significant level with implementation of recommended mitigation measures.
- **Less than Significant.** An impact that is less than significant, does not exceed the significance thresholds and does not require mitigation measures.
- **No Impact.** A finding of no impact is made when the analysis concludes that the Proposed Project would not affect the particular environmental resource or issue.

Following each environmental impact discussion is a description of mitigation measures (if required) and the residual effects and level of significance remaining after implementation of the measure(s). The decision to adopt and incorporate a mitigation measures will be decided by the decision-

makers, consequently if a recommended mitigation measure is not adopted, impacts associated with such measures would remain significant and unavoidable. In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates Proposed Project impacts in conjunction with other past, present, and reasonably foreseeable probable future projects/growth.

Section 15065 of the *CEQA Guidelines* also requires the following specific issues be addressed as part of the environmental review for the project:

- The potential for the project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory;
- Project impacts that are individually limited, but cumulatively considerable. ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects); and
- Environmental effects of the project which will cause substantial adverse effects on human beings, either directly or indirectly.

Section 4.3, *Biological Resources*, describes the potential effects of the project on plant and animal species populations, habitats, communities, and migratory patterns. Section 4.4, *Cultural Resources*, describes the Project's potential effects on important historical and prehistorical cultural resources, and Section 4.15, *Tribal Cultural Resources*, describes the Project's potential effects on tribal cultural resources in the Plan Area. As discussed in these sections, the Project would not result in significant and unavoidable impacts to biological, cultural, or tribal cultural resources. Potential adverse environmental effects to human beings are discussed in Section 4.2, *Air Quality*, Section 4.8, *Hazards and Hazardous Materials*, Section 4.10, *Land Use and Planning*, Section 4.11, *Noise*, Section 4.14, *Transportation*, and Section 4.18, *Less than Significant Effects*. As discussed above, each environmental analysis section of this EIR concludes with a discussion of the project's contribution to cumulative effects.

Also refer to the Executive Summary of this EIR, which summarizes all impacts and mitigation measures that apply to the Proposed Project.

Approach for Cumulative Impact Analysis

In addition to direct impacts, CEQA requires EIRs to consider cumulative impacts of the Proposed Project. CEQA defines "cumulative impacts" as two or more individual impacts that, when considered together, are substantial or will compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the Proposed Project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (*CEQA Guidelines* Section 15355).

CEQA Guidelines Section 15130 describes the requirements for the discussion of cumulative impacts in an EIR. It states that an EIR will discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable. If an incremental effect is not "cumulatively considerable," a lead agency need not consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. The discussion will reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as much detail as is provided for the impacts attributable to the Proposed Project alone. In addition, the *CEQA Guidelines* allow for a project’s contribution to be rendered less than cumulatively considerable with implementation of appropriate mitigation.

CEQA Guidelines Section 15130(b) presents two approaches for analyzing cumulative impacts:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis presented in this EIR uses a projections-based approach. Buildout of the Proposed Project is combined with the growth projections of applicable planning documents. The analysis utilizes different geographic scopes depending upon the specific environmental resource area; additional details are provided in the individual sections in Section 4. Because different geographic scopes are utilized, the projections used vary from section to section. Projections in this EIR have primarily been based upon the City of Seaside General Plan. However, where the relevant geographic area extends beyond the city boundary, the Marina and/or Monterey General Plan, Association of Monterey Bay Governments (AMBAG) forecasts, and the 2015 Air Quality Management Plan (AQMP) have also been considered. Each resource section’s cumulative analysis identifies the planning documents that correspond to the relevant geographic scope of the analysis.

While this EIR relies on a projections approach for cumulative impacts, in some cases specific pending projects in the vicinity of the Plan Area are discussed to provide additional context. A list of reasonably foreseeable future projects is provided in Table 4-1.

Past and present operational projects are not presented in Table 4-1, as they have already been incorporated into baseline conditions. For example, projects recently constructed in the Plan Area vicinity that were completed prior to release of the EIR Notice of Preparation (NOP) are considered to be an existing condition. This includes, but is not limited to: buildout of Phase 1 of the Dunes on Monterey Bay, including the Montage Wellness Center, movie theater, restaurants, housing, and hotel uses; and the Joel & Dena Gambord Business & Information Technology Building on the CSUMB Campus.

Table 4-1 Pending Projects in the Vicinity of the Plan Area

Cumulative Project	Description	Project Status
Mosaic Student Housing	Demolition of two existing dwellings and construction of multi-family apartment (12 units)	Approved
Filighera Apartment Complex	Demolition of an existing single-family dwelling and construction of multi-family apartment (10 units)	Approved, permits pending
Veterans Transition Center Housing	Attached multi-family transitional housing (71 units)	Approved

City of Seaside
Campus Town Specific Plan

Cumulative Project	Description	Project Status
Shores at Marina	Multi-family apartment (58 units)	Approved
Seacrest Apartments	Multi-family apartment (10 units)	Approved
Cypress Knolls Senior Residential	Senior residential community with active-adult housing, care services, senior community center, and supportive amenities and services on 188 acres.	Approved, not built
Marina Downtown Vitalization Specific Plan	Redevelopment plan for Marina’s 225-acre downtown area comprising mixed-use commercial, residential, educational, and civic uses. At full buildout, the plan would result in a net increase of 2,440 residential dwelling units, 718,000 square feet of multiple use, 70,000 square feet of office space, and 50,000 square feet of civic facilities, and a net decrease of 161,000 square feet of retail/service uses, 27,000 square feet of visitor-serving uses, and 270,000 square feet of industrial uses.	Undergoing environmental review
The Collection at Monterey Bay	342-room coastal resort on the 26.46-acre site that may be constructed in two phases. Phase I is a 139-room hotel on a 7.9-acre site. Phase II is a coastal resort on a 16.25-acre site consisting of a 203 visitor rooms, a restaurant with banquet facilities, a health/wellness spa, parking, and other ancillary and related improvements, and public parking improvements on a 2.31-acre site.	Approved, not built
Catalina Lofts	18,636-square-foot mixed-use project on a 15,000-square-foot vacant property with 8 residential units and 7 commercial units.	Approved
South of Tioga	Mixed-use project on 10.64-acre site replacing industrial uses with 356 residential units and a 216-room hotel, and a restaurant.	Approved
Stepanek Mixed-Use Project	8,000-square-foot, 2-story mixed-use development on a 5,625-square-foot parcel replacing existing commercial building with 1 residential unit and 1 commercial unit.	Approved
Dayton Residential Project	Two new single-family homes (one with an accessory unit) on a property previously used as a fenced commercial yard.	Approved
San Juan Pool’s Commercial Project	7,000-square-foot, 1-story, 2-unit metal frame commercial warehouse on an approximately 10,000-square-foot parcel previously used as a commercial storage yard.	Approved, construction underway
Monterey Motorsports Vehicle Storage	88-unit commercial condominium vehicle storage facility.	Approved
Fort Dunes State Park Campground	Construction and operation of a campground facility and associated infrastructure within Fort Ord Dunes State Park, including 45 RV sites and two host sites with electrical and water hookups, 10 hike/bike sites, and 43 tent sites; parking for 40 vehicles; restrooms with showers; a multi-purpose building; an outdoor campfire center; interpretation/ viewing areas; renovated bunkers; an entrance station near the 1st Street underpass; modular structures; storage yard and maintenance shop; improved beach access/trails; one plumbed restroom with outdoor shower for beach use; a 200-foot wildlife/habitat corridor; internal campground trail network, trail improvements, and roadway improvements; and off-site utilities.	Approved, not built
The Projects at Main Gate	This project is mixed-use development including retail and entertainment. The development site is approximately 60 acres of vacant coastal land at the Main Gate of the former Fort Ord Army Base, adjacent to CSUMB campus. The proposed mixed-use project will include retail, entertainment, residential and hotel.	Approved, not built

Cumulative Project	Description	Project Status
Del Rey Oaks RV Resort	On a 53.6-acre site located north of Ryan Ranch, this project would develop 71 RV sites and a 7,670-sf "great lodge" and a 2,025-sf" operations building on 17 acres in the first development phase. Total build out is 210 RV sites and 13,595-sf of structures.	Approved, not built
Nurses Barracks	Located on the former Fort Ord on Park Flats Cutoff Road, on a 70.4-acre site, where former Nurses Barracks buildings are located. The project will redevelop this site to create 40 apartments.	Application pending
Central Coast Veterans Cemetery	Development of a cemetery to provide 106,476 gravesites with 81,040 columbaria and 25,436 casket burial sites to meet the needs of veterans for the following 100 years.	Approved, partial constructed
Gigling Road Widening	Widening Gigling Road to a four-lane arterial between General Jim Moore Boulevard and Eastside Road.	Approved, not built
Terrace and Broadway	This project would develop 105 units of mixed use multi family, townhomes and retail on 2.5 acres.	Application Expected

Aesthetics and Parking – Senate Bill 743 & Public Resources Code Section 21099

Senate Bill 743 was codified within CEQA as Section 21099 et seq. and states that “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment” (Public Resources Code Section 21099(d)(1)).

Mixed-Use/Employment Center Project

The Plan Area is composed of approximately 122.23 acres of currently or previously developed land, and development is proposed on approximately 104.03 acres.

The Proposed Project is a mixed-use residential project. As discussed in greater detail in Section 2, *Project Description*, the Proposed Project includes the construction and operation of up to 1,485 housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 square feet (sf) of Retail, Dining, and Entertainment, and 50,000 sf of Office, Flex, Makerspace, and Light Industrial, as well as park/recreational areas, and supporting infrastructure. The Proposed Project is also considered an employment center project. The entire Plan Area is designated as “Mixed Use” in the City’s 2004 General Plan, which is designed “[t]o promote pedestrian and transit oriented activity centers in the community with a mixed of residential, commercial, office, and civic uses...” (City of Seaside 2004, Figure LU-2, Table LU-1). All of the developable land in the Plan Area is currently zoned as Commercial Mixed Use (CMX) and includes an integration of residential with commercial land uses (Seaside Municipal Code Sections 17.14.020(A) 17.14.030(B)). While the Proposed Project includes revisions to these land use regulations, the new regulations in the Specific Plan also include commercial/retail uses. Refer to Section 2, *Project Description*, for more information.

Infill Site

The Proposed Project is entirely within the former Fort Ord area and contains a built urban environment (U.S. Census Bureau 2019). The infill site has been previously development with structures and uses associated with Fort Ord, which included 18 barracks buildings (totaling

approximately 702,200 sf), five administration buildings (totaling approximately 33,300 sf), two armories (approximately 12,200 sf each), one cafeteria (approximately 11,400 sf), and one gymnasium (approximately 21,000 sf) with an adjacent small metal structure. Non-Army buildings on-site include one fire station, one former fast food restaurant, two office buildings (approximately 5,000 sf each), one police station, one church (approximately 20,000 sf), and one intake center (approximately 5,000 sf).

Transit Priority Area/Major Transit Stop

AMBAG adopted a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in June 2018. The MTP/SCS outlines priority areas for High Quality Transit Corridors.¹ While the existing routes in this area do not universally meet the criteria, the area is defined as a high quality transit corridor in the MTP/SCS (AMBAG 2018a). As identified in the MTP/SCS, a Sustainable Communities Opportunity Area is an area within 0.5 mile of an existing or planned high quality transit corridor (per definition in California Public Resources Code Section 21155(a)) or major transit stop (per California Public Resources Code Section 21064.3) that has the potential for transit oriented development including mixed use. Appendix I of the MTP/SCS shows the area of Campus Town and Main Gate adjacent to the CSUMB campus as a potential "Opportunity Area" typified by Town Center and Neighborhood Mixed Use land uses. The Campus Town Specific Plan provides two commercial mixed-use centers with a density of approximately 50 units acre. The Proposed Project was designed to create a transit oriented corridor at Lightfighter Drive and General Jim Moore Boulevard and at 6th Avenue and Gigling Road. Additionally, the Fort Ord Base Reuse Plan contemplates a transit center on the border of the City of Seaside and the City of Marina at 2nd Avenue near Lightfighter Drive. At present the estimated development schedule would complete the buildout of Campus Town well within the timeline of the AMBAG MTP/SCS.

¹ SB 375 defines high quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Projects qualify as a transit priority project if they are within 0.5-mile of a high quality transit corridor or a major transit stop (Gov Code Section 21155 (b)). A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Gov Code Section 21064.3).

4.1 Aesthetics

This section evaluates the aesthetic effects associated with implementation of the Proposed Project. Impact topics address substantial adverse effects to scenic vistas, substantial damage to significant scenic resources, substantial degradation to visual character of the Specific Plan Area (Plan Area), and new sources of substantial light and glare.

4.1.1 Setting

a. Regional Setting

The City of Seaside is located adjacent to the Pacific Ocean just north of the Monterey Peninsula. Views west of State Route 1 (SR 1) include the Monterey Bay and its beaches, the coastal sand dunes of Fort Ord Dunes State Park, and cityscapes of the Monterey Peninsula. East of SR 1, the surrounding hillsides provide a backdrop for Seaside. Laguna Grande Regional Park, Laguna Grande Lake, and Roberts Lake can be seen from Del Monte Boulevard, Canyon Del Rey Boulevard (SR 218), and SR 1, providing a viewshed and gateway into the City. As depicted in Figure 4.1-1, most of the scenic views and vistas in Seaside are oriented toward Monterey Bay and do not overlook former Fort Ord lands east of General Jim Moore Boulevard. Figure 4.1-1 shows one designated scenic viewpoint located on the California State University Monterey Bay (CSUMB) campus with westerly views towards Monterey Bay, and southwesterly views towards the Plan Area. Topographical changes and existing buildings obstruct visibility of the Plan Area from this scenic viewpoint.

b. Project Setting

The Plan Area encompasses approximately 122 acres situated at the northern end of Seaside, adjacent to CSUMB. The Plan Area slopes slightly upward to the east, ranging in elevation from about 170 feet at the west end to 345 feet at the east end (Berlogar Stevens and Associates 2018).

Currently, the Plan Area is developed with extant buildings, including former barracks, administration facilities, and parking lots, originally part of the Fort Ord base. The military installations, which were developed on Fort Ord, mostly since preparations began for World War II in the late 1930s, provided a land use pattern and infrastructure typical of a small city (FORA 1997). These buildings are now mostly vacant and dilapidated, and many have been vandalized. The Plan area contains 28 mostly abandoned buildings, which were mostly constructed from the 1950s to 1970s, and display a post-World War II architectural style. Some additional buildings are still utilized, including those that house the Monterey Peninsula College of Law, the City of Seaside Department of Public Works, the Monterey County Bar Association, the police station, the fire station, and the Christian Memorial Community Tabernacle Church. All buildings east of Malmedy Road in the Plan Area are on what is known by the Fort Ord Reuse Authority (FORA) as Surplus II properties. The abandoned buildings on Surplus II properties are slated for demolition by FORA as part of the Capital Improvements Program (FORA 2018). During preparation of this EIR, FORA has removed most buildings in the Plan Area that had been identified for demolition (including 10 rolling-pin buildings between Malmedy Road and 6th Avenue, two mess halls, and four armory buildings); the eight hammerhead buildings have not been demolished (FORA 2019). While demolition of the eight remaining hammerhead buildings is included within FORA's Building Demolition process for Surplus II, this analysis conservatively includes demolition assumptions for these structures. The land located west of Malmedy Road is not part of the Surplus II Area, and includes some development. Figure 4.1-3(a) through Figure 4.1-3(h) show photographs of the existing visual character in the Plan

Area and Figure 4.1-2 shows the location and direction these photos were taken. Figure 4.1-4 provides views of the Plan Area from the CSUMB campus identified scenic viewshed (refer to Section 4.1.1[e]).

c. Visual Character and Quality

The visual character of the approximately 122-acre Plan Area varies depending on the viewer's location. To the south of Lightfighter Drive between 1st Avenue and General Jim Moore Boulevard, the Plan Area is predominantly vegetated with ice plant mat and intermittent mature coast live oak woodland trees with some developed woodland scrubland. At the southeast corner of Lightfighter Drive and 1st Avenue, this vegetated land sinks 5 to 10 feet below adjacent streets. At Lightfighter Drive and 2nd Avenue, the Plan Area is developed with a parking lot and one stucco building with a clay tile roof and wood trim, and a former Fort Ord building sits vacant. From 2nd Avenue and Lightfighter Drive, the Plan Area rises in elevation approximately 20 feet above street level. At this higher elevation, the Plan Area has a rolling topography and contains the largest and least disturbed patch of coast live oak along with patches of ice plant mat.

To the east of General Jim Moore Boulevard, between Gigling Road to the south and Colonel Durham Road to the north, the Plan Area predominantly consists of vacant, dilapidated buildings, facilities, and parking lots, originally part of the Fort Ord base, used by the U.S. Army primarily during World War II. These two- to three-story off-white buildings are made of either brick or stucco with flat or low-relief roofs, many of which appear to have been vandalized. Mature ornamental trees partially screen the buildings in some locations. East of General Jim Moore Boulevard between Gigling Road to the south and Lightfighter Drive to the north and other locations include a less developed setting with coast live oak trees (Figure 4.1-3c, Photograph 5). Coast live oak trees are also located near the Presidio of Monterey Fire Department, and near a vacant commercial building, restaurant, and parking lot east of General Jim Moore Boulevard. Obtrusive visual features are the utility poles and power lines that run along the southernmost end of the Plan Area, just north of Gigling Road from General Jim Moore Boulevard to 7th Avenue. Photographs representative of the Plan Area's visual character are shown in Figure 4.1-3a through Figure 4.1-3h.

For the purposes of this evaluation, visual character is described in terms of high, moderate, and low visual quality. High quality areas must be vivid, memorable, distinctive, unique, and intact; they can be natural, park-like, or urban (with urban areas displaying strong and consistent and or/notable architectural and urban design features). Moderate quality areas are generally pleasant appearing but are considered common or ordinary as they lack dramatic or memorable features. Low quality areas may be visually out of place, lack visual coherence, not have compositional harmony, or contain elements considered an eyesore.

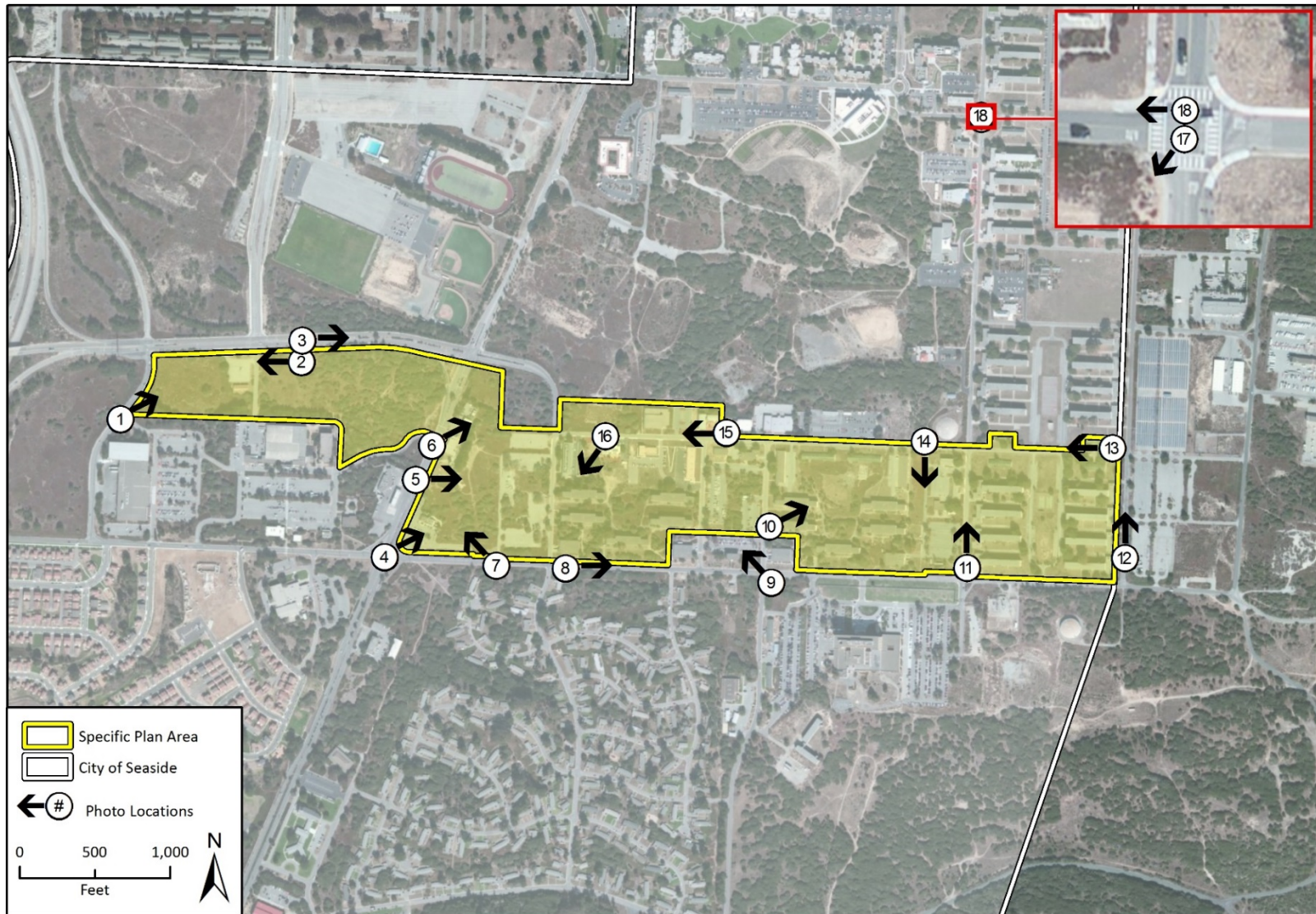
Despite the native and non-native vegetation and considerable open space around the Plan Area, the visual quality, on the whole, is moderate to low due to long-term military use, extended vacancy and associated vandalism, or untended state of the landscaped components within the Plan Area. The visual quality ranges from moderately low in core areas with abandoned military buildings to moderate in areas that are maintained or are largely natural open space. Decommissioned military buildings are in disrepair and much of the landscaping is overgrown, such that they detract from the existing visual character of nearby open space; however, the visual character in other areas is characterized by the natural elements, such as the mature coast live oak trees, and thus redeems the less appealing elements inside the existing development. The land surrounding the Plan Area includes expanses of open space with intervening infrastructure, such as above ground tanks, that reduce the visual quality to moderate; views of the Pacific Ocean are obscured by intervening

Figure 4.1-1 Important Public Viewsheds and Scenic Highway



Source: City of Seaside, 2040 General Plan, 2018.

Figure 4.1-2 Photograph Locations



FigX Photo Point Locations

Figure 4.1-3a Site Photographs



Photograph 1. Western edge of Plan Area, looking northeast from 1st Avenue near Lightfighter Drive



Photograph 2. Plan Area, looking southwest from Lightfighter Drive near 2nd Avenue

Figure 4.1-3b Site Photographs



Photograph 3. Plan Area looking east on Lightfighter Drive



Photograph 4. Abandoned commercial building and parking lot, looking northeast from the intersection of General Jim Moore Boulevard and Gigling Road

Figure 4.1-3c Site Photographs



Photograph 5. Plan Area, looking east along General Jim Moore Boulevard near Gigling Road



Photograph 6. Plan Area, looking northeast from General Jim Moore Boulevard near Lightfighter Drive

Figure 4.1-3d Site Photographs



Photograph 7. Plan Area, looking northwest along Gigling Road, just west of Malmedy Road



Photograph 8. Existing buildings within Plan Area, looking east along Gigling Road east of Malmedy Road

Figure 4.1-3e Site Photographs



Photograph 9. Existing buildings south of Plan Area, looking northwest along Parker Flats Road near Gigling Road



Photograph 10. Existing buildings within the Plan Area, looking northeast along Parker Flats Road near Gigling Road

Figure 4.1-3f Site Photographs



Photograph 11. Plan Area viewshed facing north along 6th Avenue, near Gigling Road



Photograph 12. Existing buildings along eastern boundary of the Plan Area, looking northwest on 7th Avenue near Gigling Road

Figure 4.1-3g Site Photographs



Photograph 13. Eastern portion of the Plan Area looking west along Colonel Durham Street near 7th Avenue



Photograph 14. Existing buildings in Plan Area, looking south on Colonel Durham Street near 6th Avenue

Figure 4.1-3h Site Photographs



Photograph 15. Western viewshed of Plan Area along Colonel Durham Street near Parker Flats Cut-Off Road



Photograph 16. Existing buildings within Plan Area occupied by the Monterey Peninsula College-Public Safety Training Center, looking southwest on Colonel Durham Street near Malmedy Road

Figure 4.1-4 Views from CSUMB Campus



Photograph 17: View facing southwest on CSUMB campus toward Plan Area from the intersection of 6th Avenue and A Street. Plan Area is obstructed by existing buildings and topography.



Photograph 18: View facing west on CSUMB campus toward the Pacific Ocean from the intersection of 6th Avenue and A Street.

development and views of the mountains to the east are available on a clear day, although the line of site is interrupted by the existing buildings and infrastructure such that overall visual quality remains low to moderate.

d. Scenic Resources

Although the perception of what is considered scenic may vary according to the environmental setting, visual resources are generally defined as those areas in the public viewshed that provide substantial scenic value, such as Monterey Bay, the beach, lakes, and other coastal areas that are considered visual resources. Scenic resources may include unique mature trees or other landscape or historic structures that comprise the visual experience of the place. While multiple former Fort Ord buildings from the World War II era are within the Plan Area, none of these buildings have been identified as historic and are not considered scenic resources, as described further in Section 4.4, *Cultural Resources*. Developed woodland/shrublands that include mature oak trees cover approximately 38.4 acres of the Plan Area. These are discussed in detail in Section 4.3, *Biological Resources*.

e. Scenic Vistas

Scenic vistas are viewpoints that provide an expansive/panoramic view of a large geographic area for the benefit of the public. Furthermore, panoramic views provide visual access to a large geographic area for which the field of view can extend into the distance. As shown in Figure 4.1-1, several important viewsheds are identified by the City in the *Draft Seaside 2040*, but these are located outside of the Plan Area. These viewsheds include the following:

1. Views down Broadway Avenue that include expansive views of the ocean and Monterey Bay as well as residential and some institutional uses
2. Views west of SR 1 that include the Monterey Bay and shoreline, coastal sand dunes of Fort Ord Dunes State Park, coastal mountains, and city views of the Monterey Peninsula
3. Views of Laguna Grande Regional Park and Robert's Lake and emergent wetland and riparian vegetation along their shores visible from Del Monte Boulevard, SR 218/Canyon Del Rey Boulevard, and SR 1
4. Views looking west from the Bayonet and Black Horse public golf courses that include Monterey Bay, coastal mountains, and city views
5. Views along the ridgeline and west of General Jim Moore Boulevard at the top of Broadway Avenue, San Pablo Avenue, La Salle Avenue, Ord Grove Avenue, and Coe Avenue that include Monterey Bay, coastal mountains, and city views. East of General Jim Moore Boulevard, views of the former Fort Ord land and the surrounding mountains are visible. The Plan Area is not visible from these locations, as it is located north of this area and views are facing west or south (refer to Figure 4.1-1)
6. Views looking west from the CSUMB campus that include Monterey Bay and the surrounding mountains

Most of the scenic views and vistas in Seaside are oriented toward Monterey Bay and do not overlook former Fort Ord lands east of General Jim Moore Boulevard. Figure 4.1-1 shows one scenic viewpoint on the CSUMB campus with westerly views towards Monterey Bay, and southwesterly views towards the Plan Area. Topographical variation and existing buildings obstruct visibility of the Plan Area from this scenic viewpoint. No other scenic viewpoints are near the Plan Area.

The City has not identified any scenic vistas within the Plan Area. The Plan Area is approximately 1.4 miles from east to west, and approximately 0.2 mile from north to south. The ground elevation in the Plan Area ranges from about 170 feet at the west end to 345 feet at the east end. Elevation change in the north-south direction, between Gigling Road on the south and Colonel Durham Street on the north, descends about 30 to 40 feet in the northerly direction. The change in elevation across the site is relatively gentle and flat. While there are slopes of approximately six percent west of General Jim Moore Boulevard, this portion of the Plan Area includes cypress trees along the western edge of the Boulevard that block views of the ocean.

Even though portions of the Plan Area contain very limited views of the ocean and the mountains (Figure 4.1-5), from certain points the viewer can obtain a views into the distance that contributes to the visual quality of the area. While these would not be considered expansive and panoramic based on the definitions above, they are nevertheless part of the visual character of the Plan Area.

f. Scenic Highways/Routes and Corridors

Scenic corridors provide an opportunity for the public to partake of the natural environment's aesthetic value. The California Department of Transportation's (Caltrans) Scenic Highway Program designates scenic highways to protect these corridors from change that would diminish the aesthetic value of their viewshed. Although no scenic highways are located in the Campus Town Plan Area, a portion of SR 1 is nearby (0.2 mile) and is an officially-designated state scenic highway (Caltrans 2018, see Figure 4.1-2). Limited, distant views of the Plan Area are visible from the Lightfighter Drive southbound on-ramp to SR 1. Views from the Lightfighter Drive on-ramp of the Plan Area are limited to the tops of mature trees, and these views are considered low quality. However, views of the Plan Area are not available from the northbound and southbound lanes of SR 1 due to earthen berms and Monterey cypress trees adjacent to the highway that block views to the east.

g. Light and Glare

Primary sources of light in the Plan Area are streetlights, parking lot lights, automotive headlights, and internal and external building lighting. Glare refers to light that is so bright that it creates a nuisance or a hazard, or inhibits our ability to see effectively. The Plan Area is mostly developed with former two- to three-story U.S. Army buildings. The vacant buildings on the site emit no light, but some light is emitted from the existing operational buildings. Vehicle headlights present the main source of nighttime light and glare. During the day, the primary source of glare is the sunlight reflecting off building windows.

Figure 4.1-5 Public Views



Photograph 1. Arnheim Road looking north near Gigling Road, within the Plan Area with mountains visible in the distance



Photograph 2. Views of the Pacific Ocean facing northwest through the western portion of the Plan Area, from Gigling Road between General Jim Moore Boulevard and Malmedy Road

4.1.2 Regulatory Setting

a. State

California Scenic Highway Program

Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designations as a State scenic highway is based on the vividness, intactness, and unity of their view corridors, as described in Caltrans' Scenic Highway Guidelines (Caltrans 2008):

- Vividness is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Intactness is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- Unity is the extent to which development is sensitive to and visually harmonious with the natural landscape.

As will be discussed further in Section 4.1.1 and under Impact AES-2, SR 1 is the only State-designed scenic highway near the Plan Area.

b. Regional

1997 Fort Ord Reuse Authority Base Reuse Plan

FORA adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. Aesthetic goals, policies, and programs specific to the City of Seaside are found in the Land Use Element and the Recreation and Open Space Element of the BRP. Commercial Land Use Policy F-1 requires the City to support FORA in preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance. Recreation/Open Space Land Use Policy D-1 requires the City to protect the visual corridor along SR 1 to reinforce the character of the regional landscape at this primary gateway to the former Fort Ord and the Monterey Peninsula. In addition, Recreation Policy B-1 requires the City to create a Scenic Corridor adjacent to SR 1 to preserve and enhance its viewshed. On December 10, 2004, by Resolution No. 04-6, FORA certified that the 2004 General Plan Update to the City of Seaside General Plan was consistent with the BRP.

FORA Regional Urban Design Guidelines

The FORA Board unanimously adopted the *Regional Urban Design Guidelines* (RUDG) on June 10, 2016 (FORA 2016). The RUDG were developed as directed by the BRP, and are refinements of existing BRP policy and were completed as a separate implementation action. The RUDG establish guidelines for road design, setbacks, building height, landscaping, signage, and other matters of visual importance. They provide jurisdictions, developers and the public guidance of matters of visual importance to the former Fort Ord reuse. Under state law, FORA oversees planning, financing, and implementing reuse and recovery programs described in the BRP.

The FORA *Highway 1 Design Corridor Guidelines* (FORA 2005) provide a set of guidelines for the creation of design standards and zoning ordinances by jurisdictions with authority along the 3-mile California SR 1 stretch of the former Fort Ord, including Seaside. Specifically, the design corridor includes the future Seaside Gateway Retail area, also known as the North Gateway area (east of SR 1 at Lightfighter Drive) located immediately west of the Plan Area. Other areas in the design corridor outside the Plan Area include: the Military/Residential Communities Initiative Housing Project located east of SR 1, south of Gigling Road, and north of Monterey Road and the Bayonet and Black Horse Golf Course; and future development at Seaside Highlands located at the Coe Avenue and Monterey Road intersection.

The RUDG considers the views of Monterey Bay and the surrounding area as scenic in nature. The design guidelines identify the need to protect the visual quality from the following areas of regional importance: the SR 1 scenic corridor, the freeway entrances to the former Fort Ord from SR 1 (12th Street and Main Gate areas) and from the east, areas bordering the publically accessible habitat conservation areas, and major through roadways such as Reservation Road and Blanco Road (FORA 2016). FORA's *Highway 1 Design Corridor Design Guidelines* reference scenic vistas, but do not define the location of scenic vistas in the City of Seaside. However, it is clearly stated that any proposed buildings must not damage the natural landscape and topography or obstruct scenic vistas (FORA 2005). Highway 1 Design Corridor Design Guidelines, Section 2.2, East of Highway 1, Measure 4, states that developers and public agencies, to the maximum extent possible, should fill in gaps between trees with trees native to the Monterey coastal region or other vegetation consistent with the dune setting. Planting specimen trees and large native shrubs are also encouraged where appropriate. Furthermore, trees (\geq 6-inch trunk diameter and in reasonable condition) should be preserved at gateways. Within the Plan Area, one gateway is identified at 2nd Avenue south of Lightfighter Drive (FORA 2016).

The Campus Town Specific Plan includes a Form-Based Code that sets goals and policies for future development which were based upon and consistent with the provisions of the RUDG. The Specific Plan includes detailed standards and guidelines for thoroughfare designs, including landscaping, sidewalks, and setbacks (Specific Plan Section 3.3), a network of open space and parks (Specific Plan Section 3.4), landscaping standards (Specific Plan Section 3.5), and streetscape standards (Specific Plan Section 3.6). The Specific Plan also includes detailed Urban Standards and Guidelines, which address Building Types (Specific Plan Section 4.6.2) and Frontages (Specific Plan Section 4.6.3). The Specific Plan also includes detailed standards and guidelines for Architecture, Building Composition, Roofs, Building Facades, Colors and Materials, Entrances, Shopfronts, Encroachments and Projections, Passageways, Windows, Private Open Space, Walls, Hedges, and Fences, and standards to block views of mechanical equipment and solid waste facilities, architectural lighting, and Signs (Specific Plan Section 4.7).

c. Local

2004 City of Seaside General Plan

The current City of Seaside General Plan was adopted by City Council Resolution 04-59 on August 5, 2004. Various elements of the General Plan include policy guidance related to aesthetics and visual resources for the Plan Area. The goals, policies, and implementation plans related to aesthetics include design guidelines to revitalize existing commercial areas, coordination of public and private improves in landscaping and other design features, design guidelines for residential development, architectural design standards to ensure quality development, sign ordinance that addresses quality design for all signs, and restriction of light.

The Specific Plan's themes and development guidelines would also ensure consistency with the Land Use and Urban Design Elements of the approved 2004 Seaside General Plan. In general, design standards and guidelines set forth in the Campus Town Specific Plan and related to visual character and quality are established to:

1. Ensure building placement and frontage along the street reflects the characteristics of sub-areas described in the Vision Plan.
2. Maintain a consistent street frontage or "street wall" throughout the sub-areas.
3. Utilize building architecture to announce gateways, key intersections, and public spaces.
4. Create architectural variation along a block face through diversity of massing, articulation, and architectural detailing.
5. Create a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using ample fenestration, awnings, and frequent building entries.
6. Ensure that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.
7. Provide parking in surface lots or garages at the rear of buildings so that parking does not dominate the built environment.
8. Encourage a variety of building and development types within and across the sub-areas.

Draft Seaside 2040

Draft Seaside 2040 has goals and policies, primarily in the Land Use and Community Design Element, related to aesthetics and visual resources. Goal LUD-1 includes policies for the City's urban form and structure including policies to enhance gateways with the work of local artists and establishing development review guidelines. Goal LUD-4 sets a general intent to support retain, and grow existing local businesses, especially those fulfilling unmet day-to-day resident needs and those which create gathering/social spaces. *Draft Seaside 2040* recognizes increased visual quality from both natural and man-made landscapes, and sets the goal of protecting the views shown in Figure 4.1-1. Compliance with the themes and development guidelines, presented in the Campus Town Specific Town, would help ensure that buildout of the Proposed Project would be consistent with the goals and policies of *Draft Seaside 2040* related to scenic and visual resources.

Seaside Municipal Code

The Campus Town Specific Plan establishes development standards and guidelines that apply to development and new land uses. This includes design standards and guidelines that establish the scale of new buildings, guidelines for quality design in new construction, landscape requirements, and view protection. As part of the required approvals for the Proposed Project, the City would amend the Seaside Municipal Code (SMC) Chapter 17 to provide for a new Campus Town Specific Plan district that would apply to the Plan Area, and that would incorporate the Specific Plan as the applicable zoning district for the Plan Area.

In addition to the development standards and guidelines of the Specific Plan that would apply to the Proposed Project, the generally applicable standards of the SMC also would apply, unless in conflict with the Specific Plan. One such generally applicable standard that would apply to the Proposed Project is Seaside Municipal Code Section 17.30.070 which functions as a "dark sky ordinance," such that the maximum height, position and direction, and maximum illumination of outdoor lighting fixtures are limited with the intent of reducing impacts to nighttime views and other impacts related to lighting and glare. Limiting outdoor lighting below the horizontal would protect the dark skies for

the general public and the Monterey Institute for Research in Astronomy. Additionally, existing regulations provide for temporary construction fencing depending upon the specific parcel. (Seaside Municipal Code Section 17.30.020(D)(6); Tit. 24, Cal. Code Regs., Vol. 2, Part 2, Section 3306.)

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

This assessment of aesthetic impacts involves qualitative analysis. Reactions to the same aesthetic conditions vary according to the viewer. This evaluation compares the existing visual character of the Plan Area (which corresponds to the Project Setting described above in subsection 4.1.1) to the visual environment after implementation of the Proposed Project. An impact is considered significant if development under the Proposed Project would result in one or more of the following conditions:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, unique mature trees, unique rock outcroppings, and historic buildings within a state scenic highway;
3. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point); and/or
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect on a scenic vista?
--

Impact AES-1 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA. THEREFORE, IMPACTS RELATED TO SCENIC VISTAS WOULD BE LESS THAN SIGNIFICANT.

For the purposes of this analysis, scenic vistas are considered viewpoints that offer expansive/panoramic views of a large geographic area, for the benefit of the public. They can be associated with a dramatic change in elevation, but they can also be from an undeveloped flat area toward features, such as mountains or the ocean, in the distance. The Plan Area is approximately 1.4 miles from east to west, and approximately 0.2 mile from north to south. The ground elevation in the Plan Area ranges from about 170 feet at the west end to 345 feet at the east end. Elevation change in the north-south direction, between Gigling Road on the south and Colonel Durham Street on the north, descends about 30 to 40 feet in the northerly direction. The change in elevation across the Plan Area is relatively gentle and flat. While there are slopes of approximately six percent west of General Jim Moore Boulevard, this portion of the Plan Area includes cypress trees along the western edge of the roadway that block views of the ocean.

The Plan Area is visible from Viewpoint 6 shown on Figure 4.1-1, within the CSUMB campus. This viewpoint is notable for its views of Monterey Bay and the surrounding mountains. The Specific Plan allows for a maximum height of 85 feet (not including rooftop amenities and mechanical equipment which could add several additional feet). The Specific Plan also limits the building massing, including the maximum allowable footprint of the fourth story to 65 percent of the ground floor footprint. This restriction would limit the visual impact of new buildings within the Plan Area by reducing

structures' massing on upper stories. Views of Monterey Bay and surrounding mountains from viewpoints on the CSUMB campus north of the site would not be substantially obstructed by new buildings in the Plan Area due to topographic variation as well as existing intervening structures and vegetation.

While other portions of the Plan Area contain limited views of the ocean and the mountains (Figure 4.1-5), these views are not expansive and panoramic, nor do they provide views of a large geographic area. Given the relatively gentle elevation change across the Plan Area, the lack of expansive and panoramic views, and the lack of views of a large geographic location, the Plan Area is not considered to have any actual scenic vistas. Impacts related to scenic vistas would therefore be less than significant.

Mitigation Measures

Mitigation is not required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project substantially damage scenic resources, including, but not limited to, mature unique trees, unique rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, MATURE UNIQUE TREES, UNIQUE ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY. IMPACTS RELATED TO SCENIC RESOURCES WOULD BE LESS THAN SIGNIFICANT.

The western edge of the Plan Area is located approximately 0.2 mile from the centerline of the northbound lanes of SR 1, which is an officially-designated State scenic highway, as discussed in Subsection 4.1.1(f) and shown in Figure 4.1-1. An existing berm and landscaping along the eastern side of SR 1 obstructs views of the Plan Area from the highway. Very limited views of the existing buildings located on the western side of the Plan Area are visible from the southbound onramp to SR 1 at Lightfighter Drive. However, even these limited views are heavily obscured by a landscaped berm located along the eastern side of SR 1. This landscaping consists of tall, thick mature trees that block much of the eastern view from this on ramp. Implementation of the Proposed Project would not have an impact on the SR 1 scenic corridor as the view from the highway would not change. The mature trees that line the eastern side of SR 1 are not located on the Plan Area, and would not be removed as part of future development.

The Plan Area does not include any unique rock outcroppings, nor does it have any rock outcroppings visible from SR 1. While the Proposed Project would include the removal of trees, the Specific Plan Section 3.5, *Landscape Standards and Guidelines*, requires replacement of coast live oak trees at a height of more than ten feet or a circumference of more than 20 inches at a ratio of 1:1.5. Tree removal required for implementation of the Proposed Project would not be visible from SR 1. Impacts would therefore be less than significant. Furthermore, the Proposed Project preserves one of the areas with the greatest density of trees in the Plan Area, located directly west of General Jim Moore Boulevard, and designates this location as a "tree save" area. Additionally, the majority of trees located on the corner of Lightfighter Drive and Malmedy Road would be not be affected by the Proposed Project. Finally, the Proposed Project provides for the incorporation of new trees in its

thoroughfare regulations (Specific Plan Section 3.3), its parking standards (Specific Plan Section 4.7.14), and its landscape regulations (Specific Plan Section 3.5), which include new trees such as the coast live oak and the Monterey cypress.

Mitigation Measures

Mitigation is not required.

Significance After Mitigation

Less than significant.

Threshold 3: Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point)

Impact AES-3 DEVELOPMENT OF THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE PLAN AREA AND ITS SURROUNDINGS. IMPACTS RELATED TO VISUAL CHARACTER AND QUALITY WOULD BE LESS THAN SIGNIFICANT.

The visual character of the Plan Area is comprised of a varied landscape of both built and natural environments. The approximately 122.23 acres contained in the Plan Area has contain 28 abandoned buildings, which were mostly constructed from the 1950s to 1970s, and display a post-World War II architectural style. While most the Surplus II buildings are in the process of being demolished independent from the Proposed Project, these buildings are considered part of the aesthetics baseline because they were in place at the time of release of the Notice of Preparation (February 2018). Many of these buildings are in disrepair and much of the landscaping is overgrown, which detracts from the existing visual character. The Plan Area also includes natural elements, such as the mature coast live oak woodlands. Plan Area visual character ranges from moderately low in core areas with abandoned military buildings to moderate in portions of the site with natural open space.

The area around the Plan Area is characterized by expanses of open space with mature oak trees and other native and non-native vegetation (see Section 4.3, *Biological Resources*, for a more detailed discussion of the existing vegetation conditions). Southwest of Gigling Road, the Plan Area abuts residential development and associated open space. A large photovoltaic solar installation is situated east of the Plan Area between 7th and 8th Avenues and Colonel Durham Street. The long-standing industrial and institutional buildings in the Plan Area have low visual quality due to their state of disrepair; the surrounding industrial features, like the solar installation, reinforce this assessment. The open space between the residential neighborhoods and the undeveloped areas east of the site soften the visual character of these features the but do not significantly improve the quality. Finally, public views incorporate this mix of dilapidated institutional uses in the Plan Area and industrial components adjacent, such as the solar array, such that the Proposed Project stands to improve the general visual quality by refashioning the visual character with new mixed-use development and associated parks and open space.

Construction and operation of the Proposed Project would result in changes to the visual character of the Plan Area. During construction areas would be graded and excavated, which would include the removal of existing structures, and the temporary removal of some of the existing ground cover and vegetation. The types and number of equipment would vary throughout the construction period, depending on the types of activities occurring. Portions of the Plan Area would be used for

construction staging areas and parking of construction workers' personal vehicles. Construction equipment would be located in the Plan Area, such as excavators, graders, haul trucks, and loaders which would be used throughout the construction period. While this would temporarily change the visual character and quality of the site, construction activities and equipment would be temporary and not result in permanent visual degradation that would substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts during construction would be less than significant.

Buildout and operation of the Proposed Project would be implemented consistent with the City's vision for the area. Development of the Proposed Project would include up to 1,485 housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 square feet (sf) of Retail, Dining, and Entertainment, and 50,000 sf of Office, Flex, Makerspace, and Light Industrial, as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), and supporting infrastructure. Per the Standards and Guidelines set forth in the Specific Plan, all development would be designed to fit into, complement, and be sensitive to their surroundings, be of high aesthetic quality, and be consistent with the Fort Ord BRP, so as to not degrade the visual character and quality of the Plan Area and its surroundings.

The Specific Plan contains numerous regulations to ensure high standards of visual character upon buildout. This includes detailed standards and guidelines for thoroughfare designs, including landscaping and street trees, sidewalks, and setbacks (Specific Plan Section 3.3), a network of open space and parks (Specific Plan Section 3.4), landscaping standards and guidelines (Specific Plan Section 3.5), and streetscape standards and guidelines (Specific Plan Section 3.6). The Specific Plan also includes detailed Urban Standards and Guidelines, which address Building Type (Specific Plan Section 4.6.2) and Frontages (Specific Plan Section 4.6.3). The Specific Plan also includes detailed Architectural Standards and Guidelines, including Building Composition, Roof Guidelines, Building Facades, Colors and Materials, Entrances, Shopfronts, Encroachments and Projections, Passageways, Windows, Private Open Space, Walls, Hedges, and Fences, and regulations to block views of mechanical equipment and solid waste facilities, architectural lighting, and Sign Standards (Specific Plan Section 4.7). Implementation of these principles would improve the existing visual character and quality of the Plan Area.

Development under the Proposed Project would change the visual character and quality of the Plan Area in a number of ways, including changes to the block sizes and streetscapes, and allowing greater massing of buildings, increased building elevations, and the creation of additional shade and shadows in the area.

Block Size

The planning framework of the Specific Plan that would be used to guide development would alter the visual character of the Plan Area by encouraging smaller development blocks to improve access and walkability. Much of the Plan Area is currently contained within a larger blocks that inhibit publicly-accessible connections. Under the Proposed Project, smaller blocks with pedestrian connections would allow for greater visual relief by breaking up large expanses of development and surface parking (Ruggeri-Jensen-Azar Engineering Planners Surveyors [RJA] 2019). Further, a network of open spaces would be created throughout the smaller blocks, including parks and plazas.

Intensity

The Proposed Project would alter the visual character of the Plan Area by allowing for an increase in the intensity of development relative to that under existing conditions. The Land Use Element of the

Seaside 2004 General Plan designates the Site for Mixed Use which is designed “[t]o promote pedestrian and transit oriented activity centers in the community with a mixed of residential, commercial, office, and civic uses...”. The City’s *Draft Seaside 2040* also promotes high density mixed-use development in the Plan Area. Consistent with this vision, the Proposed Project would encourage redevelopment of Fort Ord with higher intensity, resident and visitor serving uses. Proposed height limits of 85 feet would allow for such development. While height is primarily controlled by the story limits for each building type, the Specific Plan contains an overall height limit of 85 feet (not including rooftop amenities and mechanical equipment which could add several additional feet). In addition, new development would be required to have active ground-floor uses and design, especially along key connections primarily in the Commercial Center (Sub-Area CC) and University Village (Sub-Area UV). The combined effect of building height (which would cause shade and shadows), density, and active ground-floor frontages would intensify the urban character of the Plan Area.

Design Quality

The standards and guidelines in the Specific Plan provide the framework for future development of the Plan Area that is implemented by private developers. These standards and guidelines support the goals of the BRP, RUDG, 2004 General Plan, and *Draft Seaside 2040* by regulating and guiding the design and appearance of all buildings. Standards and guidelines are established for a variety of building elements, such as roof and window treatments, building articulation, and lighting requirements. Standards and guidelines would ensure that building designs are of high quality, attractive, and that the visual quality is consistent with buildings located on surrounding properties. Selected examples follow:

Roof Guidelines

- Roof forms and materials that complement the character of the building design should be used.
- Define the roof edge with a parapet, cornice, overhang, or some other architectural element.
- Break up the roofline by varying the height of building segments of long buildings to create a more human scale.
- Consider “green roofs” for their ability to treat stormwater, as well as to provide a visual amenity.
- Rooftop mechanical equipment should be clustered away from the edge of the building and behind a parapet wall or within an enclosure so as not to be visible from the street and improve building appearance from surrounding taller buildings.

Windows

- Design, arrange, and size windows and related architectural treatments to be appropriate in style, scale, proportion and purpose to the overall architectural form.
- Recess window openings so they are not flush with exterior walls, to create a sense of depth and shadow along the street wall.
- Use glazing that has limited UV tinted glazing so as to provide views into the building from the street.

Façade Articulation

- “Human scale” proportions and architectural building details that emphasize and reflect the presence and importance of people are encouraged.
- Massing offsets, Fenestration, varied textures, openings, recesses, and design accents are strongly encouraged to ensure there are no unarticulated walls and monolithic roof forms.
- Blank walls (defined as having no active use, glazing, or doorway) should be limited to 20 percent of the Building Façade, but in no case exceeding 40 feet.
- Architectural elements such as stepbacks, overhangs, balconies, verandas, and porches that add architectural character are encouraged.
- Employing shade and shadow by reveals, surface changes, overhangs, and/or sunshades to provide visual interest on Façades exposed to the sun is encouraged.
- One-Story architectural elements and massing should be incorporated into two and three Story building designs to the greatest extent possible.

Colors and Materials

- Changes of exterior color, texture, or material should be accompanied by changes in plane so that buildings appear substantial and integral.
- Avoid color and material changes at the outside of corners of a building or plane change that give a thin veneer appearance.
- Utilize quality materials and detailing on the base of the building that are durable, rich in color and texture, and enhance the pedestrian experience.
- Balconies should be closely integrated into the building design.

Architectural Lighting

- Frontages, entrances, arcades and pathways should be illuminated for pedestrian safety, including building lighting that is directed or shielded to illuminate the adjacent public right-of-way.
- Light fixtures that are complementary to the style and age of the building should be used.

Private Open Space

- Dining areas should have special paving and/or a row of planters, bollards or a permeable fence to delineate the dining space.
- Interior courtyard landscaping should include seating and planting areas. Low walls and steps may be used as alternative forms of seating.

In addition to the *Private Development Standards and Guidelines*, the *Building Type Standards* (Section 4.5.2 of the Specific Plan) provide details on building height and massing, and encourage buildings to be oriented toward public streets. The use of transparent, active and pedestrian-friendly public facing facades is provided in the regulations, which would improve the visual experience for pedestrians and motorists. Sign Standards and Guidelines would bolster the character of non-residential buildings and further enhance the pedestrian aesthetic experience. New development proposed in the Plan Area would be designed consistent with these policies. Consistency with Specific Plan standards and guidelines ensure that buildout under the Proposed Project creates a high level visual character and quality.

As detailed above, the Proposed Project would involve substantial changes to the existing visual character of the Plan Area. Changes to the block sizes and streetscapes, allowing greater massing of buildings, increased elevations resulting and shade and shadow, which would create changes to the visual character of the site. However, the existing visual character of the core site has been determined to be moderately low, and implementation of the design standards and guidelines contained in the Specific Plan would improve the visual character of the site. While other portions of the Plan Area are described above as containing moderate visual character in areas with natural open space, such as the mature coast live oaks, portions of these areas would be retained as open space and parks. While some of these areas would no longer retain these natural elements, they would be replaced with high quality urban features displaying strong and consistent and or/notable architectural and urban design features, as required by the design standards and guidelines discussed above. These changes are acknowledged but not considered substantially adverse. Based on the above analyses, impacts to visual character would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Significance After Mitigation

Less than significant.

Threshold 4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact AES-4 THE PROPOSED PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Site illumination serves multiple functions. It enhances visibility and safety along roadways and other public spaces for vehicles, bicyclists, and pedestrians. It can also serve to interpret site plan arrangement by emphasizing pathways, signage, focal points, gathering places, and building entrances.

The Proposed Project would introduce new light sources across the Plan Area. During construction, vehicle headlights and construction equipment would contribute to ambient light within the Plan Area. Following construction, new light sources would be introduced on pathways, at outdoor plazas, and outside buildings. New exterior lighting and interior lighting emitted through the windows of buildings and in surface parking lots would contribute to nighttime ambient light in the Plan Area.

The Proposed Project would minimize the effect of new lighting on nighttime ambient light levels by the design of light fixtures and by adherence to the development standards set forth in the City's Municipal Code regarding lighting. The City's Zoning Ordinance (SMC Chapter 17.30, *Standards for all Development and Land Uses*) regulates the maximum height, energy efficiency, position, maximum illumination, and other parameters of lighting fixtures throughout the City.

In addition to new light sources, the Proposed Project would introduce new sources of glare in the Plan Area. During the construction phase, construction vehicles which contain reflective surfaces such as glass and metal would be located on site, and would create glare due to reflections from these surfaces. Following construction, glass and metal incorporated into the exterior of new

buildings in the Plan Area would create some glare due to reflections from these surfaces. However, these sources of glare are not considered substantial, i.e. light that is so bright that it creates a nuisance or a hazard, or inhibits our ability to see effectively. The Specific Plan contains design standards aimed at reducing glare, including stating, “Highly-reflective mirrored, heavily-tinted and opaque glazing should not be permitted.” Through implementation of these Specific Plan standards and guidelines, and compliance with the SMC, the impact of light and glare on views in the area would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project’s environmental impacts are “cumulatively considerable” if the “incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects” (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative aesthetics impacts is generally described by development in close proximity to the Plan Area. This geographic scope is appropriate for aesthetics because intervening topography and buildings limit the extent of views of scenic areas, and lighting and glare generally only affects adjacent properties. Adjacent development that is considered part of the cumulative analysis includes buildout of the Seaside General Plans. Several specific projects adjacent to the Plan Area, which contribute to this General Plan buildout, are also considered in the analysis. These projects include the Monterey Bay Charter School and Storage Facility Buildings projects proposed on the CSUMB campus, the Concourse Auto Dealership, and The Projects at Main Gate Specific Plan, which are located adjacent to the Plan Area. Cumulative impacts to the aesthetics of the Plan Area and its surroundings would derive from visible changes envisioned under the Campus Town Specific Plan, as well as growth and development of surrounding areas in specific development proposals for surrounding properties as described in Section 4, *Environmental Analysis*.

As discussed above under Impacts AES-1 and AES-2, there are no scenic vistas within the Plan Area, the Plan Area does not include any scenic resources within a state scenic highway, and, while the Proposed Project is within the viewshed of a scenic vista visible from the CSUMB campus, topographic variation as well as existing intervening structures and vegetation obstruct views of the Plan Area from this viewpoint. As noted above, the western edge of the Plan Area is located approximately 0.2 mile from the centerline of the northbound lanes of SR 1. An existing berm and landscaping along the eastern side of SR 1 obstructs views of the Plan Area from the highway as well as from the southbound onramp to SR 1 at Lightfighter Drive. This landscaping consists of tall, thick mature trees. Cumulative development of surrounding areas would construct new buildings in place of existing structures or in undeveloped areas; however, similar to the Plan Area, these projects would be screened from views along SR 1 by existing landscaping and existing berms. The implementation of the Proposed Project in conjunction with surrounding cumulative projects would result in a significant cumulative impact on the SR 1 scenic corridor as the view from the highway would not change. Consequently, the Proposed Project would not contribute considerably to a significant cumulative scenic vista impact.

The Proposed Project would contribute to cumulative changes to the visual character of the area, as described under Impact AES-3. Cumulative projects in close proximity to the Plan Area would create cumulative physical changes that would convert areas with natural features with development that is more urban in nature. However, such development projects are required to comply with the Site Planning, Design and Operational Standards set forth in Section 17.30 of the SMC (to the extent not in conflict with any applicable Specific Plan), as well as any standards and guidelines set forth in applicable Specific Plans. Development projects proposed on the CSUMB campus are also required to comply with the goals and policies of the CSUMB Draft Comprehensive Master Plan (June 2017), including architectural and landscape design themes. Compliance with planning and design standards and themes would ensure that visual character impacts of future cumulative development would be less than significant. The Proposed Project would not make a cumulatively considerable contribution to a significant cumulative impact to visual character and quality.

Cumulative development would introduce new light and glare sources in the vicinity of the Plan Area. However, such development projects are required to comply with local plans, policies, and regulations that minimize the effects of light and glare on surrounding properties. Developments on the CSUMB campus would be required to comply with the goals and policies of the Campus Master Plan, which provides that light fixtures will be minimal to reflect the natural untouched character of the area and reliance upon natural lighting (CSUMB 2017). Compliance with these existing requirements would minimize the light and glare impacts of individual projects, such that the cumulative impact of increased light and glare would not be significant. As discussed above under AES-4, the Proposed Project would minimize the effect of new lighting on nighttime ambient light levels by the design of light fixtures and by adherence to the goals and policies of in Section 4.7.10 of the Specific Plan, and development standards set forth in the City's Zoning Ordinance and the Campus Town Specific Plan. In addition, the Specific Plan contains design standards aimed at reducing glare, including stating, "Highly-reflective mirrored, heavily-tinted and opaque glazing should not be permitted." Because project-level impacts would be less than significant, the Proposed Project would not make a cumulatively considerable contribution to a significant cumulative impact from increased light and glare.

As described above, that the Proposed Project would not have a significant adverse impact on the aesthetics of the Plan Area and its surroundings, with implementation of the standards and guidelines of the Specific Plan. CSUMB and City of Seaside regulations, policies, and procedures would apply to the land surrounding the Plan Area. The combination of enforcement of CSUMB and City design guidelines outside of the Plan Area, along with the implementation of the Campus Town Specific Plan standards and guidelines, would together serve to ensure aesthetic impacts of cumulative development are less than significant. Therefore, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with aesthetics.

4.2 Air Quality

This section evaluates the potential impacts related to regional and local air quality associated with implementation of the Proposed Project.

4.2.1 Environmental Setting

a. Climate

Air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions, such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, influence the relationship between air pollutant emissions and air quality.

The Specific Plan Area (Plan Area) is located in the North Central Coast Air Basin (NCCAB) which is the geographic scope for this analysis, which is comprised of Monterey, Santa Cruz, and San Benito Counties. The Basin covers an area of 5,159 square miles. The Diablo Range marks the northeastern boundary and, together with the southern extent of the Santa Cruz Mountains, forms the Santa Clara Valley, which extends into the northeastern tip of the NCCAB. Further south, the Santa Clara Valley transitions into the San Benito Valley, which runs northwest to southeast and has the Gabilan Range as its western boundary. To the west of the Gabilan Range is the Salinas Valley, which extends from Salinas at its northwestern end to King City at its southeastern end. The western side of the Salinas Valley is formed by the Sierra de Salinas, which also forms the eastern side of the smaller Carmel Valley. The coastal Santa Lucia Range defines the western side of the Carmel Valley (Monterey Bay Air Resources District [MBARD] 2008).

The semi-permanent high-pressure cell in the eastern Pacific is the basic controlling factor in the climate of the NCCAB. In the summer, the high-pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific High-pressure cell, forming a stable temperature inversion of hot air over a layer of cool coastal air. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air loft acts as a lid to inhibit vertical air movements (MBARD 2008).

The generally northwest to southeast orientation of mountainous ridges tends to restrict and channel the summer onshore air currents. Surface heating in the interior portion of the Salinas and San Benito Valleys creates a weak low pressure system which intensifies the onshore air flow during the afternoon and evening. In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The air flow is occasionally reversed in a weak offshore movement, and the relatively stationary air mass is held in place by the Pacific High-pressure cell, which allows pollutants to build up over a period of a few days. It is most often during this season that north or east winds develop to transport pollutants from either the San Francisco Bay Area or the Central Valley into the NCCAB (MBARD 2008).

During the winter, the Pacific High-pressure cell migrates southward and has less influence on the NCCAB. Air frequently flows in a southeasterly direction out of the Salinas and San Benito Valleys, especially during night and morning hours. Northwest winds are nevertheless still dominant in winter, but easterly flow is more frequent. The general absence of deep, persistent inversions and the occasional storm systems usually result in good air quality for the NCCAB in winter and early spring (MBARD 2008). The Plan Area is positioned east of Monterey Bay, a 25-mile wide inlet that allows marine air at low levels to penetrate the interior.

b. Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂), fine particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). Ozone (O₃) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_x). The characteristics, sources, and health and atmospheric effects of critical air contaminants are described below. As noted under Section 4.2.1(c), *Air Quality Standards*, the national ambient air quality standards (NAAQS) established at the federal level are designed to be protective of public health within an adequate margin of safety. To derive these standards, the United States Environmental Protection Agency (USEPA) reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish an adequate margin of safety that is protective of those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. As a result, human health impacts caused by the following pollutants generally affect people at the concentrations above the health-protective concentrations established by the NAAQS, which are discussed in further detail under Section 4.2.1(c), *Air Quality Standards*.

Ozone

Ozone is a colorless gas with a pungent odor. Most ozone in the atmosphere is formed as a result of the interaction of ultraviolet light, reactive organic gases (ROG), and oxides of nitrogen (NO_x). ROG (the organic compound fraction relevant to O₃ formation, which is sufficiently equivalent for the purposes of this analysis to volatile organic compounds [VOC]) is composed of non-methane hydrocarbons (with some specific exclusions). NO_x is made of different chemical combinations of nitrogen and oxygen, mainly nitric oxide (NO) and nitrogen dioxide (NO₂). As a highly reactive molecule, O₃ readily combines with many different components of the atmosphere. Consequently, high levels of O₃ tend to exist only when high ROG and NO_x levels are present to sustain the O₃ formation process. Once the precursors have been depleted, O₃ levels rapidly decline. Because these reactions occur on a regional rather than local scale, O₃ is considered a regional pollutant. Ozone has direct human health effects. Short-term effects include eye irritation, shortness of breath, asthma attacks, and respiratory irritation that can increase risk of respiratory infection, and susceptibility to pulmonary inflammation. Long-term exposure can increase the risk of mortality and increase the incidence of asthma and cardiovascular harm (e.g., heart attacks, heart disease, strokes) among populations (USEPA 2013a). Groups most sensitive to O₃ include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors. Specifically, children and people who exercise strenuously outdoors are more sensitive to O₃ because they spend more time outdoors and inhale at a more rapid rate than the average adult (California Air Resources Board [CARB] 2019). More information on the health impacts of O₃ is available from MBARD at http://mbard.org/wp-content/uploads/2017/03/2012-2015-AQMP_FINAL.pdf (MBARD 2017).

Carbon Monoxide

Carbon monoxide is an odorless, colorless gas that causes a number of health problems including fatigue, headache, confusion, and dizziness. The incomplete combustion of petroleum fuels in on-

road vehicles and at power plants is a major cause of CO. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. The use of wood stoves and fireplaces can also be a substantial local source of CO emissions. CO tends to dissipate rapidly into the atmosphere; consequently, violations of the State CO standards are generally associated with major roadway intersections during peak-hour traffic conditions.

Localized CO “hotspots” can occur at intersections with heavy peak-hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the National Ambient Air Quality Standards (NAAQS) of 35.0 parts per million (ppm) or the California Ambient Air Quality Standards (CAAQS) of 20.0 ppm. The health effects of CO are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of NO₂ is produced by combustion of NO, but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly referred to as NO_x. NO₂ is an acute irritant and can increase the risk of acute and chronic respiratory diseases, particularly asthma. Long-term exposures to NO₂ can increase the incidence of asthma and susceptibility to respiratory infections. Nitrogen dioxide absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of particulate matter no more than 10 microns in diameter (PM₁₀) and acid rain.

Sulfur Dioxide

SO₂ is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x). In humid atmospheres, SO₂ can also form sulfuric acid mist, which can eventually react to produce sulfate particulates that can inhibit visibility. Fuel combustion is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors. At sufficiently high concentrations, SO₂ irritates the upper respiratory tract. At lower concentrations, when in conjunction with particulates, SO₂ appears to do still greater harm by injuring lung tissues. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. Sulfur dioxide causes respiratory irritation, including wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease. Sulfur oxides, in combination with moisture and oxygen, can yellow leaves on plants, dissolve marble, and eat away iron and steel.

Suspended Particulates

Suspended particulates are mostly dust particles, nitrates, and sulfates. They are a by-product of fuel combustion and wind erosion of soil and unpaved roads and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. PM₁₀ is small particulate matter measuring no more than 10 microns in diameter, while PM_{2.5} is fine particulate matter measuring no more than 2.5 microns in diameter. Ultrafine particles are particles that are 0.1 micron or less in diameter. These particles have the potential to be more easily inhaled and can be deposited deeper into the lungs. Because of their

size, they can rapidly penetrate into lung tissue and other organs in the body. Ultrafine particles are associated with death from heart disease caused by blocked arteries (California Office of Environmental Health Hazard Assessment 2015). Ultrafine particles are not currently monitored or considered a criteria air pollutant because they are a subsection of PM_{2.5} and are therefore accounted for in the PM_{2.5} monitoring.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH₃), NO_x, and SO_x. Emissions of PM_{2.5} are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning.

Fine particulate matter is more likely to penetrate deep into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children.

Lead

Lead (Pb) is a metal found naturally in the environment, as well as in manufacturing products. The discussion of Pb in this section focuses on its air quality impacts. Further discussion of Pb impacts related to soil contamination and lead-based paint removal, can be found in Section 4.8, *Hazards and Hazardous Materials*. Lead occurs in the atmosphere as particulate matter. The major sources of airborne Pb emissions historically have been mobile and industrial sources. In the early 1970s, USEPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The USEPA completed the ban prohibiting the use of leaded gasoline in highway vehicles in December 1995. As a result of the USEPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least in part as a result of national emissions standards for hazardous air pollutants (USEPA 2013b). As a result of phasing out leaded gasoline, metal processing currently is the primary source of Pb emissions. The highest level of Pb in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. Lead may cause a range of health effects, including anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases). Lead has been well below Federal and State standards for decades and, as discussed under *Current Air Quality* below, is still below ambient air standards in the Plan Area. As detailed further in Section 4.8, *Hazards and Hazardous Materials*, demolition of buildings containing lead-based paint is

regulated by existing laws and regulations, including California Code of Regulations Title 17, Division 1, Chapter 8 and Senate Bill 460, to reduce or eliminate the risk to nearby receptors. Lead air emissions are not discussed in the analysis below due to low ambient levels, low levels from mobile source fuel emissions, and a lack of Project-related stationary sources of lead emissions.

Toxic Air Contaminants

Public exposure to toxic air contaminants (TAC) is a significant environmental health issue in California. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines. According to the California Air Resources Board (CARB), diesel engine emissions are believed to be responsible for about 70 percent of California’s estimated known cancer risk attributable to toxic air contaminants and comprise about eight percent of outdoor PM_{2.5} (CARB 2016).

c. Air Quality Standards

The Federal and State governments have authority under the Federal and State Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards (AAQS) for the protection of public health. The USEPA is the Federal agency designated to administer air quality regulation, while the CARB is the state equivalent in California. Federal and State AAQS have been established for six criteria pollutants: O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and Pb. AAQS are designed to protect those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases.

Depending on whether the standards are met or exceeded, the local air basin is classified as in “attainment” or “non-attainment” for each criteria pollutant. Some areas are unclassified, which means no monitoring data are available. Unclassified areas are considered to be in attainment. Table 4.2-1 lists the current Federal and State standards for each of these pollutants as well as the attainment status of the NCCAB. California air quality standards are identical to or stricter than Federal standards for all criteria pollutants. The NCCAB is currently designated nonattainment-transitional for the State ozone standards and nonattainment for the State PM₁₀ standard, but is in attainment for all other Federal and State standards.¹

Local control in air quality management is provided by CARB through county-level or regional (multi-county) Air Pollution Control Districts (APCDs). CARB establishes statewide air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide. The City of Seaside is located in Monterey County, which is under the jurisdiction of the MBARD. MBARD was formerly called the Monterey Bay Unified Air Pollution District (MBUAPCD); accordingly, documents authored by the MBUAPCD are cited as authored by MBARD in this document.

¹ Areas are designated as nonattainment-transitional for ozone if no monitoring location in the nonattainment area has recorded more than three exceedance days during the previous calendar year (California Code Section 70303.5).

Table 4.2-1 Ambient Air Quality Standards and Basin Attainment Status

Pollutant	Averaging Time	California Standards		Federal Standards		Pollutant Health Effects
		Concentration	Attainment Status	Concentration	Attainment Status	
Ozone	1-Hour	0.09 ppm	N/T	–		Respiratory and eye irritation, changes in lung function, increased incidence of asthma and cardiovascular harm
	8-Hour	0.070 ppm	N/T	0.070 ppm	A	
Carbon Monoxide	8-Hour	9.0 ppm	A	9.0 ppm	A	Fatigue, headache, confusion, dizziness, eye irritation, airway constriction, heart difficulties in people with chronic diseases, reduced lung capacity, impaired mental abilities
	1-Hour	20.0 ppm	A	35.0 ppm	A	
Nitrogen Dioxide	Annual	0.030 ppm	A	0.053 ppm	A	Respiratory irritation, increased incidence of asthma and susceptibility to respiratory infections
	1-Hour	0.18 ppm	A	0.100 ppm	A	
Sulfur Dioxide	Annual	–		–		Airway constriction, shortness of breath, coughing, increased risk of mortality from respiratory or cardiovascular disease
	24-Hour	0.04 ppm	A	–		
	1-Hour	0.25 ppm	A	0.075 ppm	A	
PM ₁₀	Annual	20 µg/m ³	N	–		Lung damage; aggravation of chronic and respiratory diseases, heart and lung disease; coughing, bronchitis, and respiratory illnesses in children
	24-Hour	50 µg/m ³	N	150 µg/m ³	A	
PM ₂₅	Annual	12 µg/m ³	A	12 µg/m ³	A	
	24-Hour	–		35 µg/m ³	A	
Lead	30-Day Average	1.5 µg/m ³	A	–		Anemia, kidney disease, neuromuscular and neurological dysfunction
	3-Month Average	–		0.15 µg/m ³	A	

ppm = parts per million; µg/m³ = micrograms per cubic meter; A = Attainment; N = Non-attainment; and N/T = Non-attainment-Transitional.

Source: MBARD 2017

d. Current Air Quality

As the local air quality management agency, MBARD is required to monitor air pollutant levels to ensure that State and Federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Table 4.2-2 summarizes the representative annual air quality data from the nearest CARB and U.S. EPA monitoring stations between 2016 and 2018 for all criteria pollutants. As shown in Table 4.2-2, no State or Federal standards were exceeded at these monitoring stations in the past three years, except for PM_{2.5}, for which the standard was exceeded one time in 2017.

Table 4.2-2 Ambient Air Quality Data

Pollutant	Standard	2016	2017	2018
Ozone (ppm), Worst 1-Hour ¹		0.066	0.082	0.089
Number of days of State exceedances	0.09 ppm	0	0	0
Ozone (ppm), 8-Hour Average ¹		0.058	0.070	0.052
Number of days of State exceedances	0.07 ppm	0	0	0
Number of days of Federal exceedances	0.07 ppm	0	0	0
Carbon Monoxide (ppm), Highest 8-Hour Average ²		0.9	0.9	1.2
Number of days of above State or Federal standard	9.0 ppm	0	0	0
NO ₂ (ppm), Worst Hour ¹		0.033	0.034	0.047
Number of days of State exceedances	0.18 ppm	0	0	0
Number of days of Federal exceedances	0.10 ppm	0	0	0
SO ₂ (ppm), Worst Hour ³		0.0018	0.0036	0.0069
Number of days of State exceedances	0.25 ppm	0	0	0
Number of days of Federal exceedances	0.075 ppm	0	0	0
Particulate Matter <10 microns (µg/m ³), Worst 24 Hours ⁴		44.3	80.9	78.0
Number of days above State standard	50 µg/m ³	0	*	*
Number of days above Federal standard	150 µg/m ³	0	0	0
Particulate Matter <2.5 microns (µg/m ³), Worst 24 Hours ⁵		28.7	42.2	52.7
Number of days above Federal standard	35 µg/m ³	0	1	*
Lead (µg/m ³), 3-Month Average ⁶		0.08	0.07	0.08
Number of days above Federal standard	0.15 µg/m ³	0	0	0

Notes: ppm = parts per million; µg/m³ = micrograms per cubic meter

* Insufficient data was available to determine the value.

¹ Data sourced from CARB and U.S. EPA at the nearest monitoring station located at 867 East Laurel Drive in Salinas.

² Data sourced from U.S. EPA at the nearest monitoring station located at 867 East Laurel Drive in Salinas.

³ Data sourced from U.S. EPA at the nearest monitoring station located at 158b Jackson Street in San Jose. No monitoring stations within the NCCAB report ambient SO₂ concentrations.

⁴ Data sourced from CARB and the U.S. EPA at the nearest monitoring station located at 415 Pearl Street in King City.

⁵ Data sourced from CARB at the nearest monitoring station located at 867 East Laurel Drive in Salinas for 2016 and 2017 and from the USEPA at the nearest monitoring station located at 1979 Fairview Road in Hollister for 2018.

⁶ Data sourced from nearest U.S. EPA monitoring station located at 2500 Cunningham Avenue in San Jose. No monitoring stations within the NCCAB report ambient lead concentrations.

Sources: CARB 2018, U.S. EPA 2018a

Ambient air monitoring for CO has not occurred in the NCCAB since 2012 due to low background concentrations. The maximum eight-hour average CO concentration reported at the Salinas #3 monitoring station in 2012 was 1.39 ppm, which is well below the State standard of 9.0 ppm. Similarly, ambient air monitoring for SO₂ has not occurred in the NCCAB since 2009 due to low background concentrations. The most recently reported maximum 24-hour average SO₂ concentration, reported at the former Davenport monitoring station (located approximately 33 miles northwest of the Plan Area in Santa Cruz County) in 2009, was 0.004 ppm, which is well below the State 24-hour average SO₂ standard of 0.04 ppm (CARB 2018).

Air Quality Trends

As discussed in Section 3.3 of the *2012-2015 Air Quality Management Plan (2015 AQMP)* although the population trends have increased slightly, the number of exceedance days for the State ozone standard has continued to decline during the past 10 years. Only one exceedance of the one-hour ozone standard has occurred since the 2008 Basin Complex wildfire even though population slightly increased during this time period.² Exceedances of the eight-hour standard have also dropped from a high of approximately 26 per year in 2008 to typically less than five per year. This illustrates a key relationship between population growth and air pollution control. More stringent and protective emissions standards for automobiles, power plants and other sources of ozone precursors have outpaced population growth such that air quality has improved despite increases in population growth. The 2012-2015 AQMP provides a list of programs and rules, which the MBARD anticipates will further reduce emissions despite cumulative population increases.

The 2012-2015 AQMP also provides an overview of cumulative emission inventory trends for ozone precursors NO_x and ROG. NO_x emissions are projected to decline substantially through 2035 due to an increase in cleaner on-road vehicles that emit fewer pollutants. ROG emissions are also projected to decline through 2035 due to a decrease in mobile source emissions; however, the reduction in ROG emissions is not as substantial as that of NO_x emissions. An increase in stationary and area source ROG emissions due to solvent evaporation-related processes is projected to partially offset the decrease in mobile source emissions (MBARD 2017).

Since 2000, no exceedances of the Federal PM₁₀ standard have occurred in the NCCAB. Similarly, the Federal PM_{2.5} standard has not historically been exceeded in the NCCAB; however, the standard was exceeded one day in 2015, 12 days in 2016, and two days in 2017 (CARB 2018).³ The high number of PM_{2.5} exceedances in 2016 was likely the result of the Soberanes Fire, which took place in the summer of 2016 and burned in the Los Padres National Forest from the Big Sur area almost to the Carmel Highlands. As discussed above, ambient concentrations of CO, NO₂, SO₂, and lead have been well below AAQS for the past decade.

Growth Projections

Appendix A of the 2012-2015 AQMP provides a table of regional population growth forecasts for each jurisdiction within MBARD's planning area. From 2010 to 2035, population is projected to increase by 18 percent in Monterey County, 19 percent in Santa Cruz County, and 47 percent in San Benito County. Within Monterey County, cities are projected to experience growth rates between five percent (Carmel-By-The-Sea) and 364 percent (Sand City). The population of jurisdictions

² The 2015 AQMP does not include data from the 2018 wildfires because the 2015 AQMP was published prior to these fires' occurrences.

³ The ambient air quality data reported in Table 4.2-2 are from individual, local monitoring stations while the ambient air quality trends summarized in the 2015 AQMP are basin-wide, which results in a discrepancy in the number of exceedances per year.

neighboring Seaside are projected to increase by 10 percent in Monterey, 114 percent in Del Rey Oaks, and 15 percent in Marina (MBARD 2017). The population of Seaside is anticipated to increase by 9 percent.

Sensitive Receptors in the Plan Area

Certain population groups are considered more sensitive to air pollution than others, particularly children, the elderly, and acutely ill and chronically ill persons, especially those with cardio-respiratory diseases. According to the MBARD *CEQA Air Quality Guidelines* (2008), sensitive receptors typically include residences, schools, healthcare facilities, and other live-in housing facilities such as prisons or dormitories. Sensitive receptors near the Plan Area include residences approximately 65 feet south of the Plan Area across Gigling Road. The California State University Monterey Bay (CSUMB) campus is immediately adjacent to the northern boundary of the Plan Area, and CSUMB dormitories are approximately 0.4 mile north of the Plan Area. The Monterey College of Law is located in the Plan Area⁴ south of Colonel Durham between Malmedy Road and Arnhem Road, and Stillwell Elementary School and George C. Marshall Elementary School are approximately 0.4 and 0.5 mile south of the Plan Area, respectively. In addition, the Proposed Project would introduce new sensitive receptors into the Plan Area by constructing single-family and multi-family residences.

Sensitive receptors also include disadvantaged communities, defined by SB 535 as areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation and areas with high concentrations of people that are of low-income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment. In light of this guidance, CalEPA has identified disadvantaged communities as the highest scoring 25 percent of census tracts from CalEnviroScreen 3.0 in addition to 22 census tracts that score in the highest 5 percent of CalEnviroScreen's Pollution Burden category but do not have an overall CalEnviroScreen score due to a lack of reliable socioeconomic or health data (California Environmental Protection Agency [CalEPA] 2017). There are no disadvantaged communities in the City of Seaside. The closest disadvantaged communities to the Plan Area are census tract 6053014102, located approximately 0.4 mile to the north in the City of Marina, and census tract 6053014500, located approximately eight miles to the east in the City of Salinas.

4.2.2 Regulatory Setting

The Federal Clean Air Act governs air quality in the United States. In addition to being subject to Federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. At the federal level, the USEPA administers the Clean Air Act (CAA). The CAA is administered by CARB at the State level and by the Air Quality Management Districts at the regional and local levels. MBARD regulates air quality at the regional level in Monterey County.

a. Federal

The USEPA is responsible for enforcing the federal CAA. The USEPA is also responsible for establishing NAAQS. NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government,

⁴ The Monterey College of Law is included in the Plan Area, but is not part of the Proposed Project.

such as aircraft, ships, and certain types of locomotives. The agency has jurisdiction over emission sources outside State waters (e.g. beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission standards established by CARB.

Construction Equipment Fuel Efficiency Standard

The United States Environmental Protection Agency (USEPA) sets emission standards for construction equipment. The first Federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

Corporate Average Fuel Economy Standards

The Corporate Average Fuel Economy (CAFE) standards are federal rules established by the National Highway Traffic Safety Administration (NHTSA) that set fuel economy and GHG emissions standards for all new passenger cars and light trucks sold in the United States. The CAFE standards become more stringent each year, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for model year 2020 (77 Federal Register 62624 et seq. October 15, 2012 Table I-1). It is, however, legally infeasible for individual municipalities to adopt more stringent fuel efficiency standards. The CAA (42 United States Code [USC] Section 7543[a]) states that “no state or any political subdivision therefore shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part.” In August 2016, the USEPA and NHTSA announced the adoption of the phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi- trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion MT of CO₂ and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program (NHSTA 2019). As of September 2018, the NHSTA and the USEPA were undergoing the rulemaking process to establish the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule would amend the existing CAFE standards such that the requirements for model years 2021 through 2026 are lowered to the 2020 standards of 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light duty trucks (USEPA 2018b). For more information see <http://www.nhtsa.gov/fuel-economy>.

Clean Water Act Section 402

In California, the National Pollutant Discharge Elimination System (NPDES) program is administered by the State Water Resources Control Board (SWRCB) through the Regional Water Quality Control Board (RWQCBs) and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The federal Clean Water Act prohibits discharges

of stormwater from construction projects unless the discharge is in compliance with an NPDES permit. The SWRCB is the permitting authority in California and adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ; SWRCB 2009, 2010, 2012). The Order applies to construction sites that include one or more acre of soil disturbance. Construction activities include clearing, grading, grubbing, excavation, stockpiling, and reconstruction of existing facilities involving removal or replacement. The Construction General Permit requires that the landowner and/or contractor file permit registration documents prior to commencing construction, then pay an annual fee through the duration of construction. These documents include a notice of intent, risk assessment, site map, stormwater pollution prevention plan (SWPPP), and signed certification statement.

The SWPPP must include measures to ensure that all pollutants and their sources are controlled; non-stormwater discharges are identified and eliminated, controlled, or treated; site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges; and BMPs installed to reduce or eliminate pollutants after construction are completed and maintained. The Construction General Permit specifies minimum BMP requirements for stormwater control based on the risk level of the site. The Permit also specifies minimum qualifications for a qualified SWPPP developer and qualified SWPPP practitioner. The Monterey Regional Stormwater Management Program is an entity that has developed BMPs for Construction Site Best Management Practices within the City of Seaside (MRSWMP 2014). Construction BMPs include material storage including covering of stockpiles during the day, and particularly during rain and wind events, silt fencing, straw wattles, stabilized construction entrances, routine cleaning, equipment lubricant drip pans, dust control measures including watering trucks to stabilize soil. Although intended to reduce pollutants in stormwater runoff, these Construction BMPs also serve to reduce fugitive dust emissions during construction activities.⁵

b. State

In California, CARB is responsible for meeting the State requirements of the federal CAA, administering the California CAA, and establishing CAAQS. The California CAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain CAAQS. CAAQS are generally more stringent than the corresponding Federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. CARB regulates mobile air pollution sources, such as motor vehicles. The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level.

CARB adopted exhaust emissions standards in 1990 for small off-road engines (spark-ignition engines rated at or less than 19 kilowatts), such as those used in lawn and garden equipment,

⁵ More details on SWRCB Order 2009-0009 are available online at:

https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf

More details on SWRCB Order 2010-0014-DWQ are available online at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2010/wqo2010_0014dwq.pdf

More details on SWRCB Order 2012-006-DWQ are available online at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2012/wqo2012_0006_dwq.pdf

outdoor power equipment, and specialty vehicles. Over time, the small off-road engines program has been strengthened for exhaust emission standards and expanded to include evaporative emission requirements.

CARB established passenger vehicle fuel specifications, which became effective on March 1996. CARB sets vehicle tailpipe emission standards, under waiver from the federal CAA by the USEPA, through its Low Emission Vehicle (LEV) program. The LEV program sets vehicle emission standards that increase in stringency over time. CARB administers a program for reducing evaporative and refueling emissions from on-road motor vehicles. In addition to on-road motor vehicles, CARB also administers programs aimed at reducing air emissions from off-road and on-road heavy-duty vehicles, cargo handling equipment, commercial harbor craft, ground support equipment, locomotives, commercial marine vessels, and recreational marine vessels.

In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC and developed diesel risk reduction plans. This led to the creation of Airborne Toxic Control Measures (ATCMs) for stationary and portable diesel engines that apply statewide. CARB maintains a statewide Portable Equipment Registration Program that allows owners and operators to register their equipment (powered by diesel engines rated at 50 brake horse power [bhp] or larger) to operate throughout California without having to obtain individual permits from local air districts.

CARB established the Large Spark-Ignition Engine Fleet Requirements Regulation in 2006 that applies to operators of forklifts, sweeper/scrubbers, industrial tow tractors, and airport ground support equipment to achieve fleet average emission level standards that become more stringent over time.

CARB also adopts regulatory requirements for chemically-formulated consumer products, fuel containers, and indoor air cleaning products to reduce VOC, TAC, and GHG emissions. The Consumer Products Regulatory Program establishes regulations for chemically-formulated consumer products such as detergents, cleaning products, polishes, floor finishes, and aerosol paints.

c. Regional

Monterey Bay Air Resources District

MBARD is responsible for assuring that the Federal and State ambient air quality standards are attained and maintained in the NCCAB. The agency is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and other activities.

In March 2017, MBARD adopted the *2012-2015 Air Quality Management Plan (2015 AQMP)* as an update to the 2012 AQMP. The 2015 AQMP assesses and updates elements of the 2012 AQMP, including ambient air quality data, emission inventory trends, information on ozone transport, control measures, mobile source programs, emission reduction strategies, and growth forecasts. This document is incorporated by reference and is available online at https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf (MBARD 2017). The 2015 AQMP only addresses attainment of the State eight-hour ozone standard because in 2012, the USEPA designated the NCCAB as in attainment for the current national eight-hour ozone standard of 0.075 ppm. In October 2015, the national standard was reduced to 0.070 ppm. However, the NCCAB continues to be in attainment with the Federal ozone standard (MBARD 2017).

The following MBARD rules would limit emissions of air pollutants from construction and operation of the Proposed Project:

- **Rule 400 (Visible Emissions).** Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- **Rule 402 (Nuisances).** No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 425 (Use of Cutback Asphalt).** The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) and emulsified asphalt (an emulsion of asphalt cement and water with a small amount of emulsifying agent) is restricted to limit VOC emissions. Rule 425 prohibits the use of rapid cure asphalt, restricts the use of medium cure asphalt to November through March, and limits the content of total distillate in slow cure asphalt and petroleum solvents in emulsified asphalt.
- **Rule 426 (Architectural Coatings).** This rule limits the emissions of ROGs from the use of architectural coatings and sets VOC content limits for a variety of coating categories, including flat, nonflat, nonflat – high gloss, and specialty coatings. Specifically, Rule 426 limits the VOC content of flat coatings to 50 grams per liter and nonflat coatings to 100 grams per liter. Persons are prohibited from manufacturing, blending, repackaging for use, supplying, selling, soliciting, or applying architectural coatings that exceed these limits.
- **Rule 439 (Building Removals).** This rule limits particulate emissions from the removal of buildings by prohibiting all visible emissions from building removal. To achieve compliance with this standard, Rule 439 requires work practice standards, including wetting the structure prior to removal, demolishing the structure inward toward the building pad, and prohibiting the commencement of removal activities when peak wind speeds exceed 15 miles per hour.
- **Rule 1000 (Permit Guidelines and Requirements for Sources Emitting Toxic Air Contaminants):** This rule regulates TACs from new or modified stationary sources that have the potential to emit carcinogenic or noncarcinogenic TACs. Rule 1000 requires sources of carcinogenic TACs to install best control technology and reduce cancer risk to less than one incident per 100,000 persons. Sources of noncarcinogenic TACs must apply reasonable control technology (MBARD 2008).

MBARD also promulgates rules applicable to numerous other activities.⁶

1997 Fort Ord Reuse Authority Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. The Conservation Element of the BRP includes air quality policies specific to the City of Seaside. Air Quality Policy A-1 requires the City to continue cooperation with MBARD and the Transportation Agency for Monterey County (TAMC) in carrying out the regional AQMP and Congestion Management Plan, respectively. Air Quality Policy A-2

⁶ MBARD Rules available online at: <https://www.arb.ca.gov/DRDB/MBU/>

requires the City to use the CEQA process to identify and avoid or mitigate potential air quality impacts associated with development and to use the Transportation Demand Ordinance to encourage commute alternatives. Air Quality Policy A-3 requires the City to integrate land use strategies established by CARB that encourage clustered development to maximize the efficient use of mass transit into local land use decisions.

d. Local

2004 Seaside General Plan

The current adopted City of Seaside General Plan contains goals and policies related to air quality within the Conservation/Open Space and Circulation Elements. The General Plan identifies policies to integrate air quality planning with land use, economic development, and transportation planning, support active transportation modes, and promote mixed-use, higher density residential and employment-generating development in areas where public transit is convenient and desirable.

Draft Seaside 2040

The City's *Draft Seaside 2040* contains goals and policies aimed at protecting and improving air quality in the Healthy and Sustainable Community Element, Land Use and Community Design Element, and Mobility Elements. Policies contained under the Healthy and Sustainable Community Element Goals HSC-1 and HSC-2 promote land use patterns that encourage walking and active transportation, conserve energy and water resources, support active transportation, reduce vehicle trips, and improve air quality. Policies under the Land Use and Community Design Element Goals LUD-9, LUD-11 and LUD-14 would require the creation of a safe urban environment oriented and scaled to pedestrians and bicyclists and focus on infill housing to create high-quality multi-family neighborhoods. Goal LUD-19 includes policies requiring new Seaside neighborhoods on former Fort Ord lands to be sustainably designed to support non-automobile mobility by providing safe, comfortable, and convenient pathways for pedestrians and bicyclists and waiting areas for transit. Goal LUD-9 and LUD-24 would require new commercial and mixed-use project to follow best practices for pedestrian-supportive design. LUD-24 would require improvements to physical connections with CSUMB. Policies under the Mobility Element Goals M-1, M-2, M-3, M-5, and M-6 promote the use of non-automobile transportation methods through development of a "complete streets" network, improvement of multi-modal connectivity, enhancement of pedestrian and bicycle facilities as well as the public transit system. Furthermore, policies under Mobility Element Goal M-10 focus on environmentally sustainable transportation, which would reduce vehicle air pollutant emissions through the use of alternative fuel vehicles, carpools, vanpools, and transportation demand management measures.

Seaside Municipal Code

Section 17.30.080(E) of the Seaside Municipal Code requires that dust emissions from construction, grading, commercial gardening, and similar operations must be limited beyond the Plan Area boundary to the maximum extent feasible via the following methods:

- Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of dust-generating activity (e.g., construction, paving, or plating) will occur as soon as possible.
- Clearing, earth-moving, excavation operations or grading activities shall cease when the wind speed exceeds 25 miles per hour averaged over one hour.

- The area disturbed by clearing, demolition, earth-moving, excavation operations, or grading shall be minimized at all times.
- Dust emissions shall be controlled by watering a minimum of two times each day, paving, or other treatment of permanent on-site roads and construction roads, the covering of trucks carrying loads with dust content, and/or other dust-preventive measures (e.g., hydroseeding).
- Graded areas shall be revegetated as soon as possible, but within no longer than 30 days, to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained.
- Appropriate facilities shall be constructed to contain dust within the site as required by the Zoning Administrator.

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The analysis of air quality impacts conforms to the methodologies recommended in MBARD's *CEQA Air Quality Guidelines* (2008). The handbook includes thresholds for emissions associated with both construction and operation of land use projects. Construction and operational emissions associated with development of the Proposed Project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2,⁷ and based upon assumptions from other resources chapters, as described in greater detail below. CalEEMod was developed for use throughout the state in estimating construction and operational emissions from land use development. The vehicle miles traveled (VMT) estimate used in the emissions analysis is based on projections provided by TJKM for the Proposed Project (Burgett 2019). The Proposed Project does not include any stationary sources of lead emissions. Therefore, implementation of the Proposed Project would not result in substantial emissions of lead, and this pollutant is not discussed further in this analysis.

Development Assumptions

Table 4.2-3 summarizes the land use assumptions were used in CalEEMod:

⁷ Additional information on the CalEEMod model, including the User Guide, default data tables, technical source documentation is incorporated by reference and is available online at: <http://www.caleemod.com/> (click on "User's Guide").

Table 4.2-3 CalEEMod Land Use Assumptions

Land Use Categories	Maximum Allowed
Housing Units	1,485 ¹
Single-family	885
Multi-family	600
Hotel Rooms	250
Youth Hostel Beds ²	75
Retail, Dining, and Entertainment ³	150,000 sf
Retail Space	53,900 sf
Dining Space	48,050 sf
Entertainment Space	48,050 sf
Office, Flex, Makerspace, and Light Industrial ⁴	50,000 sf
Office Space	25,000 sf
Light Industrial Space ⁵	25,000 sf
Public and Private Right-of-Way ⁶	32.3 acres
Public and Private Open Space ⁶	12.5 acres

¹ The exact breakdown of housing units is not yet known, but it will be a mix of single-family detached, single-family attached, and multi-family buildings. There will be no more than 600-multi-family units, with the remaining units being some form of single-family units.

² Because CalEEMod estimate emissions based on the number of rooms rather than the number of beds, this analysis conservatively estimates emissions from the youth hostel based on 75 rooms rather than 75 beds.

³ The amount of retail square footage is based on the retail square footage contained in the Vesting Tentative Tract (Refer to Attachment C, Sheets 7 through 22). The remaining square footage allowed under the Proposed Project was allocated equally between dining and entertainment space.

⁴ The maximum square footage of office, flex, makerspace, and light industrial square footage under by the Proposed Project was allocated equally between office and light industrial space.

⁵ Allowable uses for the light industrial development areas under the Proposed Project are small-scale light manufacturing uses including the following and similar uses: bakery, upholstery; tile-making, screen-printing, craft brewery, and distillery. As such, this analysis uses the “manufacturing” land use subtype in CalEEMod to represent the light industrial development envisioned under the Proposed Project because this land use subtype is intended for “manufacturing facilities where the primary activity is the conversion of raw materials or parts into finished products” (California Air Pollution Control Officers Association [CAPCOA] 2017).

⁶ Acreage based on the Vesting Tentative Tract Map (refer to Attachment C, Sheet 1).

sf = square feet

Sources: RJA 2019, City of Seaside 2019

Construction Assumptions

The construction activities associated with development of the Proposed Project would include demolition of existing structures, grading, building and roadway construction, installation of wet and dry utilities, and architectural coating. These activities would generate diesel emissions and dust. Construction equipment that would generate criteria pollutants includes excavators, graders, haul trucks, and loaders. Some of this equipment would be used during both grading and construction. It is assumed that all construction equipment used would be diesel-powered. Construction equipment for each phase was based on CalEEMod defaults, which are shown in Section 3, *Construction Detail*, of the modeling outputs in Appendix E. The estimated construction schedule used for modeling is summarized in Table 2-3 of Section 2, *Project Description*. As

discussed in Table 2-4 of Section 2, *Project Description*, construction of the Proposed Project would require the export of approximately 55,000 cubic yards of soil during Phase I and the import of approximately 42,000 cubic yards of soil during Phase II. Of this total, approximately 7,000 cubic yards of soil would be exported from Phase I for use in Phase II. Therefore, assuming a standard haul truck capacity of 16 cubic yards, grading activities would require approximately 6,875 one-way haul trips to export soil from Phase I (including approximately 875 one-way trips to transfer soil between Phase I and Phase II) and approximately 4,375 one-way haul trips to import soil for Phase II. The Proposed Project would also require the demolition of an approximately 4,400-square foot vacated commercial building and the approximately 12,220-square foot Presidio of Monterey Fire Station during Phase I and the approximately 20,000-square foot Christian Memorial Community Tabernacle during Phase II.^{8, 9} The construction emissions modelling also conservatively includes demolition of approximately 42,017 square feet of Surplus II hammerhead buildings. Therefore, approximately 249 one-way haul trips would be required to export demolition debris.

This analysis assumes that active construction areas would be watered twice daily during the construction period in accordance with Section 17.30.080 of the Seaside Municipal Code. In addition, the Proposed Project would be required to comply with all applicable regulatory standards, including the operative CALGreen Code, MBARD Rule 426, *Architectural Coatings*, and all other applicable MBARD rules. The requirements of Rule 426 were added as “mitigation”¹⁰ in CalEEMod by including the use of low-volatile organic compound (VOC) non-flat paint (100 grams per liter [g/L]).

Construction emissions modeling includes emissions resulting from construction of several off-site improvements, including two planned roundabouts on General Jim Moore Boulevard at Lightfighter Drive and Gigling Road, extension of recycled water and underground electricity and natural gas pipelines, a potential new fire station that would replace the Presidio of Monterey Station, and the potential widening of General Jim Moore Boulevard at Normandy Road to add third northbound and southbound through lanes.¹¹

Operational Assumptions

Operational emissions, estimated using CalEEMod, would be comprised of mobile source emissions, energy emissions, and area source emissions. Given that the potential new fire station would simply replace an existing fire station and the off-site roadway improvements would not emit air pollutant emissions upon completion, this analysis does not account for operational air pollutant emissions from these off-site improvements.

Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coating. The Proposed Project would not include wood-burning fireplaces; therefore, this analysis assumes that only natural gas fireplaces would be utilized. Emissions attributed to energy use include electricity and natural gas consumption for space and water

⁸ The building area estimates for the vacant commercial building and the Presidio of Monterey Fire Station are based on Google Earth approximations.

⁹ Demolition of the visitor intake center is being managed by the Seaside under a separate FORA permit on or before January 2021. Demolition of the Surplus II property was initiated on December 2018 and is being managed by FORA under a separate permit.

¹⁰ CalEEMod is a model for the entire state, and not all air basins or municipalities have the same mandatory regulatory requirements. For the purposes of CalEEMod, “mitigation” is a term of art for the modeling input and is not equivalent to mitigation measures that may apply to the CEQA analysis. While CalEEMod labels compliance with existing regulations as mitigation measures in this context, these are not truly mitigation measures as the term is used in CEQA.

¹¹ The City of Seaside does not anticipate that widening General Jim Moore Boulevard will be necessary; however, it is included in this analysis to provide a conservative estimate of air quality impacts.

heating. The lighting energy intensity factor for the residential uses was reduced by 75 percent to account for the lighting requirements of the latest iterations of Title 24, which are not included in CalEEMod. Furthermore, energy usage from single-family residential usage was reduced by 7 percent and non-residential energy usage was reduced by 30 percent to account for the requirements of 2019 Title 24 standards (California Energy Commission 2019). Indoor and outdoor water use rates were based on the Water Supply Assessment prepared for the Proposed Project, which is discussed in Section 4.16, *Utilities and Service Systems*, and is included as Appendix M. Solid waste generation rates were based on CalRecycle rates, consistent with those used in the solid waste impact analysis in Section 4.16, *Utilities and Service Systems* (CalRecycle 2018). Mobile source emissions are generated by motor vehicle trips to and from the Plan Area associated with operation of on-site development. Mobile source emissions were calculated using forecast VMT provided by TJKM, which was calculated based upon the AMBAG 2018 Regional Travel Demand Model. The Proposed Project would result in approximately 62,297 net new daily VMT, or 22,738,405 net new annual VMT; however, this number is conservative because it does not fully account for displaced growth/redistributed population (Burgett 2019). The default trip generation rates for each land use in CalEEMod were adjusted to reflect the forecast annual VMT. The air quality analysis uses the inputs from Section 4.14, *Transportation*, under the Plan's effect on VMT estimation method (Fehr & Peers 2019, Appendix K).

Toxic Air Contaminants

Health effects from carcinogenic air toxics are usually described in terms of individual cancer risk, or the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer. MBARD's health risk assessment (HRA) procedures recommend evaluating risk from extended exposures from stationary TAC sources, and not for short-term construction exposures or for infrequent operational exposure to diesel truck deliveries or trash hauling (MBARD 2019). The primary purpose of an HRA is to determine long-term health risks, such as cancer risks over a 30-year residency or 70-year lifetime. The California Office of Environmental Health Hazard Assessment (OEHHA) recommends the 30-year exposure duration for estimating individual cancer risk and the 70-year exposure duration for estimating population-wide exposure to cancer risk in HRAs. The 2015 OEHHA Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments states (OEHHA 2015):

The local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in permitting decisions for short-term projects such as construction or waste site remediation. Frequently, the issue of how to address cancer risks from short-term projects arises. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime. (Page 8-17)

While OEHHA provides guidance on how to conduct HRAs for temporary TAC emission sources, it acknowledges the "considerable uncertainty" in evaluating cancer risk over short-term durations, such as the project's three-year demolition and grading period. In addition, the guidance document does not identify short-term projects that warrant the preparation of an HRA, nor does it recommend that HRAs be prepared for temporary construction projects. As such, the quantitative evaluation of TAC emission impacts from construction activities is not warranted.

If future individual tenants of the proposed light industrial space propose the use of stationary sources with the potential to emit TACs, tenants would be required to obtain an Authority to

Construct and/or Permit to Operate from MBARD pursuant to Rule 1000 and conduct a risk assessment of associated TAC emissions. In addition, although some air districts such as the South Coast Air Quality Management District (SCAQMD) have adopted guidance on the use of HRAs for analyzing mobile source emissions, this guidance refers to emissions associated with facilities such as truck stops and distribution centers that attract large volumes of daily heavy-duty diesel truck trips, creating a long-term emission source (SCAQMD 2002). Therefore, a quantitative analysis of operational TAC emissions from stationary and mobile sources is not relevant for the Proposed Project's infrequent delivery truck trips to the commercial and light industrial space. In light of the above factors, this analysis evaluates the Proposed Project's potential to generate TAC emissions qualitatively based on the intensity and duration of construction activities, the types of land uses proposed by the Proposed Project, and existing regulations that govern TAC emissions.

Human Health Impacts

The methodology in this report makes a reasonable effort to substantively connect any significant and unavoidable air quality impacts to the likely human health consequences, consistent with the California Supreme Court's (Court) decision regarding *Sierra Club v. County of Fresno* (Friant Ranch, L.P.) (2018). Project emissions below the AAQS would not have significant health impacts because the AAQS are set to be protective of human health.

Significance Thresholds

The Proposed Project would have a significant impact to air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations;
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

To determine whether a significant air quality impact would occur, emissions generated by the Proposed Project were compared to MBARD's thresholds for both construction and operational emissions. Section 7 of the *CEQA Air Quality Guidelines* includes instructions for what an EIR should include in its evaluation of air quality impacts when the Project is a specific plan (MBARD 2008):

- Focus on the project's cumulative air quality impact on regional ozone. A project's cumulative impact should be analyzed by determining its consistency with the AQMP (pursuant to Section 5.5 of the *CEQA Air Quality Guidelines*).
- A project's localized impact should be assessed by determining whether buildout would create or substantially contribute to carbon monoxide "hotspots" where Federal or State AAQS are exceeded (pursuant to Section 5.4 of the *CEQA Air Quality Guidelines*).

In addition, the Proposed Project would be inconsistent with the MBARD AQMP, and would therefore have a cumulatively considerable (significant) contribution to significant cumulative air quality impacts, if it would result in either of the following (MBARD 2008, Duymich 2018):

- Population growth generated by the Proposed Project would cause the population of Monterey County to exceed the population forecast for the appropriate five-year increment utilized in the 2015 AQMP; or¹²
- Construction and operational emissions of ozone precursors would exceed the significance thresholds established by MBARD, which are intended to set the allowable limit that a project can emit without impeding or conflicting with the AQMP’s goal of attainment ambient air quality standards.

MBARD has issued criteria for determining the level of significance for project specific impacts within its jurisdiction in accordance with the above thresholds. Based on criteria set forth in MBARD’s *CEQA Air Quality Guidelines* (2008), the Proposed Project’s impacts on criteria air pollution would be significant if the Proposed Project would result in air pollutant emissions during construction or operation that exceed the thresholds in Table 4.2-4.

Table 4.2-4 Air Quality Thresholds of Significance

Pollutant	Source	Threshold of Significance
Construction Impacts		
PM ₁₀	Direct	82 lbs/day ¹
Operational Impacts		
VOC	Direct and Indirect	137 lbs/day
NO _x	Direct and Indirect	137 lbs/day
PM ₁₀	On-site	82 lbs/day ²
CO		LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
	Direct	550 lbs/day
SO _x , as SO ₂	Direct	150 lbs/day

Notes: lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 micrometers or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide;

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.

² The District’s operational PM₁₀ threshold of significance applies only to on-site emissions, such as project-related exceedances along unpaved roads. These impacts are generally less than significant. For large development projects, almost all travel is on paved roads, and entrained road dust from vehicular travel can exceed the significance threshold.

Source: MBARD 2008

The CO thresholds provided by MBARD are designed to screen out from further analysis projects that would have a less than significant impact to CO; however, projects that exceed these thresholds would not necessarily result in a hotspot. Localized CO concentrations are primarily the result of the volume of cars along a road and the level of emissions generated by vehicles; restricted vehicular traffic flows can contribute to higher volumes of vehicles on a given roadway in a period of time, but

¹² In Monterey County, consistency with population forecasts is based on comparing a project’s population with countywide forecasts to avoid confusion related to declining population forecasts for cities on the Monterey Peninsula (MBARD 2008).

are not the cause of high CO concentrations. Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. The Bay Area Air Quality Management District (BAAQMD) has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD, which is the air district immediately adjacent to MBARD to the north) are both in attainment for the CAAQS and NAAQS for carbon dioxide and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (CARB 2018; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. The BAAQMD threshold is applied in the following impact analysis if the Proposed Project exceeds the MBARD screening thresholds presented above to determine whether the Proposed Project would result in an exceedance of CO standards.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?
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Impact AQ-1 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE 2015 AQMP. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The most recently adopted air quality plan in the MBARD region is the 2015 AQMP. The 2015 AQMP only addresses attainment of the State eight-hour ozone standard because in 2012, the USEPA designated the NCCAB as attainment for the current Federal eight-hour ozone standard of 0.075 ppm. The control measures outlined in the 2015 AQMP focus on the MBARD continuing to use grant funding to reduce both ROG and NO_x emissions, primarily from mobile sources. According to MBARD, mobile source emission reductions have been the most effective in achieving progress toward attainment of the State one-hour and eight-hour ozone standards (MBARD 2017). Furthermore, the 2012-2015 AQMP provides Emission Reduction Strategies in Section 9.1, which includes land use “planning efforts such as the ‘Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375)...which supports coordinated transportation and land use planning with the goal of developing more sustainable communities” (MBARD 2017).

The Proposed Project includes elements to reduce VMT by creating a Mixed Use Urban Village that includes housing in close proximity to entertainment, retail, visitor lodging, and employment opportunities that could enable residents to live, work, and shop without the use of motor vehicles. The Proposed Project also requires the implementation of a “complete streets” policy to ensure that all forms of mobility, including cycling and walking, are considered in the design of the circulation roadway network. Furthermore, the Proposed Project provides a motorized intersection density of 238 intersections per square mile and a combined motorized and non-motorized intersection density of 540 intersections per square mile, an urban design pattern known to enable enhanced walkability. These goals, policies, and standards would be consistent with the 2015 AQMP because they would encourage the use of alternative forms of transportation and reduce reliance on automobiles, thereby reducing project emissions of ozone precursors.

A significant impact to air quality would occur if buildout of the Proposed Project would conflict with or obstruct implementation of the 2015 AQMP. Although any development project would represent an incremental negative impact on air quality in the NCCAB due to increased air pollutant emissions,

the primary concern is whether project-related impacts have been properly anticipated in the regional air quality planning process and reduced whenever feasible. MBARD uses growth forecasts provided by the Association of Monterey Bay Area Governments (AMBAG) to project population-related emissions, which are used in developing the AQMP for the NCCAB. As discussed in Section 4.11, *Population and Housing*, the Proposed Project would accommodate approximately 4,900 new residents. The current population of Monterey County is estimated at 443,281 (California Department of Finance [CDOF] 2018). Therefore, the Proposed Project would increase the population of Monterey County to 448,181 persons (443,281 + 4,900). The population growth projections used in the 2015 AQMP forecast that the population of Monterey County will reach 495,086 residents by 2035 (MBARD 2017). Therefore, buildout of the Proposed Project would not exceed the 2015 AQMP population growth forecast for Monterey County and is within the applicable assumptions of the air pollutant emissions forecast contained in the AQMP. Consistency with the AQMP in consideration of cumulative growth projections is discussed in detail under Section 4.2.3(c), *Cumulative Impacts*. Furthermore, as discussed under Impact AQ-2 and Impact AQ-3 below, operational emissions generated by the Proposed Project would not exceed MBARD thresholds for ozone precursor emissions. Therefore, the Proposed Project would be within the population forecasts used in the 2015 AQMP and would not generate air pollutant emissions that would impede or conflict with the AQMP's goal of achieving attainment of the State ozone standards. As a result, the Proposed Project would not conflict with or obstruct the implementation of the 2015 AQMP, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Impact AQ-2 CONSTRUCTION OF THE PROPOSED PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE MBARD REGION IS IN NONATTAINMENT UNDER APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARDS. THEREFORE, IMPACTS RELATED TO CONSTRUCTION WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.2.1(c), *Air Quality Standards*, the NCCAB is currently designated nonattainment-transitional for the State ozone standards and nonattainment for the State PM₁₀ standard, but is in attainment for all other Federal and State standards.¹³ Therefore, this analysis focuses on air quality impacts related to those criteria pollutants for which the Plan Area region is nonattainment, which are ozone and PM₁₀.

As discussed in Section 2, *Project Description*, demolition, grading and construction of backbone infrastructure for the Proposed Project would occur in two phases with vertical construction occurring in sub-phases of these two phases. Construction activities such as demolition, grading,

¹³ Areas are designated as nonattainment-transitional for ozone if no monitoring location in the nonattainment area has recorded more than three exceedance days during the previous calendar year (California Code Section 70303.5).

construction worker travel to and from Plan Area, delivery and hauling of construction supplies and debris to and from Plan Area, and fuel combustion by on-site construction equipment would generate emissions of ozone precursors (ROG and NO_x), CO, and dust (PM₁₀ and PM_{2.5}). Although the MBARD *CEQA Air Quality Guidelines* (2008) provide no plan-level significance thresholds for construction air pollutant emissions, the guidelines include project-level thresholds for construction emissions that are utilized for this analysis. If a project's construction emissions fall below the project-level thresholds, the project's impacts to regional air quality are considered individually and cumulatively less than significant and less than cumulatively considerable. According to MBARD guidelines, construction projects that temporarily emit precursors of ozone (i.e., ROG or NO_x) are accommodated in the emission inventories of State- and Federally-required air plans and would not have a significant impact on the attainment and maintenance of State or Federal ozone AAQS. MBARD guidelines have an exception if a project uses "non-typical equipment, e.g., grinders, and portable equipment." According to MBARD's *CEQA Air Quality Guidelines* (2008), PM₁₀ is the greatest pollutant of concern during construction; therefore, MBARD has established a significance threshold of 82 pounds of PM₁₀ emissions per day for construction activities. Table 4.2-5 shows the estimated unmitigated maximum daily emissions for each year of construction of the Proposed Project, accounting for compliance with Section 17.30.080(E)(4) of the Seaside Municipal Code, which requires implementation of dust suppression techniques, and MBARD Rule 426 (Architectural Coatings), which requires the use of low-VOC architectural coatings.

Table 4.2-5 Estimated Maximum Daily Construction Emissions

Year	Emissions (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2021	7.8	88.6	55.7	0.1	10.3	6.4
2022	31.1	160.2	154.3	0.5	31.7	11.8
2023	29.1	136.4	143.4	0.5	32.7	12.6
2024	25.2	98.9	106.0	0.4	32.6	12.4
2025	24.4	94.3	100.1	0.4	32.3	12.2
2026	13.9	74.3	82.2	0.3	22.9	6.7
2027	13.4	66.4	73.0	0.3	22.9	6.7
2028	13.0	65.3	69.4	0.3	22.9	6.7
2029	12.5	64.3	66.0	0.3	22.9	6.7
2030	12.0	58.7	63.1	0.3	22.5	6.3
2031	11.5	57.9	60.3	0.3	22.5	6.3
2032	11.0	57.2	57.8	0.3	22.5	6.3
2033	10.7	56.6	55.7	0.3	22.5	6.3
2034	10.4	56.1	53.8	0.3	22.5	6.3
Maximum Daily Emissions for Off-Site Improvements (year unknown)	7.0	24.8	19.2	< 0.1	4.2	2.6
Maximum Daily Emissions (pounds per day)¹	38.1	185.0	173.5	0.5	36.9	15.2
MBARD Thresholds	n/a	n/a	n/a	n/a	82 ²	n/a
Threshold Exceeded?	n/a	n/a	n/a	n/a	No	n/a

N/A = not applicable

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions.

¹ Because it is unknown at this time when off-site improvements would be constructed, maximum daily construction emissions were calculated by adding the highest modeled daily construction emissions from off-site improvements to the highest modeled daily construction emissions from construction of the Proposed Project.

² This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.

Source: See Appendix E for CalEEMod calculations and assumptions

As shown in Table 4.2-5, construction of the Proposed Project would generate maximum daily emissions of approximately 47 pounds of PM₁₀, which would not exceed the MBARD threshold of 82 pounds per day for maximum daily PM₁₀ emissions from construction activities. Furthermore, as discussed above, MBARD guidelines state that ozone precursor emissions from construction projects using typical equipment were accounted for in the emission inventories of the 2015 AQMP. The Proposed Project would use typical construction equipment; therefore, ozone precursor emissions from project construction were accounted for the emission inventories and would not have a significant impact on the attainment and maintenance of State or Federal ozone AAQS (MBARD 2008). Therefore, construction-related air quality impacts from buildout of the Proposed Project would be less than significant, and no mitigation would be required. Compliance with MBARD Rule 400 (Visible Emissions) and Rule 425 (Use of Cutback Asphalt) would further reduce emissions of dust particulates during construction activity.

Although construction emissions of ROC, NO_x, and PM₁₀ would be less than significant, project construction would temporarily and incrementally increase emissions of these pollutants, which would incrementally increase ozone and PM₁₀ concentrations in Monterey County and incrementally contribute to Monterey County's existing nonattainment status for the state ozone and PM₁₀ standards. These temporary impacts are not considered significant under the applicable MBARD thresholds. For informational purposes, the analysis below describes how the project's incremental (and less than significant) impacts relate to human health.

The disconnect between the tonnage of pollutants emitted and the localized concentrations of ozone and PM₁₀ is important because it is not necessarily the tonnage of pollutants emitted that causes human health effects; rather, it is the concentrations of ozone and PM that cause these effects. As discussed above under Section 4.2.1(b), *Air Pollutants of Primary Concern*, the health impacts of ozone include respiratory and eye irritation and possible changes in lung functions, and the health impacts of PM₁₀ include respiratory irritation, reduced lung function, aggravation of cardiovascular disease, and cancer. However, because emissions of ozone precursors and PM₁₀ would not exceed MBARD thresholds, the Project's incremental contribution to these cumulative adverse health impacts would be less than cumulatively considerable.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact AQ-3 OPERATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE MBARD REGION IS IN NONATTAINMENT UNDER APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD. THEREFORE, IMPACTS RELATED TO OPERATION WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.2.1(c), *Air Quality Standards*, the NCCAB is currently designated nonattainment-transitional for the State ozone standards and nonattainment for the State PM₁₀ standard, but is in attainment for all other Federal and State standards. Therefore, this analysis focuses on air quality impacts related to those criteria pollutants for which the Plan Area region is nonattainment, which are ozone and PM₁₀.

The Proposed Project would result in long-term air pollutant emissions over the course of operations. Emissions include area sources, energy sources, and mobile emissions. Area sources include use of consumer products, use of gas powered landscaping equipment, re-application of architectural coating (re-painting), and use of fireplaces/hearths. Energy sources include natural gas for uses such heating/air conditioning, appliances, lighting, and water heating. Mobile emissions include vehicle trips (including residents, employees, deliveries, visitors, and customers to the commercial areas).

Similar to thresholds for construction emissions, the MBARD *CEQA Air Quality Guidelines* (2008) have no plan-level significance thresholds for operational air pollutant emissions. However, the guidelines include project-level thresholds for operational emissions, which are utilized in this analysis. If a project’s operational emissions fall below the project-level thresholds, the Proposed Project’s impacts to regional air quality are considered individually less than significant and less than cumulatively considerable.

The Proposed Project was modeled in CalEEMod to estimate total emissions associated with operation. Maximum daily emissions of ROG, NO_x, CO, SO₂, PM₁₀ and PM_{2.5} were estimated based on the proposed uses under the Proposed Project, as well as the forecast annual VMT provided by TJKM (Burgett 2019). Table 4.2-6 includes the results of operational emissions modeling in comparison to the MBARD significance thresholds. As indicated, emissions of ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} would not exceed MBARD thresholds. Therefore, operational air quality impacts from buildout of the Proposed Project would be less than significant, and no mitigation would be required.

Table 4.2-6 Estimated Maximum Operational Emissions

Source	Emissions (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Emissions	75.7	1.4	122.1	< 0.1	0.7	0.7
Energy Emissions	1.4	12.5	7.4	0.1	1.0	1.0
Mobile Emissions ¹	11.0	68.9	111.7	0.5	51.5	14.0
Project Emissions	88.1	82.8	241.3	0.6	53.2	15.6
MBARD Threshold	137	137	550	150	82	N/A
Threshold Exceeded?	No	No	No	No	No	N/A ¹

N/A = not applicable

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Numbers may not add up due to rounding.

¹ Default trip generation rates for each land use in CalEEMod were adjusted to reflect the forecast VMT of approximately 22,738,405 net new annual VMT, as closely as possible (Burgett 2019). However, this analysis is conservative because the CalEEMod model assumes 23,739,210 net new annual VMT, which is slightly greater than the annual net new VMT forecasted by TJKM.² The MBARD does not have a significance threshold for operational PM_{2.5} emissions.

Source: See Appendix E for CalEEMod calculations and assumptions.

Although operational emissions of ROG, NO_x, and PM₁₀ would be less than significant, operation of the Proposed Project would incrementally increase emissions of these pollutants, which would incrementally increase ozone and PM₁₀ concentrations in Monterey County and incrementally

contribute to Monterey County's existing nonattainment status for the state ozone and PM₁₀ standards. These long-term impacts are not considered significant under the applicable MBARD thresholds. For informational purposes, the analysis below describes how the Project's incremental (and less than significant) impacts relate to human health.

It is not necessarily the tonnage of pollutants emitted that causes human health effects; rather, it is the concentrations of ozone and PM that cause these effects. The incremental increase in ozone and PM₁₀ concentrations in Monterey County as a result of Proposed Project operation would contribute to adverse health impacts that are already occurring due to the region's nonattainment status for these pollutants. As discussed above under Section 4.2.1(b), *Air Pollutants of Primary Concern*, the health impacts of ozone include respiratory and eye irritation and possible changes in lung functions, and the health impacts of PM₁₀ include respiratory irritation, reduced lung function, aggravation of cardiovascular disease, and cancer. However, because emissions of ozone precursors and PM₁₀ would not exceed MBARD thresholds, the Project's incremental contribution to these adverse health impacts would be less than significant and less than cumulatively considerable.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-4 THE PROPOSED PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS IN THE FORM OF LOCALIZED CARBON MONOXIDE HOTSPOTS. THEREFORE, IMPACTS RELATED TO CO HOTSPOTS WOULD BE LESS THAN SIGNIFICANT.

Buildout of the Proposed Project would result in new development or redevelopment that would generate additional vehicle trips on area roadways. Areas with high vehicle density, such as congested intersections, have the potential to create concentrations of CO ("CO hotspots") and could potentially expose sensitive receptors to harmful levels of pollution. The NAAQS for CO is 35.0 ppm and the CAAQS for CO is 20.0 ppm.

As discussed above in Section 4.2.3(a), *Methodology and Significance Thresholds*, localized CO concentrations are the result of the volume of cars along a road and the level of emissions generated by vehicles, rather than the flow of traffic, and vehicle CO emissions have declined over time due to stringent State standards for vehicle emissions and would continue to decline as more stringent standards are put in place. MBARD provides screening thresholds for CO hotspot impacts but does not have a standard for assessing whether a project's CO hotspot impacts would be significant. Therefore, the CO threshold from BAAQMD, which is the air district immediately adjacent to MBARD to the north, is utilized in this analysis.¹⁴ BAAQMD has determined that a volume of 44,000 vehicles per hour is the level above which traffic volumes may contribute to a

¹⁴ The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD) are both in attainment for the CAAQS and NAAQS for carbon dioxide and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (CARB 2018; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis.

violation of CO standards (BAAQMD 2017). All of the studied road and freeway segments would have daily traffic volumes below 44,000 vehicles under buildout of the Proposed Project; see Appendix K for roadway volumes. Therefore, the Proposed Project would not result in volumes of traffic that would create, or substantially contribute to, the exceedance of State and Federal AAQS for CO. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact AQ-5 THE PROPOSED PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS IN THE FORM OF TACs. THEREFORE, IMPACTS RELATED TO TACs WOULD BE LESS THAN SIGNIFICANT.

Toxic Air Contaminants

Sensitive receptors near the Plan Area include residences approximately 65 feet south of the Plan Area across Gigling Road. Additional sensitive receptors include CSUMB dormitories approximately 0.4 mile north of the Plan Area, the Monterey College of Law located in the Plan Area south of Colonel Durham between Malmedy Road and Arnhem Road, and Stillwell Elementary School and George C. Marshall Elementary School located approximately 0.4 and 0.5 mile south of the Plan Area, respectively.

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to CARB methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk, which is expressed as an estimate of the increased changes of developing cancer due to facility emissions over a 70-year lifetime. As discussed under Section 4.2.3(a), *Methodology and Significance Thresholds*, given the construction schedule, construction of the Proposed Project would not result in a long-term (i.e., 70-year) source of TAC emissions. Construction activities for the Proposed Project would only occur for a temporary duration, after which time all construction-related TAC emissions would cease. Further, there would be no residual emissions or corresponding individual cancer risk from construction activities after completion of the Proposed Project. Construction of the Proposed Project would take approximately 13 years; however, the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage and generate the highest levels of TAC emissions, such as demolition and site grading, would last for a much shorter duration (e.g., 3 years). As a result, construction of the Proposed Project would not result in substantial, long-term (i.e., 70-year) source of emissions.

Therefore, the Proposed Project's construction activities would not expose sensitive receptors to substantial concentrations of TACs.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions. Typical sources of acutely and chronically hazardous TACs identified by CARB include distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities. MBARD also identifies additional common sources of TACs including diesel-

fueled internal combustion engines and parking areas for diesel-fueled heavy-duty trucks and buses. CARB recommends siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses.

Allowable uses for the light industrial development areas in the Plan Area are small-scale light manufacturing uses including the following and similar uses: bakery, upholstery, tile-making, screen-printing, craft brewery, and distillery. Other permitted uses include dry-cleaning, restaurants, fast casual, food halls, outdoor dining, and fast food without drive-through restaurants. While potential users of the light industrial space may require stationary equipment, no stationary source equipment is proposed at this time. If individual tenants propose the use of stationary sources with the potential to emit TACs, tenants would be required to obtain an Authority to Construct and/or Permit to Operate from MBARD pursuant to Rule 1000 and conduct a risk assessment of associated TAC emissions. As part of the permit process, tenants would be required to demonstrate compliance with the following requirements, which are designed to prevent TAC emissions from causing or contributing to an increase in mortality or an increase in serious illness or from posing a present or potential hazard to human health:

- The acute and chronic hazard indices for any target organ or organ system due to TAC emissions do not exceed 1.0 at any receptor location; and
- The cancer risk due to TAC emissions does not exceed 10 in one million at any receptor location.

Other sources of potential air toxics associated with Proposed Project operations include DPM from delivery trucks for commercial/retail uses (e.g., truck traffic on local streets and idling on adjacent streets) and the use of household hazardous materials such as cleaning solvents, paints, and landscape pesticides. However, these activities, and the land uses associated with the Proposed Project, are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in MBARD's and CARB's guidelines. It is expected that quantities of hazardous TACs generated on-site by future residents and tenants (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program, which regulates stationary sources of hazardous substances used annually in quantities ranging from 500 to 20,000 pounds. In the event that future tenants of the light industrial space utilize substantial quantities of hazardous substances, they would be subject to the requirements of the California Accidental Release Program and would be required to develop and implement a Risk Management Plan that would minimize the accidental release of hazardous substances and associated TAC emissions. Because stationary TAC sources in the light industrial areas would be required to comply with MBARD Rule 1000 and the Proposed Project would not otherwise contain substantial TAC sources, the Proposed Project would not result in the exposure of sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Therefore, impacts related to TAC emissions from stationary sources would be less than significant.

Preliminary Health Risk Assessment

CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. Consequently, impacts related to TACs generated by vehicular traffic on high-volume roadways would only be considered significant if the Proposed Project risks exacerbating those existing environmental conditions. CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides guidance for evaluating projects near high-traffic freeways and roadways and recommends against siting sensitive receptors

within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day (CARB 2005). The CARB Handbook states that its “recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues” (CARB 2005). The freeways analyzed in the CARB Handbook are the I-710 and I-405 in Southern California, both of which are very high traffic freeways. The primary concern with respect to nearby-traffic roadway adjacency is the long-term effect of TACs, such as diesel exhaust particulates, on sensitive receptors. The primary source of diesel exhaust particulates is heavy-duty trucks on freeways and high-volume arterial roadways.

The westernmost boundary of the Plan Area is approximately 500 feet east of the State Route 1 (SR 1)/Lightfighter Drive northbound off ramp¹⁵ and is therefore at the edge of the 500-foot recommended buffer. However, according to the California Department of Transportation’s (Caltrans) *2016 Traffic Volumes on California State Highways* report, which is the most recent Caltrans data available, the portion of SR 1 nearest the Plan Area experiences an annual average of 87,000 daily trips (Caltrans 2017). The Proposed Project would generate approximately 17,814 weekday trips that would be distributed on area roadways. Approximately 15 percent of these trips would travel along SR 1; therefore, the Proposed Project would add approximately 2,673 daily trips to SR 1 for a total of 89,673 daily trips. Although the westernmost edge of the Plan Area would be at the edge of the 500-foot recommended buffer, this segment of SR 1 would experience less than 100,000 vehicle trips per day under existing plus project conditions and is therefore considered a relatively low-volume freeway. Therefore, the Proposed Project would not introduce sensitive receptors within 500 feet of an urban road with 100,000 vehicles per day and would not exacerbate existing conditions such that on-site or off-site sensitive receptors would be exposed to substantial pollutant concentrations resulting from TAC emissions along high-volume roadways. Impacts related to TAC emissions from mobile sources would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
--

Impact AQ-6 THE PROPOSED PROJECT WOULD NOT CREATE OBJECTIONABLE ODORS THAT WOULD ADVERSELY AFFECT A SUBSTANTIAL NUMBER OF PEOPLE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

During construction activities, temporary odors from vehicle exhaust and construction equipment engines would occur. Construction-related odors would be short-term and would cease upon completion. Land uses typically producing objectionable odors include landfills, rendering plants, chemical plants, agricultural uses, wastewater treatment plants, and refineries (MBARD 2008). Light industrial uses would be allowed in the Commercial Center, Central, and University Village. Allowable uses for the light industrial development areas within the Plan Area are small-scale light

¹⁵ The Plan Area is located approximately 900 feet east of SR 1 and 500 feet east of the SR 1 Lightfighter Drive northbound off ramp.

manufacturing uses including the following and similar uses: bakery, upholstery, tile-making, screen-printing, craft brewery, and distillery. Other permitted uses include dry-cleaning, restaurants, fast casual, food halls, outdoor dining, and fast food without drive-through restaurants. Although restaurants and light industrial uses could be located in close proximity to residential areas, the allowable restaurants and small-scale light manufacturing uses are not typically associated with substantial numbers of odor complaints according to MBARD's guidance (MBARD 2008). In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other materials which would cause a nuisance or detriment to a considerable number of persons or to the public, with the exception of odors from agricultural activities. Therefore, given the nature of land uses under the Proposed Project and required compliance with MBARD Rule 402, the Proposed Project would not create objectionable odors that would adversely affect a substantial number of people during construction and operation, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)).

Consistency with Air Quality Management Plan

The geographic scope for related projects considered in the cumulative impact analysis for AQMP consistency is Monterey County. Consistency with the AQMP is determined by comparing cumulative population growth to the population forecasts contained in the AQMP. According to MBARD guidance, "in Monterey County, consistency with population forecasts is based on comparing a project's population with countywide forecasts" rather than the local jurisdiction in which the project is located (MBARD 2008). Therefore, the geographic scope of Monterey County is appropriate for the AQMP consistency analysis.

As discussed under Impact AQ-1, the 2015 AQMP forecasts that the population of Monterey County will reach 495,086 residents by 2035 (MBARD 2017). AMBAG forecasts that the population of Monterey County will reach 489,451 residents by 2035 (AMBAG 2018). Therefore, projected cumulative growth in Monterey County would be within the growth anticipated by the 2015 AQMP. Furthermore, although projects within Monterey County that were not anticipated by the AMBAG growth forecasts could cause population growth to exceed the population forecasts contained in the AQMP, the evaluation of such impacts would be speculative because the location and timing of such projects is not known at this time, and such development activities would not be caused, directly or indirectly, by the Proposed Project. Also, if such future projects were proposed, they would require general plan or specific plan amendments and would therefore be subject to CEQA review on a case-by-case basis. Therefore, no significant cumulative impact related to consistency with the 2015 AQMP would occur. Furthermore, because the Proposed Project would be consistent with the AQMP as discussed under Impact AQ-1, the Proposed Project would not have a

cumulatively considerable contribution to a significant cumulative impact related to consistency with the AQMP.

Criteria Air Pollutant Emissions

According to MBARD, a project's cumulative air quality impacts should be evaluated for ozone, CO, and PM₁₀ (MBARD 2008). The geographic scope for cumulative criteria air pollutant emission impacts is the NCCAB, which is comprised of Monterey, Santa Cruz, and San Benito Counties. This geographic scope is appropriate for criteria air pollutants because air quality is affected by the climatic conditions, regional topography, and atmospheric conditions of a region. Development that is considered part of the cumulative analysis includes buildout of local City General Plans; County General Plans for the counties of Monterey, Santa Cruz, and San Benito; and other development projects proposed within the jurisdiction of MBARD.

Ozone

Because the area under the jurisdiction of MBARD is designated a nonattainment-transitional area for the State ozone standards, there is a significant cumulative air quality impact related to ozone. According to MBARD, if the Proposed Project would be inconsistent with the AQMP, the Proposed Project would have a cumulatively considerable contribution to this significant cumulative air quality impact related to ozone (MBARD 2008). As discussed under Impact AQ-1, the Proposed Project would be consistent with MBARD's AQMP. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the significant cumulative air quality impact related to ozone.

PM₁₀

Because the area under the jurisdiction of MBARD is designated a nonattainment area for the state PM₁₀ standard, there is a significant cumulative air quality impact related to PM₁₀. According to MBARD, if the ambient PM₁₀ levels exceed the CAAQS in the Plan Area and the Proposed Project would emit more than 82 pounds of PM₁₀ per day, the Proposed Project would have a cumulatively considerable contribution to this significant cumulative PM₁₀ impact (MBARD 2008). As shown in Table 4.2-2, ambient air quality in the Plan Area exceeded the CAAQS for PM₁₀ in 2015 and 2017. However, as shown in Table 4.2-6 under Impact AQ-3, operation of the Proposed Project would not generate more than 82 pounds of PM₁₀ emissions per day. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the significant cumulative air quality impact related to PM₁₀.

Carbon Monoxide

According to MBARD, the Proposed Project would have a cumulatively considerable contribution to a significant cumulative CO impact if traffic under cumulative plus project conditions caused CO concentrations to exceed the NAAQS for CO of 35.0 ppm or the CAAQS for CO of 20.0 ppm (MBARD). As discussed under *Methodology*, localized CO concentrations are the result of the volume of cars along a road and the level of emissions generated by vehicles, rather than the flow of traffic, and vehicle CO emissions have declined over time due to stringent State standards for vehicle emissions. In addition, vehicle CO emissions would continue to decline as more stringent standards are put in place. As discussed under Impact AQ-4, MBARD provides screening thresholds for CO hotspot impacts but does not have a standard for assessing whether a project's CO hotspot impacts would be significant. Therefore, the CO threshold from BAAQMD, which is the air district

immediately adjacent to MBARD to the north, is utilized in this analysis. The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD) are both in attainment for the CAAQS and NAAQS for carbon dioxide and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (CARB 2018; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. BAAQMD has determined that a volume of 44,000 vehicles per hour is the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). Under cumulative conditions, all of the studied road and freeway segments would have hourly traffic volumes below 44,000 vehicles. Furthermore, under Cumulative plus Project conditions, all of the studied road and freeway segments would have hourly traffic volumes below 44,000 vehicles (see Appendix K for roadway volumes). Therefore, there would be no significant cumulative impact related to CO hotspots at congested intersections, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with carbon monoxide.

Toxic Air Contaminants

The geographic scope for related projects considered in the cumulative impact analysis for TAC emissions is the MBARD region. This geographic scope is appropriate for toxic air contaminants because air quality is affected by the climatic conditions, regional topography, and atmospheric conditions of a region. Development that is considered part of the cumulative analysis includes buildout of local City General Plans; County General Plans for the counties of Monterey, Santa Cruz, and San Benito; and other development projects proposed within the jurisdiction of MBARD.

As discussed under Impact AQ-5, future owners/operators of stationary equipment within the MBARD region are required to obtain an Authority to Construct and/or Permit to Operate from MBARD per Rule 1000 and conduct a risk assessment of associated TAC emissions. Owners/operators would be required to demonstrate compliance that TAC emissions do not cause or contribute to an increase in mortality or an increase in serious illness or from posing a present or potential hazard to human health. These analyses are cumulative in nature because they must consider existing ambient air quality and nearby existing TAC emission sources; therefore, compliance with Rule 1000 would ensure that cumulative impacts related to TAC emissions from stationary sources would be less than significant. Other sources of TAC emissions within Monterey County, such as construction activities, delivery trucks, and household hazardous materials are localized in nature and are not considered to be sources that generate substantial TAC emissions by CARB and MBARD; therefore, TAC emissions from these sources from related projects would not combine to create a cumulative impact. Therefore, cumulative impact related to TAC emissions would be less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with toxic air contaminants.

Odors

Odors are primarily a localized impact; therefore, the geographic scope for related projects considered in the cumulative impact analysis for odors are those identified in Table 4-1 in Section 4, *Environmental Impact Analysis*. None of the related projects listed in Table 4-1 are odor-producing land uses identified by MBARD, which are listed under Impact AQ-6. Furthermore, all future projects would be subject to MBARD Rule 402 (Nuisances), which prohibits the discharge of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any

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such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property. Therefore, cumulative impacts related to odor would be less than significant. As described under Impact AQ-6, the project-level odor impacts would also be less than significant. As such, the Proposed Project would not have a cumulative considerable contribution to a significant cumulative impact associated with odors.

4.3 Biological Resources

This section addresses the existing environmental conditions in the Campus Town Specific Plan Area (Plan Area) and provides an assessment of the potential for direct and indirect impacts to special status biological resources, sensitive natural communities, special status species, regulated waterways and wetlands, sensitive habitat and mature native trees, and wildlife movement corridors associated with implementation of the Proposed Project. The analysis presented in this section is based on literature/database reviews and a site reconnaissance survey. During the reconnaissance survey completed on November 11 and 18, 2018, a Rincon Biologist walked throughout the Plan Area. The purpose of the survey was to document existing biological conditions, including plant and wildlife species, vegetation communities, potential jurisdictional waters and wetlands, and the potential for presence of special status species and/or habitats.

4.3.1 Setting

a. Vegetation Communities and Land Cover Types

The Plan Area includes predominantly developed areas consisting of buildings, roads, parking lots and walkways interspersed with remnant natural scrub and woodland vegetation and landscaping consisting of non-native ornamental species. The western portion of the Plan Area includes some areas of oak woodland and scrub communities, and large patches of invasive iceplant. Vegetation communities within the developed portions of the Plan Area have been heavily disturbed by human activity and the spread of non-native species. Three vegetation communities and one land cover type were mapped within the limits of the Plan Area (Figure 4.3-1).

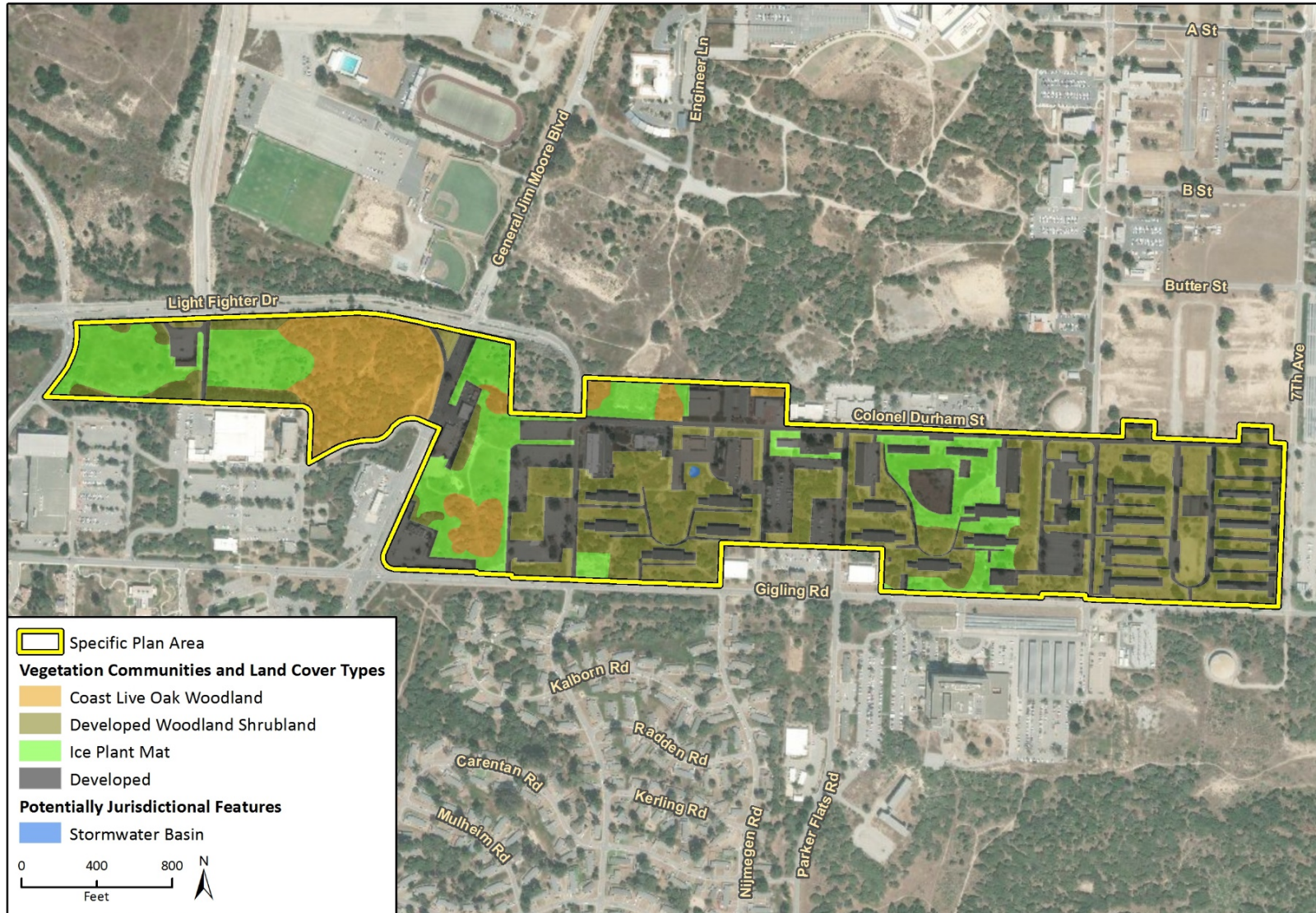
Coast Live Oak Woodland

Holland (1986) and Sawyer et al. (2009) describe this community as singularly dominated by coast live oak (*Quercus agrifolia*) with an open underdeveloped understory. Within the Plan Area, this vegetation community is largely degraded by fragmentation as a result of prior development and disturbance. Ice plant (*Carpobrotus* spp.) mats have invaded the understory and homeless encampments have resulted in significant degradation to the woodland including the general poor health of the trees.

The largest and least disturbed patch of coast live oak woodland occurs southwest of the Lightfighter Drive and General Jim Moore Boulevard intersection. This patch is approximately nine acres and is consistent with a live oak, poison oak (*Toxicodendron diversilobum*) alliance (Sawyer et al. 2009). Toyon (*Heteromeles arbutifolia*), was also observed in this area, but was not a dominant species. Along the western edge, ice plant is creeping in and overtaking the herbaceous layer. Additionally, a number of trees were observed in this patch with sapwood decay fungus (*Hypoxylon thouarsianum*); this fungus typically infects diseased and dying trees. Mammals observed on site either through direct observation or the presence of sign (scat, tracks, middens, etc.) include; black-tailed deer (*Odocoileus hemionus*), northern raccoon (*Procyon lotor*), and Monterey dusky-footed woodrat (*Neotoma macrotis luciana*) (middens). Birds observed onsite include; California towhee (*Melospiza crissalis*), bushtit (*Psaltriparus minimus*), western scrub jay (*Aphelocoma californica*), and chestnut-backed chickadee (*Poecile rufescens*).

Other small patches of coast live oak woodland east of General Jim Moore Boulevard are more consistent with the live oak, black sage (*Salvia mellifera*), chamise (*Adenostoma fasciculatum*)

Figure 4.3-1 Vegetation Communities, Land Cover Types, and Potentially Jurisdictional Features



alliance (Sawyer et al. 2009). These patches have an open canopy and some chaparral species such as; black sage, chamise, coyote brush (*Baccharis pilularis*), and California sagebrush (*Artemisia californica*) in the understory. North of Colonel Durham Street, patches of sandmat manzanita (*Arctostaphylos pumila*) and woolly leaf manzanita (*Arctostaphylos tomentosa*) were observed in this community. In total, approximately 14.14 acres of coast live oak woodland occur within the Plan Area.

Developed Woodland/Shrubland

This community is not described by Holland (1986) or Sawyer et al. (2009); however, consists of primarily non-native ornamental plantings in lawns, park strips, parking lots, commercial parks, baseball fields, etc. Tree species found in this community are highly variable and typically non-native or not occurring as part of a natural woodland. Species observed in the Plan Area are primarily Monterey cypress (*Hesperocyparis macrocarpa*) and eucalyptus (*Eucalyptus* sp.), with some Monterey pine (*Pinus radiata*). Bushes and shrubs in this community are variable by occurrence and may include oleander (*Nerium oleander*) and juniper (*Juniperus* spp.). Some areas mapped within this community also contain small patches of remnant native maritime chaparral species such as coast live oak and woolly leaf manzanita, with wild oats (*Avena fatua*) as the primary species. Landscaping around unoccupied buildings has not been regularly maintained since the base closure. As such these fallow lawns are now comprised of non-native and weedy species, including; annual bromes (*Bromus* spp.), annual barleys (*Hordeum* spp.) and annual fescues (*Festuca* spp.). Common wildlife species observed in this community include; American crow (*Corvus brachyrhynchos*), anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), red-shouldered hawk (*Buteo lineatus*), red-tailed hawk (*Buteo jamaicensis*), and Botta's pocket gopher (*Thomomys bottae*). Developed woodland/shrublands cover approximately 38.42 acres of the Plan Area.

Ice Plant Mat

Ice plant species (*Carpobrotus edulis*, *C. chilensis*) are non-native invasive species, originally planted in the 1940s and 1950s for landscaping and dune stabilization (USACE 1992). These perennial ground-hugging succulents form large monospecific mats (Sawyer et al. 2009). *Carpobrotus edulis* is an invasive species with a Cal ICP rating of "High" for its invasive tendencies. This hardy species spreads readily from landscaped areas into dune and scrub habitats, out competing native species for space, nutrients, and moisture. Generally from 6th Avenue west, many areas have been overtaken with ice plant mats, including the understory of some coast live oak woodland. Within this community some native species such as deerweed (*Acmispon glaber*) and bare patches were observed. Botta's pocket gopher burrows and California ground squirrel (*Otospermophilus beecheyi*) individuals and burrows were observed in ice plant mats. There are approximately 23.05 acres of ice plant mats in the Plan Area.

Developed

This land cover type is not described by Holland (1986), Sawyer et al. (2009), or Mayer and Laudenslayer (1988). It includes all areas that have been developed, including paved roads, sidewalks, parking lots, barracks and other buildings, and basketball courts. Virginia opossum (*Didelphis virginiana*), American crow, and turkey vulture (*Cathartes aura*) were observed in developed areas. Many of the buildings in this area are abandoned, providing suitable nesting or roosting habitat for barn owl (*Tyto alba*), black phoebe, Say's phoebe (*Sayornis saya*), cliff swallow (*Petrochelidon pyrrhonota*), and bats. Approximately 44.25 acres of the Plan Area are considered to fall within the "developed" land cover type.

b. Soils

One soil type was mapped within the Plan Area; Oceano loamy sand. This soil type is an excessively drained sandy soil found on dunes. It formed from eolian (wind-blown) deposits, and typically occurs near the coast at low elevations (0 to 800 feet). Oceano sand typically has sand textures from the surface to at least 80 inches depth, and is typically moderately acidic. Oceano sand differs from Marina sand by having softer lamella, with fewer and thinner clay bridges among sand grains, making this soil looser and less cohesive.

c. Sensitive Biological Resources

The term sensitive biological resources include those special status plants and wildlife, sensitive natural communities [see subsection (d) below], and other sensitive biological resources that are governed under Federal, State, and local laws and regulations. Information regarding the occurrences of special status species in the vicinity of the Plan Area was obtained from reviewing background literature and agency database sources, including California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDDB) (CDFW 2018a) and Biogeographic Information and Observation System (CDFW 2018b); the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2018a), National Wetlands Inventory Wetlands Mapper (USFWS 2018b), and Information, Planning and Conservation System (USFWS 2018c); the United States Department of Agriculture, Natural Resource Conservation Service Web Soil Survey (USDA NRCS 2018); and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CNPS 2018).

Plants catalogued by CNPS with a California Rare Plant Rank (CRPR) of 1A are presumed extirpated or extinct because they have not been seen or collected in the wild in California for many years. A plant is extinct if it no longer occurs anywhere. A plant that is extirpated from California has been eliminated from California, but may still occur elsewhere in its range. Plants with a CRPR of 1B are rare throughout their range with the majority of them endemic to California. Most of the plants that are ranked 1B have declined substantially over the last century. CRPR 1B plants constitute the majority of taxa in the CNPS Inventory, with more than 1,000 plants assigned to this category of rarity. Plants with a CRPR of 2A are presumed extirpated because they have not been observed or documented in California for many years. This list only includes plants that are presumed extirpated in California, but more common elsewhere in their range. Plants with a CRPR of 2B meet the requirements of 1B ranking within California but are common in other states or countries

Other sources of information about the Plan Area included aerial photographs, topographic maps, geologic maps, climatic data, project plans, and a reconnaissance survey completed on November 11 and 18, 2018. Previous biological studies for projects occurring in the region, including the *Seaside General Plan Update Existing Conditions Report* (Raimi + Associates, et al. 2017), *Flora and Fauna Baseline Study of Fort Ord, California* (United States Army Corps of Engineers [USACE] 1992), *Installation-wide Multispecies Habitat Management Plan for Former Fort Ord, California* (HMP) (USACE 1997), and *Fort Ord Reuse Plan; Final Environmental Impact Report* (FORA 1997a) were reviewed for pertinent information of special status biological resources and existing conditions occurring in the region.

Queries of the CNDDDB and the CNPS online Inventory of Rare and Endangered Plants of California included the *Marina*, U. S. Geological Survey (USGS) 7.5-minute topographic quadrangles, and surrounding eight quadrangles; *Seaside, Monterey, Spreckels, Salinas, Prunedale, and Moss Landing*. The results of these scientific database queries are presented as an appendix (Appendix G).

d. Sensitive Natural Communities

Sensitive natural communities are vegetation types, associations, or sub-associations that support concentrations of special status plant and/or wildlife species, are of relatively limited distribution, and/or are of particular value to wildlife. According to the CDFW Vegetation Program, Alliances with State ranks of S1-S3 are considered to be imperiled, and thus, potentially of special concern. Natural communities with these ranks are generally addressed during CEQA environmental review with compensatory mitigation prescribed for impacts as applicable.

No sensitive natural communities were observed within the Plan Area. However, sensitive natural communities documented within five miles of the Plan Area include:

- Central dune scrub
- Central maritime chaparral
- Valley needlegrass grassland

e. Special Status Species

Federal, State, and local authorities under a variety of legislative acts share regulatory authority over biological resources. The CDFW has direct jurisdiction under law for biological resources through the State Fish and Game Code and under the California Endangered Species Act (CESA). The Federal Endangered Species Act (FESA) also provides direct regulatory authority over specially designated species and their habitats to the USFWS. These acts specifically regulate listed and candidate endangered and threatened species, which are defined as:

- **Endangered Species:** any species that is in danger of extinction throughout all or a significant portion of its range.
- **Threatened Species:** any species that is likely to become an endangered species within the foreseeable future throughout all or a significant part of its range.

There is potential for special-status species protected under FESA, CESA, and other Federal and State statutes and regulations to occur in the Plan Area. No critical habitats designated under the FESA occur within or adjacent to the Plan Area. CESA does not designate critical habitats.

Special Status Plants

Based on the database and literature review, 53 special status plants species were documented within the *Marina*, California USGS 7.5-minute topographic quadrangle (within which the Plan Area is located) and the six surrounding quadrangles.¹ Twenty-one (21) of these could be eliminated based on the absence of suitable habitat, lack of suitable soils, and prior and existing development in the Plan Area (see Appendix G for a species by species evaluation). Seven Federal and/or State listed plant species and nine species with a rare plant rank of 1B to 2B have a low potential to occur in the Plan Area. Sixteen special status plant species are known to occur, or have at least a moderate potential to occur within the vicinity of the Plan Area (see Appendix D, *Existing Conditions, Opportunities, and Constraints Report*, prepared for this EIR). Federal and/or State listed plant species with at least a moderate potential to occur in the Plan Area include: Monterey spineflower (*Chorizanthe pungens* var. *pungens*), robust spineflower (*Chorizanthe robusta* var. *robusta*), seaside

¹ Quadrangles are not mapped over the ocean; therefore, the seven-quadrangle search covers the Proposed Project quadrangle and all bordering quadrangles.

bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), and Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*). Federal and/or State listed species with a low potential include: coastal dunes milk-vetch (*Astragalus tener* var. *titi*), Menzies' wallflower (*Erysimum menziesii*), Gowen cypress (*Hesperocyparis goveniana*), beach layia (*Layia carnosa*), Tidestrom's lupine (*Lupinus tidestromii*), and Yadon's rein orchid (*Piperia yadonii*).

One special status plant species with a CRPR rank of 1B.2, sandmat manzanita (*Arctostaphylos pumila*), was observed in the Plan Area and is considered present. No Federal or State listed plants were observed within the Plan Area.

The vegetation communities in the Plan Area generally provide marginal habitat due to development, landscaping, and the presence of non-native invasive species. Bare patches in ice plant mats and lawns provide sandy open habitat for dune species such as seaside bird's-beak, Monterey spineflower, Monterey gilia, and Menzies' wallflower. Remnant patches of chaparral species within oak woodland and developed shrublands may also contain robust spineflower, Gowen cypress, and Yadon's rein-orchid. Because the oak woodland habitats on the west side of the Plan Area are more natural and less disturbed than developed areas on the east side, special status species are generally more likely to occur west of General Jim Moore Boulevard. The potential for special status plants to occur to the east cannot be excluded, however, due to the presence of sandy soils, chaparral species, and known occurrences in the vicinity.

Special Status Wildlife

Based on the database and literature review, 33 special-status wildlife species were documented within the *Marina*, California USGS 7.5-minute topographic quadrangle (within which the Plan Area is located) and the six surrounding quadrangles.² Nineteen of these could be eliminated based on the absence of suitable habitat (e.g., aquatic habitat, specific vegetation communities) and prior and existing development in the Plan Area (see Appendix G). Six non-listed special status species were determined to have a low potential to occur in the Plan Area. One Federally listed species, Smith's blue butterfly (*Euphilotes enoptes smithi*), has a low potential to occur in the Plan Area. Recent signs of one State Species of Special Concern (SSC), Monterey dusky-footed woodrat, was observed in the Plan Area during the site reconnaissance survey and is assumed present. The remaining three species have moderate to high potential to occur based on the potential presence of suitable habitat and known occurrences

Species with potential to occur within the Plan Area include:

- Monterey dusky-footed woodrat – SSC
- Smith's blue butterfly – Federally Endangered
- American peregrine falcon (*Falco peregrinus anatum*)– State Fully protected (FP)
- Northern California legless lizard (*Anniella pulchra*) – SSC
- Coast horned lizard (*Phrynosoma blainvillii*) – SSC
- Townsend's big-eared bat (*Corynorhinus townsendii*) - SSC
- American badger (*Taxidea taxus*) - SSC
- Burrowing owl (*Athene cunicularia*) - SSC

² Quadrangles are not mapped over the ocean; therefore, the seven-quadrangle search covers the Proposed Project quadrangle and all bordering quadrangles.

- Ferruginous hawk (*Buteo regalis*) – Watch List (WL)
- White-tailed kite (*Elanus leucurus*) - FP
- California horned lark (*Eremophila alpestris actia*) – Watch List (WL)

Generally, special status species are most likely to occur in undeveloped areas on the west side of the Plan Area adjacent to General Jim Moore Boulevard, and in areas with less human presence on the east side of the Plan Area between Parker Flats Cut Off Road and 7th Avenue. Because some buildings are still in use between Malmedy Road and Parker Flats Cut Off Road, there is still a human presence in the area which may discourage wildlife. A limited number of species may occur within developed areas of the former Fort Ord. Sandy openings in ice plant mats may provide habitat for northern California legless lizard and Smith's blue butterfly. Buildings within developed areas likely provide suitable nesting sites for pigeons, which may attract foraging by American peregrine falcon. However, these buildings are being demolished by FORA. The Plan Area is far from suitable nesting sites for this species, and the species has a low potential for foraging at the Plan Area.

Coast live oak woodlands in the Plan Area also may also support coast horned lizard. Monterey dusky-footed woodrat middens were observed during the site visit in the area containing remnant oak woodlands just west of General Jim Moore Boulevard.

f. Jurisdictional Waters and Wetlands

The Plan Area is located within the Salinas River watershed, which covers approximately 4,600 square miles from San Luis Obispo County to Monterey County. No CDFW or USACE jurisdictional wetlands or waters are present in the Plan Area. One small (0.06 acre) isolated stormwater retention basin is located between buildings and a parking lot, which appears to be properly maintained (Figure 4.3-1). This stormwater feature was constructed in 2009 when a new parking lot was constructed. This feature drains water from the parking lot, lawns, and open space between bunkers on the former Fort Ord, no "bed," "Bank," "channel," or riparian vegetation was observed. It is therefore not likely to be USACE or CDFW jurisdictional, but potentially a Regional Water Quality Control Board (RWQCB) jurisdictional stormwater feature under the Porter-Cologne Water Quality Control Act, which regulates discharge to waters of the State, including discharge of stormwater. Under the new regulations adopted in April 2019, maintained detention basins are not considered waters of the state. This stormwater basin is on property owned by Monterey College of Law, and this property is not proposed for modification as part of the Proposed Project.

g. Wildlife Corridors

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations or those populations that are at risk of becoming isolated. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.

The habitats within the link do not necessarily need to be the same as the habitats that are being linked. Rather, the link merely needs to contain sufficient cover and forage to allow temporary inhabitation by ground-dwelling species. Habitat linkages are contiguous strips of natural areas, though dense plantings of landscape vegetation can be used by certain disturbance-tolerant species.

Depending upon the species using a corridor, specific physical resources (such as rock outcroppings, vernal pools, or oak trees) may need to be located within the habitat link at certain intervals to allow slower-moving species to traverse the link. For highly mobile or aerial species, habitat linkages may be discontinuous patches of suitable resources spaced sufficiently close together to permit travel along a route in a short period of time. Wildlife movement corridors can be both large and small scale.

The California Essential Habitat Connectivity Project commissioned by the California Department of Transportation (Caltrans) and CDFW; identifies “natural landscape blocks” which support native biodiversity and the “essential connectivity areas” which link them (Spencer et al. 2010). No essential connectivity areas or landscape blocks are mapped within the Plan Area. There is some open space to the north on the California State University Monterey Bay (CSUMB) campus, open space to the south and east on former Fort Ord lands, and dune habitat to the west. These open space areas occur in patches within existing development, such as the CSUMB stadium complex, residential development, and SR 1. Movement between these areas can occur within the developed woodland and coast live oak woodland patches scattered throughout the Plan Area. However, these areas are not considered essential connectivity areas and most wildlife species that would utilize such connections are likely to be urban, disturbance tolerant species such as raccoon, skunk, opossum, and black tailed deer. The Monterey dusky-footed woodrat is also likely to use these areas as a small local corridor for movement. Based on the Plan Area’s previous use and disturbance, and its proximity to existing urban areas, the site is unlikely to function as an essential connectivity area or an important wildlife corridor between the coast and natural lands on the former Fort Ord for any special status or non-special status species. To the east are wider expanses of open space. Wildlife movement and genetic connectivity in the region is facilitated through the expanses of open space east of the Plan Area. Although the Plan Area may function as a corridor for local movement of common species, the extent of existing development has isolated the Plan Area, and the Plan Area is not likely to function as an essential connectivity area or an important regional wildlife movement corridor.

4.3.2 Regulatory Setting

The following is a summary of the regulatory context under which biological resources are regulated at the Federal, State, and local level. Agencies and regulatory documents pertaining to the protection of biological resources include:

- U.S. Fish and Wildlife Service (Federally listed species and migratory birds)
- U.S. Army Corps of Engineers (USACE; wetlands and other waters of the United States)
- California Department of Fish and Wildlife (waters of the State, State listed and fully protected species, and other sensitive plants and wildlife)
- Central Coast Regional Water Quality Control Board (waters of the State)
- City of Seaside Municipal Code (Chapter 8.54, Trees)
- City of Seaside General Plan (2004)
- Draft Seaside 2040 (2019)
- Fort Ord Habitat Management Plan (HMP) (1997a)
- Fort Ord Habitat Conservation Plan (HCP) (in progress)
- FORA Base Reuse Plan (1997b)
- FORA Base Reuse Plan Reassessment (2012)

The following discussion provides a summary of those agencies and regulatory documents that are most relevant to biological resources.

a. Federal

U.S. Fish and Wildlife Service

The USFWS implements the Bald and Golden Eagle Protection Act (BGEPA; 16 USC Sections 668-668d) and the Migratory Bird Treaty Act (MBTA, 16 U.S.C. Sections 703-712). The BGEPA prohibits the take of bald eagle and golden eagle without a permit. The MBTA prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. The USFWS shares responsibility for implementation of the Endangered Species Act (ESA; 16 USC Section 1531) with the National Marine Fisheries Service (National Oceanic and Atmospheric Administration [NOAA Fisheries]). USFWS generally implements the ESA for land and freshwater species, while NOAA Fisheries implements FESA for marine and anadromous species.

The ESA prohibits the unpermitted take of Federally listed threatened or endangered species. Take under Federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of ESA; however, the USFWS and NOAA Fisheries advise project applicants that they could be elevated to listed status at any time.

Projects that would result in incidental take of any Federally listed threatened or endangered species are required to obtain permits from the USFWS or NOAA Fisheries through either Section 7 (interagency consultation if there is a federal nexus) or Section 10 (incidental take permit/Habitat Conservation Plan) of the ESA. The Section 7 consultation process, which applies to both listed animal and plant species, is designed to ensure that the federal agency action does not jeopardize the continued existence of a listed species or destroy or adversely modify its critical habitat. An HCP prepared under Section 10 outlines conservation measures to minimize the impacts of incidental take to listed species, including measures to maintain, enhance and protect the species' habitat.

The USFWS issued a Biological Opinion (BO) on the disposal and reuse of Fort Ord in 1993 (1-8-93-F-14). The BO is based on the Draft Fort Ord Disposal and Reuse Biological Assessment prepared by the Army in 1993.

U.S. Army Corps of Engineers

Under Section 404 of the CWA, the USACE has authority to regulate activity that could discharge fill or dredged material into wetlands or other waters of the United States. Perennial and intermittent creeks and adjacent wetlands are considered waters of the United States and are within the regulatory jurisdiction of the USACE. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or acres. In achieving the goals of the CWA, the Corps seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any fill waters of the U.S., including wetlands, would require a permit from the Corps prior to the start of work. In response to Executive order 13778, the USACE and Environmental Protection Agency (EPA) proposed a rule on December 11, 2018 to revise the definition of "waters of the United States" subject to federal regulation under the CWA. The proposed definition includes; "traditional navigable waters, including the territorial seas; tributaries that contribute perennial or intermittent flow to such waters; certain ditches; certain lakes and ponds; impoundments of otherwise jurisdictional waters;

and wetlands adjacent to other jurisdictional waters”. The proposed rule was published on February 14, 2019, and the public comment period closed on April 15, 2019. As of July 2019, no final action has been taken. If adopted, the proposed definition would exclude certain currently-jurisdictional waters, such as ephemeral tributaries and adjacent wetlands lacking a continuous surface connection, from federal CWA jurisdiction.

b. State

California Department of Fish and Wildlife

The California Endangered Species Act (CESA, Fish and Game Code Section 2050 et seq.) establishes State policy to conserve, protect, restore, and enhance species listed under CESA as threatened or endangered. For projects that would affect species that are on the Federal and State lists, compliance with the Federal ESA satisfies CESA if CDFW determines that the federal incidental take authorization is consistent with CESA under California Fish and Game Code Section 2080.1. For projects that would result in take of species that are only State listed, the project proponent must apply for an incidental take permit under Section 2081(b) of the California Fish and Game Code in order to take those listed species. Take of species designated as Fully Protected is prohibited except as provided by California Fish and Game Code (CFGF) Section 2835.

The CFGF Sections 3503, 3503.5, and 3513 describe unlawful take, possession, or destruction of birds, nests, and eggs. Section 3503 prohibits the take of nests or eggs of any bird. Section 3503.5 protects all birds-of-prey and their eggs and nests against take. Section 3513 prohibits the take of migratory nongame birds as designated in the MBTA except as provided by the MBTA.

Species of Special Concern (SSC) is a category used by the CDFW for those species, which are considered indicators of regional habitat changes or are considered potential future protected species. Species of Special Concern do not have any special legal status except that which may be afforded by the CFGF as noted above. The SSC category is intended by the CDFW for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands.

The CDFW also administers the California Native Plant Protection Act of 1977 (CNPPA) (Fish and Game Code Section 1900 et seq.). The CNPPA prohibits importation of rare and endangered plants into California, “take” of rare and endangered plants and sale of rare and endangered plants.

Perennial and intermittent streams and associated riparian vegetation, when present, also fall under the jurisdiction of the CDFW. Section 1600 et seq. of the CFGF (Lake and Streambed Alteration Agreements) gives the CDFW regulatory authority over work within the stream zone (which could extend on either side of the stream bank to the 100-year flood plain) consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

Regional Water Quality Control Board

In addition, the State Water Resources Control Board (SWRCB) and each of the nine RWQCBs are responsible for establishing and enforcing state water quality standards. Pursuant to Section 401 of the CWA, projects that apply for a USACE permit for discharge of dredge or fill material must obtain water quality certification under Section 401 from the RWQCB, which certifies that the proposed discharge would not violate state water quality standards.

The SWRCB and each of the RWQCBs also have jurisdiction over “waters of the State” pursuant to the Porter-Cologne Water Quality Control Act. “Waters of the State” are defined as any surface water or groundwater, including saline waters, within the boundaries of the State. The SWRCB has issued general Waste Discharge Requirements (WDRs) regarding discharges to “isolated” waters of the State for certain projects (Water Quality Order No. 2004-0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the U.S. Army Corps of Engineers to be Outside of Federal Jurisdiction). To assure uniformity in RWQCB procedures, the SWRCB adopted a State wetlands definition and procedures for discharges of dredged or fill materials into waters of the State on April 2, 2019. These new state wetlands regulations will not become effective until nine months after approval of the regulations by the Office of Administrative Law.

The CWA and associated Federal regulations (Title 40 of the *Code of Federal Regulations* [CFR] 123.25(a)(9), 122.26(a), 122.26(b)(14)(x) and 122.26(b)(15)) require nearly all construction site operators engaged in clearing, grading, and excavating activities that disturb one acre or more, including smaller sites in a larger common plan of development or sale, to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for their stormwater discharges, and develop a Storm Water Pollution Prevention Plan (SWPPP). The NPDES Program is a federal program which has been delegated to the State of California for implementation through the SWRCB and the RWQCBs.

c. Regional

1997 Fort Ord Reuse Authority (FORA) Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. The main objectives related to biological resources that are outlined in the BRP for the City of Seaside are: to preserve and protect the sensitive species and habitats addressed in the HMP; preserve and protect the sensitive species and habitats that are not addressed in the HMP; avoid or minimize disturbance to natural land features and habitats through project design; promote awareness and education concerning the biological resources on the former Fort Ord; and develop strategies for interim management of undeveloped natural land areas.

Conservation goals, policies, and programs are defined in the BRP to accomplish these objectives. Some of the main policies outlined for the City of Seaside are as follows. Policy A-4 requires the City to encourage the preservation of small pockets of habitat and populations of HMP species within and around developed areas. Policy B-1 strives to avoid or minimize loss of any sensitive species occurring in areas planned for development. Policy B-3 requires the City to preserve, enhance and protect wetland areas. Policy C-2 encourages the preservation and enhancement of oak woodland elements in the natural and built environments. Policy D-2 encourages the preparation of educational materials through various media sources which describe the biological resources on the former Fort Ord. Policy E-1 requires that the City develop a plan describing how it intends to address the interim management of natural land areas for which the City is designated as the responsible party. The City of Seaside’s 2004 General Plan was certified as consistent with the BRP and is used to determine consistency with the BRP.

Fort Ord Habitat Management Plan (HMP) and Habitat Conservation Plan (HCP)

The Fort Ord HMP was published by the USACE in 1997 in compliance with the USFWS final Biological Opinion for disposal and reuse of former Fort Ord lands. The HMP establishes guidelines for the conservation and management of plant and wildlife species and their habitat that occur on former Fort Ord lands. The HMP promotes preservation, enhancement, and restoration of habitat and populations of HMP covered species while allowing development on selected properties that promotes economic recovery after closure of the fort. The Plan Area is not located within a Habitat Reserve or a Habitat Corridor identified in the HMP.

The Fort Ord HCP is currently being prepared by FORA and is independent of the Fort Ord HMP. The HCP has not yet been adopted. The HCP would provide the framework for ensuring conservation of State and Federally listed plant and animal species (HCP species) and the natural communities that support them on the former Fort Ord. The HCP incorporates all relevant information from the HMP, and would supersede it as the primary conservation planning document for listed species and non-federal recipients of Fort Ord lands. Given that the HCP has not yet been finalized, USFWS has generally accepted adherence to the HMP conditions as sufficient to avoid and mitigate impacts to Federally listed species within designated development areas of the former Fort Ord. CDFW has generally accepted adherence to the HMP conditions as sufficient to avoid and mitigate impacts to non-listed sensitive species within designated development areas. However, these have been project-specific determinations, and impacts to Federally or State listed wildlife may still require individual take authorization from one or both agencies.

d. Local

2004 Seaside General Plan

The Conservation/Open Space Element of the Seaside 2004 General Plan includes policies addressing protection of sensitive biological resources. The Goal of COS-4 is to “preserve and protect the sensitive habitats and species within the community.” Policy COS-4.1 is to “Preserve ecological and biological resources by maintaining these resources as open space.” Implementation Plan COS-4.1.1 is to “Require Proper Analysis and Mitigation of Biological Resources. Use proper land use planning and environmental review to minimize the impact of urban development on sensitive ecological and biological resources. Where feasible, require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, require habitat replacement at locations and ratios acceptable to the State and Federal agencies with jurisdiction over the project.”

Policy COS-4.2 is to “Protect and enhance the creeks, lakes, and adjacent wetlands for their value in providing visual amenity, habitat for wildlife, and recreational opportunities.”

Policy COS-4.3 is to “Encourage the preservation and enhancement of oak woodland elements in the natural and built environments.” Implementation Plan COS-4.3.1 requires “project developers to retain coast live oak trees within the planning area, including oaks within new development areas. All coast live oak trees should be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed, the construction should be postponed until the end of the fledgling.”

Draft Seaside 2040

The goals, policies, and implementation actions of *Draft Seaside 2040* support growth and redevelopment, which includes areas within the jurisdiction of the City's LCP; as well as on undeveloped former Fort Ord lands. New development under *Draft Seaside 2040* on former Fort Ord lands would incorporate open space corridors with trails that support natural vegetation communities, and sensitive habitats.

Draft Seaside 2040 includes "Goal POC-8: Sensitive species and habitat protected on former Fort Ord lands. The Fort Ord HMP and HCP provide frameworks to conserve and manage special status species, animal communities, and habitat areas on former Fort Ord lands. This goal aims to implement those plans locally, identifying and managing habitat areas and species." *Draft Seaside 2040* includes "Goal POC-9: New development supports the preservation or enhancement of the City's natural resources." One of the implementing Policies for POC-9 states "Clustered development. Cluster new development on former Fort Ord lands to minimize impacts to oak woodlands and linkages, preserve habitat management areas, and protect steep slopes, wetlands, and waterways." Other implementing policies for POC-9 state "Integrating oak woodland. Work with developers to promote an understanding of existing oak trees and previously-identified oak woodland linkages as they design new developments."

Seaside Municipal Code

The City of Seaside Municipal Code Title 8 Health and Safety, Chapter 8.54 Trees provides standards for the removal, protection and preservation of trees. The ordinance requires a tree removal permit and replacement plantings for any tree to be removed during project construction. In addition to requiring tree removal permits, the ordinance also requires measures to protect existing trees during project construction.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The analysis presented in this section is based on literature/database reviews and a site reconnaissance survey. During the reconnaissance survey completed on November 11 and 18, 2018, a Rincon Biologist walked throughout the Plan Area.

Project impacts to flora and are focused upon rare, threatened, endangered species, as defined under *CEQA Guidelines* Section 15380. A substantial adverse effect as defined under Threshold 1 to Federal or State listed, or fully protected species would be considered significant if any individual animal or plant would be affected. A substantial adverse effect as defined under Threshold 1 to CRPR 1B and 2B plants are generally considered significant under CEQA if the loss of individuals on represented a population-level impact that resulted in a loss of a local or regional population, or risked the long-term viability of a local or regional population.

Significance Thresholds

The Proposed Project would have a significant impact on biological resources if the project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by CDFW or USFW or as defined under CEQA Guidelines Section 15380;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies regulations, or by the CDFW or USFWS;
3. Have a substantial adverse effect on a state or Federally protected wetlands (including but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, or hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance;
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by CDFW or USFWS, or as defined under CEQA Guidelines Section 15380?

Impact BIO-1 THE PROPOSED PROJECT WOULD HAVE A SUBSTANTIAL ADVERSE EFFECT ON SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

As shown in Figure 4.3-1, the Plan Area consists of five land cover types, including coast live oak woodland, developed woodland, ice plant mat, stormwater basin, and developed. The coast live oak woodland land cover type is largely degraded by fragmentation and disturbance. Ice plant mats have invaded the understory and homeless encampments have resulted in significant degradation to the woodland. The developed woodland/shrubland areas of the Plan Area consist of non-native ornamental plantings in lawns, park strips, parking lots, commercial parks, baseball fields, and contain highly variable and typically non-native species. The species of ice plant found in ice plant mats through the Plan Area are non-native invasive species. The developed land cover type includes paved roads, sidewalks, parking lots, former Army barracks, and other buildings (many of which are vacant), and basketball courts.

Construction activity associated with the Proposed Project would include demolition, grading, vegetation removal, equipment and vehicle staging, parking, and construction noise within the Plan Area as well as within off-site improvement areas, which have the potential to directly impact special status plant and wildlife species. While the exact location of the new off-site fire station is currently unknown, the construction of this building is analyzed herein as part of the Proposed Project, to the extent feasibly based on available information, but without engaging in speculation. Wildlife species may be injured or killed by construction activity if present during construction. Wildlife present in the Plan Area or in adjacent areas could be impacted by construction noise and activity if that activity causes individuals to abandon breeding activity and increases competition

with other individuals of the same species. Special status plant species would be directly impacted through clearing, grading and vegetation removal in vegetated portions of the Plan Area.

In general, impacts may also occur if the quality of habitat were degraded by development in adjacent areas through the introduction of invasive weeds, human disturbance, and altered hydrology. Impacts to CRPR 1B and 2B plants are generally considered significant under CEQA if the loss of individuals on represented a population-level impact that resulted in a loss of, or risk to the entire regional population. Impacts to the sensitive biological resources listed below, as a result of the Proposed Project, would be significant but mitigable to less than significant.

Light sensitive species such as bats may also be affected by outdoor lighting; however, the City's Zoning Ordinance (SMC Chapter 17.30, *Standards for all Development and Land Uses*) would require outdoor lighting to be directed downward. Once the abandoned buildings have been removed from the Plan Area, there would be no suitable habitat for Townsend's big eared bat maternal colonies, and given the surrounding development, bat species in the area are likely to be disturbance tolerant. Therefore, impacts due to lighting would be less than significant.

Plant Species

State and/or Federally listed and special status plant species with the potential to occur in the Plan Area include coastal dunes milk-vetch, Monterey spineflower, robust spineflower, seaside bird's-beak, Menzies' wallflower, Monterey gilia, Gowen cypress, beach layia, Tidestrom's lupine, and Yadon's rein orchid (Appendix G). Additionally, 18 plants with a CRPR of 1B to 2B have the potential to occur in the Plan Area. One rare plant, sandmat manzanita was observed in the Plan Area during the site reconnaissance survey. A list of plant species with potential to occur is provided in Table 4.3-1 and descriptions of species with potential to occur in the Plan Area are included in Appendix G. Impacts described above to Federal or State listed species would be significant under CEQA. Impacts to non-listed plants would be considered significant under CEQA if the loss of those individuals would jeopardize the survival of a local or regional population. Population level impacts are unlikely, but would be potentially significant. The Plan Area is located west of large expanses of natural open space (mostly located on FORA lands) that provides suitable habitat for all non-listed rare plant species that could occur in the Plan Area. The Plan Area is comprised of predominantly developed areas, and only a small portion of the site includes suitable natural habitat to support non-listed rare plants. Impacts to what would amount to a very small number of individuals that could occur in the natural portions of the Plan Area are unlikely to jeopardize the viability of any local or regional populations; however, the status of non-listed rare plants should be assessed prior to construction at the time listed plant species occurrence is assessed. Appropriately timed botanical surveys, as required by Mitigation Measure BIO-1(a), would identify any individuals or populations of rare plants (both listed and non-listed) where present. These surveys would be conducted in the blooming period prior to construction and would identify listed species that would be impacted by Project development, and unique or locally important populations of non-listed species that would be jeopardized by Project development, if present. Mitigation Measures BIO-1(b) and BIO-1(c) would then be required to reduce impacts to listed species or population-level impacts to non-listed sensitive species. No sensitive plant communities have been documented within the Plan Area. Implementation of Mitigation Measures BIO-1(a) through BIO-1(c) and BIO-1(h) would reduce impacts to a less than significant level.

Table 4.3-1 Special Status Plants with Potential to Occur in the Plan Area

Common Name	Conservation Status	Potential to Occur
Sandmat manzanita	1B.2	Present
Monterey cypress	1B.2	Present (Ornamental)
Monterey pine	1B.1	Present (Ornamental)
Toro manzanita	1B.2	High
Fort Ord spineflower	1B.2	High
Monterey spineflower	FT	High
Eastwood’s goldenbush	1B.1	High
Sand-loving wallflower	1B.2	High
Monterey gilia	FE/ST	High
Kellogg’s horkelia	1B.1	High
Northern curly-leaved monardella	1B.2	High
Pajaro manzanita	1B.1	Moderate
Hooker’s manzanita	1B.2	Moderate
Pink Johnny-nip	1B.1	Moderate
Jolon clarkia	1B.2	Moderate
Seaside bird’s-beak	1B.1	Moderate
Coastal dunes milk-vetch	FE/SE	Low
Twisted horsehair lichen	1B.1	Low
Robust spineflower	FE	Low
Hospital Canyon larkspur	1B.2	Low
Hutchinson’s larkspur	1B.2	Low
Pinnacles buckwheat	1B.3	Low
Menzies’ wallflower	FE/SE	Low
Gowen cypress	FT	Low
Point Reyes horkelia	1B.2	Low
Beach layia	FE/SE	Low
Tidestrom’s lupine	FE/SE	Low
Oregon meconella	1B.1	Low
Woodland woollythreads	1B.2	Low
Yadon’s rein orchid	FE	Low
Choris’ popcornflower	1B.2	Low
Angel’s hair lichen	2B.1	Low

FT: Federal Threatened

FE: Federal Endangered

ST: State Threatened

SE: State Endangered

SFP: State Fully Protected

1B.1/1B.2: Rare Plant Ranking

Source: CNPS 2018

Wildlife Species

Thirty-one special status wildlife species known to occur in the region were evaluated for their potential to occur within the Plan Area and off-site improvement areas (see Appendix G). Of these, 19 were excluded based on the lack of suitable habitat. Eleven special status wildlife species were determined to have some potential to occur in the Plan Area (Table 4.3-2). A species account for those species with potential to occur in the Plan Area and off-site improvement areas are included in Appendix G. Monterey dusky-footed woodrat (SSC), middens (nests) were observed in oak woodlands within the Plan Area west of General Jim Moore Boulevard, and are presumed to be present. Townsend's big-eared bat (SSC) may roost in unused buildings and trees that are large enough to serve as roosts. Northern California legless lizard and coast horned lizard may also occur in undeveloped areas. Additionally, SSC birds and native birds protected by CFGC may nest in trees, shrubs, vegetation, and on buildings and bare ground. While the Plan Area includes some open spaces that are suitable foraging habitat for ferruginous hawk, American peregrine falcon, and white-tailed kite, the amount of suitable foraging habitat potentially affected by construction is small compared to the amount that is available for these species outside of the Plan Area. As such, impacts associated with bird foraging activities would be less than significant. The Smith's blue butterfly may also occur in the Plan Area if host plants are present and would be directly affected if host plants containing eggs or larvae are destroyed or removed during construction. Impacts, as described above, to special status wildlife species with the potential to occur in the Plan Area are considered significant, not including foraging-only species (i.e., the American peregrine falcon and ferruginous hawk). Implementation of Mitigation Measures BIO-1(a) through BIO-1(h) would reduce impacts to a less than significant level.

The special status plants and animals listed above have potential to occur in the Plan Area. Impacts to these species are considered significant due to their potential presence in the Plan Area during construction which could result in injury, harm, or death; or disturbance on a level that could result in nest abandonment and nest failure. Development could also result in loss of habitat (e.g., host plants).

Table 4.3-2 Special Status Wildlife with Potential to Occur in the Plan Area

Common Name	Conservation Status	Potential to Occur
Monterey dusky-footed woodrat	SSC	Present
Northern California legless lizard	SSC	High
Coast horned lizard	SSC	High
Townsend’s big-eared bat	SSC	Moderate
American peregrine falcon	SFP	Low (foraging only)
Smith’s blue butterfly	FE	Low
American badger	SSC	Low
Burrowing owl	SSC	Low
Ferruginous hawk	WL	Low (foraging only)
White-tailed kite	SFP	Low
California horned lark	WL	Low

FT: Federal Threatened
 FE: Federal Endangered
 ST: State Threatened
 SE: State Endangered
 SFP: State Fully Protected
 SSC: CDFW Species of Special Concern
 WL: CDFW Watch List
 Source: CDFW 2018a

Implementation of Mitigation Measures BIO-1(a) through BIO-1(c) and BIO-1(h) would reduce potential impacts to special status plant species to a less than significant level.

Implementation of Mitigation Measures BIO-1(d) through BIO-1(h) would reduce potential impacts to special status wildlife species to a less than significant level.

Mitigation Measures

BIO-1(a) Special Status Plant Pre-Construction Survey

Surveys for special status plants shall be completed by the project proponent prior to any vegetation removal, grubbing, or other construction activity (including staging and mobilization). The surveys shall be floristic in nature, that is, every plant observed shall be identified to species subspecies, or variety, sufficient to identify listed plants. The surveys shall be seasonally timed to coincide with the target Federal and State listed species and rare plants identified above. All plant surveys shall be conducted by a City-approved biologist during the appropriate blooming period during the year prior to initial ground disturbance. All special status plant species identified on site shall be mapped onto a site-specific aerial photograph or topographic map with the use of Global Positioning System (GPS) unit. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS, and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing review.

BIO-1(b) Special Status Plant Species Avoidance, Minimization, and Mitigation

If Federal and/or State listed species are found during special status plant pre-construction surveys [required under Mitigation Measure BIO-1(a)], avoidance of, or mitigation for impacts to, occupied

habitat shall be required. If populations of CRPR List 1B or 2 species are found during special status plant pre-construction surveys, the City-approved biologist shall evaluate whether the loss of occupied areas would result in a regional population level impact. Mitigation for regional population level impacts to rare plants shall be required by the City and Mitigation Measure BIO-1(c) would be required. If feasible, the Proposed Project shall be re-designed to avoid development in locations of Federal and/or State listed or CRPR List 1B or 2 species. Federal and/or State listed or CRPR List 1B or 2 species occurrences that are not within the immediate disturbance footprint and would be avoided, but which are located within 50 feet of disturbance limits, shall have bright orange protective fencing installed at an appropriate distance (as determined by a qualified biologist) to ensure they are protected during construction activities.

If development cannot avoid Federally or State listed plants species, then USFWS and CDFW, as appropriate, shall be consulted regarding the potential for salvage of individual plants or seek compensation (minimum compensation ratio of 1:1 at a similar density if individuals) for the loss of these individuals or their habitat either in an on-site or off-site preserve or as otherwise determined in coordinate with USFWS and CDFW through the Coordinated Research Management Planning Program and in compliance with FESA and CESA as required. The City shall consult with USFWS and CDFW for the potential to salvage or “take” listed species and to determine if take authorization would be required by one or both agencies. Impacts to Federal and/or State listed or CRPR List 1B or 2 species would require adherence to Mitigation Measure BIO-1(c).

BIO-1(c) Restoration and Monitoring

If development cannot avoid Federal or State listed plant species, all impacts shall be mitigated by the project applicant at a ratio to be determined by the City in coordination with CDFW and USFWS (as applicable) for each species. Mitigation ratios shall be a minimum of 1:1 for areas occupied by the species, but may be higher pending consultation with CDFW and/or USFWS. Restoration areas shall be of a similar density of individuals as areas impacted Project activities. A restoration plan shall be prepared by the project applicant and submitted to the City for review and approval. If development cannot avoid a Federally and/or State listed plant species, the restoration plan shall be submitted to the USFWS and/or CDFW for review and approval. Population level impacts to CRPR List 1B or 2 species shall also be mitigated at a 1:1 ratio for occupied areas (i.e., quantified as area and not number of individuals), and shall also require a restoration plan in coordination with the City. Mitigation shall be accomplished at an off-site habitat preserve or through the purchase of credits from an approved mitigation bank. The restoration plan(s) shall include, at a minimum, the following components:

- Description of the project/affected species location(s) (i.e., location, responsible parties, areas to be impacted by habitat type)
- Compensatory mitigation [type(s) and area(s) species to be established, restored, enhanced, and/or preserved; specific functions and values of species type(s) to be established, restored, enhanced, and/or preserved; and establishment of mitigation ratios appropriate to the affected species in consultation with the USFWS and CDFW, as appropriate]
- Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values)
- Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan)
- Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule)

Campus Town Specific Plan

- Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports)
- Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type
- An adaptive management program and remedial measures to address any shortcomings in meeting success criteria
- Notification of completion of compensatory mitigation and agency confirmation
- Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism)

BIO-1(d) Special Status Wildlife Pre-Construction Surveys

GENERAL WILDLIFE SURVEYS

For each construction phase in areas containing oak woodland or developed woodlands, pre-construction clearance surveys for Monterey dusky-footed woodrat, northern California legless lizard, coast horned lizard, and American badger shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 200-foot buffer, where permissible, and shall identify all special status animal species that may occur on-site. California legless lizard, coast horned lizard, Monterey dusky-footed woodrats and wood rat middens shall be relocated from the site by a qualified biologist. American badger shall be passively excluded with the use of one-way doors.

BURROWING OWL SURVEYS

A qualified biologist shall conduct pre-construction clearance surveys for each construction phase, prior to ground disturbance activities within all suitable habitats such as open fields, lawns, and park strips, to confirm the presence/absence of burrowing owls. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 14 days prior to construction and ground disturbance activities. If no burrowing owls are observed, no further actions are required. If burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply:

- Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.
- If avoidance of burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan will be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).

SMITH'S BLUE BUTTERFLY HOST PLANT SURVEYS

Prior to grading and construction in undeveloped areas, an approved biologist shall conduct surveys for seacliff buckwheat (*Eriogonum parvifolium*) and seaside buckwheat (*Eriogonum latifolium*), host plants of Smith's blue butterfly.

If Smith's blue butterfly host plants are not located, no further action is required. If host plants are located within proposed disturbance areas, they shall be avoided if feasible. If avoidance is not feasible, focused surveys shall be conducted to determine presence or absence of the butterfly species. This may include transect surveys during the adult flight period (mid-June through early September), and/or inspection of host plants for all life forms (egg, larva, pupa, and adult). If individuals of any life stage that may be impacted by the Proposed Project are detected during focused surveys, a permit for relocation shall be obtained from USFWS, and they shall be relocated by a USFWS permitted biologist.

SENSITIVE BAT SURVEYS

A qualified biologist shall conduct surveys for the presence/absence of special status bats, in particular the Townsend's big-eared bat, in consultation with the CDFW where suitable roosting habitat is present within 30 days of the start of demolition of unused buildings for each construction phase. Surveys shall be conducted using acoustic detectors. If active roosts are located and are not part of an active maternity colony, exclusion devices such as netting shall be installed to discourage bats from occupying the site. Maternal bat colonies shall not be disturbed. If a roost is determined by a City-approved biologist to be used by a large number of bats, bat boxes shall be installed near the site. The number of bat boxes installed will depend on the size of the hibernaculum and shall be determined in consultation with a City-approved qualified biologist. If a maternity colony has become established, all construction activities shall be postponed within a 500-foot buffer around the maternity colony until it is determined by a City-approved biologist that the young have dispersed. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.

REPORTING

A report of all pre-construction and pre-demolition survey results shall be submitted to the City for its review prior to the start of demolition. The report should include a description of the survey methodology for each species, the environmental conditions at the time of the survey(s), the results of the survey, any requirements for addressing special status species identified during surveys, and the biological qualifications of the surveyors. The report shall be accompanied by maps and figures showing the location of any special status species occurrences and associated avoidance buffers.

BIO-1(e) Biological Resources Avoidance and Minimization

The following measures shall be applied to avoid impacts to sensitive species and biological resources for each construction phase. The project applicant shall be responsible for implementing selected measures.

- Ground disturbance shall be limited to the minimum necessary to complete the project. The limits of disturbance for each construction phase shall be flagged. Areas of special biological concern within or adjacent to the limits of disturbance shall have highly visible orange construction fencing installed between said area and the limits of disturbance.
- All construction occurring within or adjacent to natural habitats that may support Federally and/or State listed endangered/threatened species, State fully protected species, and/or special status species shall have a qualified biological monitor present during all initial ground disturbing/vegetation clearing activities.
- No endangered/threatened species shall be captured and relocated without express permission from the CDFW and/or USFWS.

- If at any time during construction an endangered, threatened, or fully protected species enters the construction site or otherwise may be impacted, all construction activities shall cease. A qualified biologist shall document the occurrence and consult with the CDFW and USFWS, as appropriate, to determine whether it was safe for project activities to resume.
- At the end of each workday, excavations shall be secured with cover or a ramp provided to prevent wildlife entrapment.
- All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.
- If night work is required, all construction lighting shall be pointed down and directed only on the work area.
- The City shall approve one or more qualified biologists to oversee and monitor biological compliance for the project. At least one qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal to recover special status animal species unearthed by construction activities.

BIO-1(f) Pre-Construction Nesting Birds Surveys

For each construction phase, ground disturbance, building demolition, and vegetation removal activities shall be restricted to the non-breeding season (September 16 to January 31) when feasible. For ground disturbance, building demolition, and vegetation removal activities occurring during the bird nesting season (February 1 to September 15), general pre-construction nesting bird surveys shall be conducted by a qualified biologist, including for, but not limited to, the California horned lark and the White-tailed kite, not more than 14 days prior to construction activities involving ground clearing, vegetation removal/trimming, or building demolition. The surveys shall include the disturbance area plus a 200-foot buffer around the site if feasible, and a 500-foot buffer for White-tailed kite. If active nests are located, an appropriate avoidance buffer shall be established within which no work activity will be allowed which would impact these nests. The avoidance buffer would be established by the qualified biologist on a case-by-case basis based on the species and site conditions. In no cases shall the buffer be smaller than 50 feet for non-raptor bird species, 200 feet for raptor species, or a 500-foot buffer for White-tailed kite. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. If fully protected White-tailed kites are documented nesting within 500 feet of construction activities, CDFW shall be consulted on appropriate avoidance and minimization methods. The buffer area(s) shall be closed to all construction personnel and equipment until juveniles have fledged and the nest is inactive. City-approved Biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer.

BIO-1(g) Tree Habitat Protection Measures

The project proponent shall assure that oak trees to be preserved within 25 feet of proposed ground disturbances shall be temporarily fenced with orange plastic construction fencing or other similar material satisfactory to the City throughout all grading and construction activities, as access is permitted to ensure nesting bird and special status species habitat is protected. The fencing shall be at least five feet high and shall be located at the extent of the dripline or root zone, whichever is farther from the main trunk. Fencing shall be maintained for the duration of construction activities.

- No construction equipment shall be parked, stored, or operated within the fencing. No fill soil, rocks, or construction materials shall be stored or placed within the fencing.

- Any roots encountered that are one inch in diameter or greater shall be cleanly cut. This shall be done under the direction of a Certified Arborist.
- All work within the dripline of native trees shall be done under the direction of a Certified Arborist.
- Trimming of branches shall be done prior to grading and under the direction of a Certified Arborist.

BIO-1(h) Worker Environmental Awareness Program (WEAP)

Prior to initiation of construction activities (including staging and mobilization) for each construction phase, the project proponent shall arrange for all personnel associated with project construction for the applicable phase to attend WEAP training, conducted by a City-approved biologist, to aid workers in recognizing special status resources that may occur in the construction area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP and understand the information presented to them. The form shall be submitted to the City to document compliance.

Significance After Mitigation

Less than significant with mitigation.

Threshold 2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies regulations, or by the CDFW or USFWS?

Impact BIO-2 THE PROPOSED PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS, OR BY THE CDFW OR USFWS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

No natural communities considered sensitive by the CDFW occur within the Plan Area, and the Plan Area is dominated by landscape areas that have become fallow. The Plan Area is not located within a Habitat Reserve or a Habitat Corridor identified in the HMP. A small remnant stand of oak woodland is present on the western end of the Plan Area (see Figure 4.3-1), but is isolated from open expanses of oak woodland and scrub habitat to the east on the former Fort Ord, and is largely degraded by fragmentation and disturbance. As such, this area is not considered a sensitive natural community and is not listed as a sensitive vegetation alliance by CDFW. Because no sensitive or riparian habitats are present in, or adjacent to the Plan Area, there would be no impacts to these habitats from development of the Proposed Project.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact BIO-3 THE PROPOSED PROJECT WOULD NOT RESULT IN IMPACTS TO STATE OR FEDERALLY PROTECTED WETLANDS THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

No CDFW or USACE jurisdictional wetlands or waters are present in the Plan Area. One small (0.06 acre) isolated stormwater retention basin occurs between buildings and a parking lot, which appears to be properly maintained (Figure 4.3-1). This stormwater feature was constructed in 2009 when a new parking lot was constructed and is potentially RWQCB jurisdictional. This feature drains water from the parking lot, lawns, and open space between bunkers on the former Fort Ord; no "bed," "Bank," "channel," or riparian vegetation was observed. This feature is within the Monterey College of Law property; no development is currently proposed for this area. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact BIO-4 THE PROPOSED PROJECT WOULD NOT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF WILDLIFE NURSERY SITES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

No significant corridors for wildlife movement occur within the Plan Area. The species most likely to move through the Plan Area include common species found in urban areas. These species are likely to continue to move through the open space networks proposed under the Proposed Project. Movement from nursery sites such as bird nests or dens used by urban wildlife (e.g. culverts, crawlspaces, etc.) would not be impeded. Therefore, there are no impacts to movement or use of wildlife nursery sites from development of the Proposed Project.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact BIO-5 IMPLEMENTATION OF THE PROPOSED PROJECT MAY CONFLICT WITH LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

The Conservation/Open Space Element of the Seaside 2004 General Plan includes policies addressing protection of sensitive biological resources. The Goal of COS-4 is to “preserve and protect the sensitive habitats and species within the community.” Policy COS-4.1 is to “Preserve ecological and biological resources by maintaining these resources as open space.” Implementation Plan COS-4.1.1 is to “Require Proper Analysis and Mitigation of Biological Resources. Use proper land use planning and environmental review to minimize the impact of urban development on sensitive ecological and biological resources. Where feasible, require open space easements and/or buffers to avoid impacts to sensitive biological resources. Where on-site preservation is not feasible, require habitat replacement at locations and ratios acceptable to the State and Federal agencies with jurisdiction over the project.” Biological resource analysis and mitigation is occurring as part of this EIR process and the Proposed Project is therefore consistent with Policy and Implementation Plan COS-4.1.

Policy COS-4.2 is to “Protect and enhance the creeks, lakes, and adjacent wetlands for their value in providing visual amenity, habitat for wildlife, and recreational opportunities.” The Proposed Project would not affect creeks, lakes or wetlands, or other riparian areas as discussed under Impact BIO-2 and the environmental setting. The Proposed Project is therefore consistent with Policy and Implementation COS-4.2.

Policy COS-4.3 is to “Encourage the preservation and enhancement of oak woodland elements in the natural and built environments.” Implementation Plan COS-4.3.1 requires “project developers to retain coast live oak trees within the planning area, including oaks within new development areas. All coast live oak trees should be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed, the construction should be postponed until the end of the fledgling.” Seaside’s Municipal Code (Section 8.54.060) requires a tree removal permit for the removal of mature trees. Trees subject to this ordinance are defined as “a woody perennial plant which usually but not necessarily has a single trunk and a height of ten feet or more, or has a circumference of twenty inches measured at twenty-four inches above the ground.” The Seaside Municipal Code also requires that trees not approved for removal be protected during construction sufficiently to prevent injury, damage, or defacement (Section 8.54.080).

Draft Seaside 2040 includes Goal POC-8: “Sensitive species and habitat protected on former Fort Ord lands. The Fort Ord HMP and HCP provide frameworks to conserve and manage special status species, animal communities, and habitat areas on former Fort Ord lands. This goal aims to implement those plans locally, identifying and managing habitat areas and species.” For consistency with the HMP, see Impacts BIO-2 and BIO-6.

Draft Seaside 2040 includes Goal POC-9: “New development supports the preservation or enhancement of the City’s natural resources.” One of the implementing policies for POC-9 requires “Cluster new development on former Fort Ord lands to minimize impacts to oak woodlands and linkages, preserve habitat management areas, and protect steep slopes, wetlands, and waterways.” Other implementing policies for POC-9 state “Integrating oak woodland. Work with developers to

promote an understanding of existing oak trees and previously-identified oak woodland linkages as they design new developments.”

Policy COS-4.3, *Draft Seaside 2040* policies, and the City’s municipal code do not prohibit the removal of oak trees or oak woodlands. The entire Plan Area is designated in the 2004 General Plan as Mixed-Use, including residential housing in an urban area and contains degraded and fragmented patches of oak trees. The state has explained that “the lack of housing... is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration” (Gov. Code Section 65589.5(a)). Similarly, California law provides for cities to consider the consequences of denial of housing projects, which can result in increases in urban sprawl and result in elimination of oak woodlands or other natural communities in other locations which have significantly greater biological value (Gov. Code Section 65589.5(b)). The concept for clustering development to avoid regional impacts is also included in *Draft Seaside 2040* Policy POC-9 and recognized under Seaside Municipal Code Section 8.54.060(C).

The Proposed Project retains a portion of one of the areas with coast live oak trees within the Plan Area (approximately 1.5 acres), located directly west of General Jim Moore Boulevard, and designates this location as a “tree save” park. However, the Proposed Project includes the removal of approximately 12.64 acres of oak trees, which as noted above under the environmental setting are degraded and fragmented. While the Proposed Project includes the removal of existing trees in the Plan Area, the Proposed Project also provides for the incorporation of new trees in its thoroughfare regulations (Specific Plan Section 3.3), its parking standards (Specific Plan Section 4.7.14), and its landscape regulations, which include coast live oak, and requires replacement of coast live oak trees at a ratio of 1:1.5 (Specific Plan Section 3.5). Specific Plan Figures 2.2, 2.10, and 3.25 provide plans for new trees within the Plan Area.

While the Proposed Project includes replacement trees, as discussed under Impact BIO-1, the Proposed Project has the potential to encounter sensitive wildlife species, including nesting birds in the Plan Area without mitigation, which results in a partial inconsistency with Policy/Implementation Plan COS-4.3. Therefore, impacts are considered significant without mitigation. To reduce impacts to less than significant, Mitigation Measure BIO-1(f) is proposed, which provides for pre-construction nesting birds surveys, and if active nests are located, requires an avoidance buffer. Additionally, construction under the Proposed Project may cause damage to trees in the “tree-save” area and trees adjacent to the Plan Area if vehicles and equipment are stored within the drip line or excavation occurs in the critical root zone. This would conflict with the City’s Municipal Code which requires “sufficient guards” to prevent “injury, damage, or defacement” of trees during construction, and would be a significant impact under CEQA. Mitigation Measure BIO-1(g) would prevent damage to existing trees that are not permitted for removal and would reduce impacts to less than significant.

Mitigation Measures

BIO-1(f) Pre-Construction Nesting Birds Surveys

Mitigation Measure BIO-1(f) text is included under Impact BIO-1 above.

BIO-1(g) Tree Habitat Protection Measures

Mitigation Measure BIO-1(g) text is included under Impact BIO-1 above.

Significance After Mitigation

Less than significant with mitigation.

Threshold 6: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact BIO-6 THE PROPOSED PROJECT WOULD POTENTIALLY CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

The Fort Ord HCP has been under development for a number of years. When and if that HCP will be adopted is currently unknown. Currently, there are no other HCPs, NCCPs or other State, regional or local conservation plans in place. The Fort Ord HMP was developed under the HCP process, and adherence to the conditions within the HMP has generally been considered appropriate for addressing potential impacts to species that may be covered under the HCP when and if finalized and adopted. The HMP identifies habitat management requirements for the disposal and reuse of former Fort Ord lands. Reserve parcels identified by the BRP and HMP are largely contained within the Fort Ord National Monument, on undeveloped lands east of the City. Parcels in the Plan Area are designated for development under the HMP and have no management restrictions under the HMP. Biological resources within these parcels are “not considered essential to the long-term preservation of sensitive species at former Ford Ord.” The USFWS BO, however, still requires the identification of sensitive species and resources that may be salvaged for restoration efforts due to remedial activities on the former Fort Ord (e.g. unexploded ordnance removal, clean-up of contamination) on the reserve parcels (USFWS 1993). Additionally, the BO assumes that no parcels occupied by the Smith’s blue butterfly would be developed and impacts to Federally listed species would require agency consultation and permitting.

As discussed above under Table 4.3-2, there is a potential for special status species to occur in the Plan Area, including a low probability of the Smith’s blue butterfly. Consequently, development of the Proposed Project without mitigation could result in injury, harm, or death to special status species including Smith’s blue butterfly, as described in greater detail under Impact BIO-1 above. Given this potential, impacts are considered significant without mitigation.

With implementation of Mitigation Measures BIO-1(a) through (g), the Proposed Project would not conflict with the Fort Ord HMP.

Mitigation Measures

BIO-1(a) Special Status Plant Pre-Construction Survey

Mitigation Measure BIO-1(a) text is included under Impact BIO-1 above.

BIO-1(b) Special Status Plant Species Avoidance, Minimization, and Mitigation

Mitigation Measure BIO-1(b) text is included under Impact BIO-1 above.

BIO-1(c) Restoration and Monitoring

Mitigation Measure BIO-1(c) text is included under Impact BIO-1 above.

BIO-1(d) Special Status Wildlife Pre-Construction Surveys

Mitigation Measure BIO-1(d) text is included under Impact BIO-1 above.

BIO-1(e) Biological Resources Avoidance and Minimization

Mitigation Measure BIO-1(e) text is included under Impact BIO-1 above.

BIO-1(f) Pre-Construction Nesting Birds Surveys

Mitigation Measure BIO-1(f) text is included under Impact BIO-1 above.

BIO-1(g) Tree Habitat Protection Measures

Mitigation Measure BIO-1(g) text is included under Impact BIO-1 above.

BIO-1(h) Worker Environmental Awareness Program (WEAP)

Mitigation Measure BIO-1(h) text is included under Impact BIO-1 above.

Significance After Mitigation

Less than significant with mitigation.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative biological resources impacts includes the developed area of the former Fort Ord, the City of Seaside to the south, and the City of Marina to the north. This geographic scope is appropriate for biological resources because it encompasses the mosaic of representative land cover and habitat types (and associated biological resources) affected by the Proposed Project, including primarily urban, commercial, and industrial development with pockets of isolated natural habitats. Development that is considered part of the cumulative analysis includes buildout of the City of Seaside and City of Marina General Plans, and buildout of the former Fort Ord area.

Cumulative development in the area could contribute to the loss of habitat for special status species; contribute to the decline of special status species; cause further fragmentation of habitat and isolation of populations; and decrease movement opportunities. Special status species identified in cumulative development project areas include (but are not limited to); Monterey spineflower, sand gilia, host plants for smith's blue butterfly, and several CNPS listed 1B species. A review of project documents (where available) revealed that some or all of these species were found at the following cumulative project sites: Cypress Knoll (Firma 2006), The Projects at Main Gate (City of Seaside 2009), The Dunes at Monterey (Zander Associates 2004), the Marina Municipal Airport Master Plan (City of Marina 2018), Sea Haven (Lamphier-Gregory 2003), East Garrison Specific Plan (Michael Brandman Associates 2004), and The Collection at Monterey Bay (City of Sand City 2012). Together these projects cover a substantial area, primarily within or along the edges of previously developed areas. Cumulative impacts to biological resources would be potentially significant.

The Proposed Project would increase density and intensity of existing land uses, although development in natural habitats would be low. As discussed under Impact BIO-1, the Proposed Project would have a substantial adverse effect on species identified as candidate, sensitive, or special status. However, Mitigation Measures BIO-1(a) through BIO-1(h) would reduce Project-level impacts to a less than significant level through direct avoidance and compensation. Therefore, with mitigation, the Proposed Project would not have a cumulatively considerable contribution to the significant cumulative impact related to sensitive or special status species.

The Proposed Project would not have a substantial adverse effect on any riparian habitat or sensitive natural community, nor result in impacts to State or Federally protected wetlands, as discussed under Impact BIO-2 and Impact BIO-3, respectively. In addition, the Proposed Project would not impact the movement of any native resident or migratory fish or wildlife species, or impede the use of wildlife nursery sites, as discussed under Impact BIO-4. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to these resources.

As discussed under Impact BIO-5, work within the dripline of trees not approved for removal would conflict with the City's Municipal Code, resulting in a significant Project-level impact. Mitigation Measure BIO-1(f) would require pre-construction nesting bird surveys, and if active nests are located, requires an avoidance buffer. Mitigation Measure BIO-1(h) would require the minimization of impacts to oak woodlands, the protection of trees to remain during construction and redevelopment and the replacement of removed oak trees. Compliance with these mitigation measures would reduce Project-level impacts to a less than significant level. As such, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to conflicts with local tree preservation policies or ordinances.

Lastly, as discussed under Impact BIO-6, with implementation of Mitigation Measures BIO-1(a) through BIO-1(h), the Proposed Project would not conflict with the Fort Ord HMP. It is anticipated that other cumulative development projects on the former Fort Ord would be analyzed for biological resources impacts and would incorporate similar mitigation to ensure consistency with the HMP. This cumulative impact is therefore less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to conservation plans.

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4.4 Cultural Resources

The analysis in this section considers impacts to historical and archaeological resources, and human remains associated with implementation of the Proposed Project. This section includes a brief summary of cultural resources background information and a review of archaeological and historic resources, and human remains as well as the Proposed Project's impacts on these resources. Impacts to tribal cultural resources are addressed in Section 4.15, *Tribal Cultural Resources*, and impacts to paleontological resources are addressed in Section 4.6, *Geology and Soils*.

4.4.1 Setting

a. Cultural Setting

Regional Prehistory

The City of Seaside lies in what is generally described as the Central Coast Archaeological Region, one of eight organizational divisions defined in California (Moratto 1984, figure 1). This region extends from Monterey Bay to Morro Bay, and includes all of Monterey County.

Several chronological sequences have been devised to understand cultural changes within the Central Coast Region from the Milling Stone period (6000 to 3000 BCE), the earliest period for which we have substantial evidence, to contact. Jones (1993) and Jones and Waugh (1995) presented a Central Coast sequence that integrated the data results of cultural resource management since the 1980s. Three periods are presented in their prehistoric sequence subsequent to the Milling Stone period: Early, Middle, and Late periods. More recently, Jones and Ferneau (2002) updated the sequence following the Milling Stone period as follows: Early, Early-Middle Transition, Middle, Middle-Late Transition, and Late periods. The archaeology of the Central Coast Region subsequent to the Milling Stone period is distinct from that of the Bay Area and Central Valley, although the region has more in common with the Santa Barbara Channel area during the Middle and Middle-Late Transition periods, but few similarities during the Late period (Jones & Ferneau 2002).

Regional History

The Monterey County coast was first visited by Europeans in 1542 with the expedition of Juan Rodriguez Cabrillo and later in 1602 by Sebastian Vizcaino (Hoover et al. 2002; Gudde 1998). The Spanish presidio and mission were established in Monterey in 1770, and served as the capital of the California missions until 1803 (California Missions Foundation 2019). In 1791, Comandante General Pedro de Nava authorized the establishment of presidial pueblos (civilian lands around military forts) with detailed regulations for their organization (Crane 1991). The Pueblo of Monterey, whose lands included the future City of Seaside, grew in population as Spanish soldiers married and raised families, or retired to this location.

In 1822 California received word of Mexico's independence from Spain. At this time, the Pueblo of Monterey had a population of several hundred individuals. The newly established Mexican government decreed the California ports open to increased trade with foreigners under the constitution of 1824 (Bean 1968; Crane 1991). Hallmarks of the Mexican Period in California are the secularization of mission lands, which was fully accomplished by 1836, and the issuance of large and numerous land grants to soldiers and prominent citizens. During the Mexican Period the present City of Seaside was within the Pueblo Lands of Monterey.

The Treaty of Guadalupe Hidalgo was signed in 1848, ending the Mexican-American War and officially making California a territory of the United States. U.S. jurisdiction over California had really begun two years earlier, when on July 7, 1846, Commodore John D. Sloat raised the U.S. flag after the “Battle of Monterey,” whereby 50 U.S. Marines and 100 Navy sailors landed unopposed and captured the City without firing a shot (Crane 1991). The Gold Rush brought a multitude of new settlers to California in 1848 and the construction of the transcontinental railroad in 1869 contributed further to California’s population boom.

Since that time, California has experienced tremendous growth to become one of the dominant economies in the world. Monterey County is a popular tourist destination, famous for its golf courses, resorts, the Monterey Bay Aquarium, and Cannery Row, which was made famous by John Steinbeck in his titular novel. Monterey County has remained largely agricultural and the Salinas Valley has been called the “Salad Bowl of the World.”

City of Seaside

Dr. John L.D. Roberts planned the Seaside subdivision in 1888 following the purchase of 160-acres of land where Seaside and Sand City are currently located. The subdivision was marketed as a shoreline resort and tourist destination due to its close proximity to the Hotel Del Monte, now known as Hermann Hall, a resort that largely served as a catalyst for tourism for the Monterey peninsula. While the small subdivision was initially referred to as East Monterey, the subdivision quickly grew to take the name Seaside and by 1891 had established a post office. The City of Seaside was officially incorporated in 1954.

In 1917, the U.S. Army acquired land, known initially as Camp Gigling, to use as training ground for artillery and cavalry training for troops stationed at Monterey Presidio. Permanent improvements to the facility did not begin until the 1930s with the construction of administrative buildings, barracks, mess halls, tent pads, and a sewage treatment plant (Rughe 2016). In 1938 the facility was expanded after the purchase and donation of additional lands for the development of the Main Garrison. The facility was officially designated as Camp Ord in 1939 and in 1940 the camp was renamed Fort Ord (Rughe 2016). Following the end of World War II the Fort was used as a basic training center until 1975, after which the 7th Infantry (light) Division became the main occupants of the Fort.

The expansion of Fort Ord led to an increased demand for housing during the 1960s and 1970s spurring growth in Seaside. During this period SR 1 was constructed as well as a high school, and a new City Hall designed by Edward Durell Stone. Within the city, existing infrastructure that was considered to be substandard was demolished and new buildings were constructed to meet the needs of the growing City.

The U.S. government began the process of shutting down Fort Ord as an active-duty military base in 1991 and it was officially closed in 1994. Following the closure, some former Fort Ord lands were transferred to the City of Seaside allowing for new areas for community growth and development. CSUMB opened on former Fort lands and the Fort Ord National Monument was established by proclamation of President Barak Obama on April 20, 2012 (BLM 2019).

The EIR for the Base Reuse Plan concluded that Stilwell Hall and 35 structures in the East Garrison area were the only former Ford Ord historic properties (FORA 1997b). All of these structures are outside the Specific Plan Area (Plan Area), and Stillwell Hall was demolished. In 2015 FORA approved contracts for the removal of buildings in the Surplus II. In December 2018 the Army began demolition of these buildings and remediation of the Surplus II Area pursuant to the FORA Capital

Improvements Program. During preparation of this EIR, FORA has removed most buildings in the Plan Area that had been identified for demolition, including ten rolling-pin buildings between Malmedy Road and 6th Avenue, two mess halls, and four armory buildings. Additional buildings have been proposed for demolition by FORA in the Plan Area, which include the eight remaining hammerhead (Barracks) buildings. FORA concluded that these buildings have become dilapidated over time, contain various forms of hazardous materials, and are frequently targeted sites for vandalism and illegal dumping in close proximity to various occupied buildings. The occupied buildings are the result of building reuse-in-place, or new construction following building deconstruction. There are no foreseen uses for the remaining dilapidated buildings. It has become cost prohibitive to remodel them due to the amount of hazardous materials, health and safety code issues, and engineering challenges they present. Additional details on the building removal process for the Plan Area are available at: <https://www.fora.org/BuildingRemoval.html>.

Existing Conditions

Archaeological and Historic Resources

According to the records maintained at the Northwest Information Center (NWIC) at Sonoma State University, one cultural resource has been recorded within the Specific Plan Area (Plan Area) (Pilling 1950). This resource is a prehistoric archaeological site (P-27-00385). However, the exact location of the site is currently unknown. The archaeological site is described in the site record as being located somewhere on the former Fort Ord and its mapped boundary includes the entirety of former Fort Ord. The site is further described as having been destroyed by bulldozing in circa 1940 (Pilling 1950). The Fort Ord Reuse Authority (FORA) prepared an archaeological sensitivity map of Former Fort Ord as part of the Fort Ord Base Reuse Plan (FORA 1997a). According to the map, the Plan Area is located in an area of unknown archaeological sensitivity (2004 General Plan, Figure COS-4.). The Monterey Bay area, in general, is considered to be sensitive due to Native American occupation of the region and the resource-rich bay. However, there are no known archaeological resources within the Plan Area.

Rincon Consultants, Inc. conducted an archaeological survey of the Plan Area on April 29, 2019. Ground visibility was restricted by existing structures and dense vegetation to roughly 10 percent visibility. Soils in visible portions of the Plan Area consisted primarily of stabilized dune sands and sandy loam. No artifacts, ecofacts, or soil discoloration was identified that would indicate the presence of a cultural deposit. The Plan Area is situated away from water courses and estuaries considered to have high sensitivity for buried archaeological resources. However, the possibility of unanticipated, buried archaeological resources remains. Soils within the Plan Area may overlie buried paleosols with the potential to contain archaeological resources. Thus, the archaeological sensitivity of the Plan Area is considered moderate.

No resources listed on the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks list, or the California Points of Historical Interest list are located within the Plan Area (OHP 2018). The FORA EIR determined the 1991 baseline contained a limited number of historic resources in Fort Ord as a whole, including “Stilwell Hall and 35 structures in the East Garrison area” (FORA 1997b, p. 4-194.). All of these buildings are located outside of the Plan Area. The East Garrison area is located approximately three miles northeast of the Plan Area. Stilwell Hall was located west of the Plan Area and was torn down in 2003.

None of the buildings within the Plan Area were 50 years old or older at the time of previous studies in the FORA BRP EIR. Although some of the buildings within the Plan Area have since reached the 50

year threshold, FORA has determined that some of the buildings are contaminated and unsafe (Vista 2016). Each of these buildings in the Surplus II Area (refer to Figure 4.8-1 in Section 4.8, *Hazards and Hazardous Materials*) is slated for demolition and will be removed by FORA, with the exception of the fire station and the visitor intake center. FORA has a separate ongoing building removal program discussed in Section 4.4.2.C below.

Two buildings over 50 years of age would be demolished by the Proposed Project: the Visitor Intake Center and the Presidio of Monterey Fire Department building. Each of these buildings is described below.

VISITOR INTAKE CENTER

Located south of Lightfighter and 2nd Avenue, a single-story ancillary structure which functioned as a “visitor intake center” for the former Fort Ord would reach 50 years of age prior to the anticipated start of Project construction. The building was constructed in a late example of the Monterey Revival style and is rectangular in plan, clad in stucco and has a gabled roof clad in tile. On the side elevations the roof line extends past the building walls to create a portico which is supported by wood posts and exposed decorative eaves; a feature also repeated on the primary gabled elevation. Fenestration throughout the building has been removed and replaced with boards. The building is situated on a level lot and surrounded by mature trees and a parking lot.

A review of historic aerials indicates the building was constructed sometime after 1968, making its date of construction approximately 50 years old. Described as an intake center for visitors, the building was constructed on a portion of Fort Ord that was developed during the last decades of its operation. Historic aerials and topographic maps note that area surrounding the building was largely undeveloped through the 1960s; Lightfighter Drive to the north was constructed in the late 1970s and served as the main entrance to the base until it was permanently closed in 1994 under the Base Realignment and Closure (BRAC) process by Congress. At the time of its closure, the base was the largest facility to be dissolved under BRAC.

The visitor intake center is not eligible for listing in the NRHP or the CRHR under any of the significance criteria. The property was constructed during the Cold War period (1946-1989) of the base’s operation; however, no pertinent information was found to conclude that the subject property was important under the context of the Cold War era (Criteria A/1). The subject property is not known to be associated with any significant persons important to national, state, or local history (Criteria B/2). The building is a late modest representation of Monterey Revival architecture, a style once prevalent throughout Fort Ord. The building does not embody distinctive characteristics of a type, period, or method of installation, does not represent the work of a master, does not possess high artistic values, and does not represent a significant and distinguishable entity whose components may lack individual distinction (Criteria C/3). Last, the subject building is not known to have the potential to yield information important to history or prehistory (Criteria D/4). The Visitor Intake Center is therefore not considered an historic resource for the purposes of CEQA.

PRESIDIO OF MONTEREY FIRE DEPARTMENT

Located within the Plan Area, southeast of the intersection of General Jim Moore Boulevard and Lightfighter Drive, is the Presidio of Monterey Fire Department, a station complex centered on a circa-1955 firehouse. The Mid-Century Modern-style firehouse is roughly rectangular in plan, rises one story, and culminates in a two-tiered flat roof. Facing General Jim Moore Boulevard to the west, the asymmetrical main façade is dominated by a central, three-bay truck garage, flanked by two low-rise wings. The stucco-clad exterior is punctuated by steel casement windows on the north wing

and wood-framed windows of multiple types on the south. A broad overhang runs along most of the perimeter of the building, sheltering a main entry door on the north wing and a concrete planter built into the front of the south wing. Ancillary buildings include a three-story training tower, a detached truck garage, and a shed, all built in utilitarian styles. Much of the parcel is paved in concrete and asphalt to accommodate the circulation of vehicles, though at the north and south ends of the complex there are lawns planted with shrubs and mature trees.

The Presidio of Monterey, for which the fire station is named, was established in 1902, as part of a program to bolster West Coast defenses (Presidio of Monterey 2018). In 1917, the U.S. Army established Fort Ord (originally named Camp Gigling) as an infantry training facility, and the Presidio of Monterey was soon absorbed into the new installation (Rughe 2016). When the firehouse was constructed circa 1995, the surrounding area was substantially less developed than it is today. Most notably, the property's detached truck garage and nearby Lightfighter Drive were developed sometime between 1968 and 1998 (NETR Online 2018). After Fort Ord was decommissioned at the recommendation of the 1991 Defense Base Realignment and Closure Commission, the Presidio of Monterey resumed independent operations on a site consisting of about five percent of Fort Ord's former footprint. In recent years, parts of the former base were repurposed for civilian uses (Rughe 2016). The fire station remains under the jurisdiction of the Presidio of Monterey.

The subject property was primarily constructed during the Cold War period (1946-1989) of the Fort Ord's operation; however, no pertinent information was found to conclude that the subject property was important under the context of the Cold War era (Criteria A/1). The subject property is not known to be associated with any significant persons important to national, state, or local history (Criteria B/2). The station building represents a modest iteration of Mid-Century Modern-style architecture. The station building and the utilitarian-style ancillary buildings do not individually or in combination embody distinctive characteristics of a type, period, or method of installation, do not represent the work of a master, do not possess high artistic values, and do not represent a significant and distinguishable entity whose components may lack individual distinction (Criteria C/3). Finally, the subject property is not known to have the potential to yield information important to history or prehistory (Criteria D/4). The Presidio of Monterey Fire Department is therefore not considered an historic resource for the purposes of CEQA.

HUMAN REMAINS

No known burial sites or cemeteries are present within the Plan Area. No village sites are known to exist within the Plan Area that would increase the likelihood of the presence of human remains. However, the identification of unknown burials sites is always a possibility during ground disturbing activities in native soils. Given the moderate archaeological sensitivity of the Plan Area, the sensitivity for unanticipated human remains is also considered moderate.

4.4.2 Regulatory Setting

Cultural resources, including built environment and archaeological resources, may be designated as historic by National, state, or local authorities. In order for a resource to qualify for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), it must meet one or more identified criteria of significance. The resource must also retain sufficient historic integrity, defined in *National Register Bulletin 15* as the "ability of a property to convey its significance" (National Park Service [NPS] 1990). An explanation of these designations is included in the regulatory setting discussion that follows.

a. Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) deals with preservation of historic properties. One of the most important provisions of the NHPA is the establishment of the National Register of Historic Places (NRHP), the official federal designation of historical resources. Districts, sites, buildings, structures and objects are eligible for listing in the Register. Nominations are listed if they are significant in American history, architecture, archeology, engineering and/or culture. The NRHP is administered by the National Park Service. To be eligible for the NRHP, a property must be significant under the criteria enumerated in the statute, which include, among other things, having an association with historical events or significant historical persons, embodying certain design characteristics, or being likely to yield important historical information (see 36 CFR Section 60.4).

Listing in the NRHP does not entail specific protection or assistance for a property, but it does guarantee recognition in planning for federal or federally-assisted projects (see 46 U.S.C. Section 470f [Section 106 of the NHPA]), eligibility for federal tax benefits, and qualification for federal historic preservation assistance. The NRHP is influential beyond its statutory role because it achieves uniform standards of documentation and evaluation.

National Register of Historic Resources

Historic properties are those significant cultural resources that are listed in or are eligible for listing in the National Register of Historic Places (NRHP) per the criteria listed below (36 CFR 60.4):

The quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet one or more of the following criteria:

- a. Are associated with events that have made a significant contribution to the broad patterns of our history
- b. Are associated with the lives of persons significant in our past
- c. Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- d. Have yielded, or may be likely to yield, information important in prehistory or history

Ordinarily, cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP, unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

b. State

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a proposed project. Under CEQA, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment” (California Public Resources Code [PRC] Section 21084.1). Answering this question is a two-part process: first, the determination must be made as to whether or not the Proposed Project involves “historical resources;” second, if historical resources are present, the Proposed Project must be analyzed for a potential “substantial adverse change in the significance” of the resource. The CEQA Guidelines define an “historical resource” as: (1) a resource in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be significant.

Impacts to historical resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR (CEQA Guidelines Section 15064.5[b][2][A]).

California Register of Historical Resources

The CRHR is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The CRHR helps government agencies identify, evaluate, and protect California’s historical resources, and indicates which properties are to be protected from substantial adverse change (Pub. Resources Code, Section 5024.1(a)). The CRHR is administered through the State Office of Historic Preservation (SHPO) that is part of the California State Parks system.

A cultural resource is evaluated under four CRHR criteria to determine its historical significance. A resource must be significant at the local, state, or national level in accordance with one or more of the following criteria set forth in the CEQA Guidelines Section 15064.5(a)(3):

1. It is associated with events that have made a significant contribution to the broad pattern of California’s history and cultural heritage;
2. It is associated with the lives of persons important in our past;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time must have passed to allow a “scholarly perspective on the events or individuals associated with the resource.” 50 years is used as a general estimate of the time needed to understand the historical

importance of a resource according to SHPO publications. All buildings constructed over 50 years ago and that possess architectural or historical significance may potentially be considered potential historical resources if they meet the criteria above. Most resources must meet the 50-year threshold for historic significance; however, resources less than 50 years in age may be eligible for listing on the CRHR if it can be demonstrated that sufficient time has passed to understand their historical importance. The CRHR also requires a resource to possess integrity, which is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.”

Unique Archaeological Resources

Archaeological resources can sometimes qualify as “unique archaeological resources” that are not “historical resources.” (CEQA Guidelines, Section 15064.5(c)(3)). PRC, Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If a project can be demonstrated to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

Landmarks and Points of Historical Interest

Two other programs are administered by the state: California Historical Landmarks and California “Points of Historical Interest.” California Historical Landmarks are buildings, sites, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. California Points of Historical Interest are buildings, sites, features, or events that are of local (City or County) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value.

Codes Governing Human Remains

The disposition of human remains is governed by Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98, and falls within the jurisdiction of the Native American Heritage Commission (NAHC). If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately

notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

c. Regional

1997 Fort Ord Reuse Authority Base Reuse Plan

FORA adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. The BRP was prepared by FORA pursuant to provisions of Senate Bill 899, and is the guiding policy document for the reuse and redevelopment of the former Fort Ord. Cultural Resource goals, policies, and programs specific to the City of Seaside are found in the Conservation Element of the BRP. Cultural Resources Policy A-1 provide for the protection and preservation of archaeological resources at the former Fort Ord. Cultural Resources Policy A-2 provide for protection and/or support of Native American cultural properties at the former Fort Ord. Cultural Resources Policy B-1 provide for the identification, protection, preservation and restoration of the former Fort Ord's historically and architecturally significant resources. The BRP does not identify the Plan Area as having a high sensitivity to archaeological resources (FORA 1997a, Figure 4.4-2).

At the time of closure of Fort Ord, the Army left behind approximately 3,500 buildings within Fort Ord that offered little or no use to the civilian community, ranging in age from the early 1900s to the late 1980s. These buildings became dilapidated over time, contained various forms of hazardous materials and are frequently targeted sites for vandalism and illegal dumping in close proximity to various occupied buildings throughout the former base. FORA has determined that there are no foreseen uses for the remaining dilapidated buildings, and that it has become cost prohibitive to remodel them due to the amount of hazardous materials, health and safety code issues, and engineering challenges they present. In FY 01/02 the FORA Board established policy regarding building removal obligations that has been sustained since that time. FORA has actively pursued understanding former Fort Ord building removal complexities and costs and applying that knowledge to manage removal costs while protecting human health and the environment. Since 1996, FORA has removed over 500 World War II (WWII) era wooden structures (approximately 4,000,000 square feet), achieving an approximate 90 percent building material recycling rate (by weight). Additional details about FORA's building removal program are available online at: <https://www.fora.org/BuildingRemoval.html>. FORA has also approved and is currently removing existing structures within the Plan Area. A Request for Proposal was issued in September 2015 for the removal of the majority of structures within the Plan Area. Additional details on this specific removal process are available online at: <https://www.fora.org/SurplusII.html>.

2012 FORA Reassessment Plan

Redevelopment of the former Fort Ord from military use to primarily civilian uses is directed by the BRP, which was adopted by FORA in 1997, as described above. Reassessment of the BRP was mandated as a result of a lawsuit filed by the Sierra Club against FORA in 1997. The BRP reassessment process includes the preparation of three documents: the Fort Ord Reuse Plan Reassessment Scoping Report (Scoping Report); the *Fort Ord Reuse Plan Reassessment Market and Economic Analysis*; and the *Fort Ord Reuse Plan Reassessment Report* (Reassessment Report). The Reassessment Report describes topics and related potential options for modifications to the BRP or to FORA's operations procedures for the FORA Board's consideration. The topics and potential

options derive from independent review and research conducted about the status of BRP implementation; review of the BRP itself; and from public input and FORA Board input gathered over the course of the reassessment process. The Reassessment Report, Category II – Implementation of Policies and Programs, includes a summary of all BRP policies and programs determined in the Scoping Report to be incomplete. The implementation of policies or programs is primarily the responsibility of local jurisdictions, though FORA has the role in implementing several policies or programs. The reassessment process was determined to be exempt from review under CEQA pursuant to CEQA Guideline sections 15262 and 15306.

BRP policies related to cultural resources include the identification and protection of archaeological resources, provisions for the protection of Native American cultural properties, and provisions for the protection of architecturally significant resources. The BRP further includes specific requirements for work in the East Garrison area, located outside the Plan Area. The Reassessment Report determined all cultural resources policies and programs to be ongoing.

d. Local

2004 City of Seaside General Plan

The current City of Seaside General Plan was adopted by City Council Resolution 04-59 on August 5, 2004. Cultural resources are addressed in the Conservation/Open Space Element. The goals, policies, and implementation plans include protecting high sensitivity archeological resources, architecturally significant buildings, and historic places within Seaside. The 2004 General Plan identifies the Plan Area as being outside the area of high sensitivity for archaeological resources. (City of Seaside 2004, Figure COS-4.)

Draft Seaside 2040

Draft Seaside 2040 includes a goal and several policies intended to help preserve important cultural resources. Goal C-7 aims to preserve, conserve, enhance, and educate the public about Seaside's cultural resources and includes policies to identify and conserve resources, to protect Native American cultural resources, to guide historic preservation efforts including restoration, wayfinding signage, documentation, and public education. Implementation programs included in the Draft Seaside 2040 includes producing a cultural resources sensitivity map (C5) and establishing and maintaining a cultural resources database (C6).

Seaside Municipal Code

Seaside's Municipal Code (SMC) Chapter 17.58, Historic and Cultural Resource Preservation, is intended to protect sites and structures identified by the community as culturally and/or historically significant, that contribute to the City's character and identity, and that should be preserved and/or restored including Stilwell Hall and 35 other structures in the East Garrison of Fort Ord. The ordinance delineates the procedure for designating historic landmarks and districts as well as the removal of the designation and the procedure for managing alterations and demolitions. There are no designated historic landmarks or districts within the Plan Area.

The SMC Chapter 2.16 defines the duties of their Art and History Commission. One of the Art and History Commission's duties is to make recommendations to the City Council and advise the Council to designate, protect, preserve, enhance and perpetuate structures and areas of historical, architectural and engineering significance.

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

An impact is considered significant if development under the Proposed Project would result in one or more of the following conditions:

1. Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5;
2. Cause a substantial adverse change in the significance of a historic or unique archaeological resource pursuant to Section 15064.5;
3. Disturb any human remains, including those interred outside of dedicated formal cemeteries.

The significance of a cultural resource and subsequently the significance of any impact are determined by among other things, consideration of whether or not that resource can increase our knowledge of the past. The determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the *CEQA Guidelines*.

CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archaeological and Historical Resources) states:

(3) [...] Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (Pub. Res. Code, Section 5024.1, Title 14 CCR, Section 4852).

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

(b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Historical resources are “significantly” affected if there is demolition, destruction, relocation, or alteration of the resource or its surroundings. Generally, impacts to historical resources can be mitigated to below a level of significance by following the Secretary of the Interior’s Guidelines for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings [Guidelines Section 15064.6(b)]. In some circumstances, documentation of an historical resource by way of historic narrative photographs or architectural drawings will not mitigate the impact of demolition below the level of significance [Guidelines Section 15126.4(b)(2)].

Preservation in place is the preferred form of mitigation for archaeological resources as it retains the relationship between artifact and context, and may avoid conflicts with groups associated with the site [Guidelines Section 15126.4 (b)(3)(A)]. If an archaeological resource does not meet either the historic resource or the more specific “unique archaeological resource” definition, impacts do not need to be mitigated [Guidelines Section 15064.5(c)(4)].

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Impact CUL-1 DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Based on *CEQA Guidelines* Section 15064.5, the Proposed Project would have a significant impact on historical resources if it would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties eligible for listing on the NRHP, the CRHR, or the local register of historical resources. In addition, as explained in Section 15064.5, “[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

As described in the setting section above, two buildings over 50 years of age would be demolished by the Proposed Project: the Visitor Intake Center and the Presidio of Monterey Fire Department building. Each of these buildings has been evaluated and is considered ineligible for listing in the criteria for the CRHR, the NRHP, and under the definitions under CEQA Guidelines Section 15064.5, and are thus not considered historical resources for the purposes of CEQA. Therefore, impacts to historical resources would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Impact CUL-2 DEVELOPMENT UNDER THE PROPOSED PROJECT COULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF UNIQUE ARCHAEOLOGICAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Based on the results of the cultural resources records search and archaeological survey, there are no known archaeological resources that would be affected by construction and operation of the Proposed Project. However, ground-disturbing activities within the Plan Area and off-site improvement areas, particularly in areas where excavation depths would exceed those previously attained by prior development, could damage or destroy previously unknown prehistoric or historic period archaeological resources. While the exact location of the new off-site fire station is currently unknown, the construction of this building is analyzed herein as part of the Proposed Project, to the extent feasibly based on available information, but without engaging in speculation. Consequently, damage to or destruction of previously unknown archaeological resources, which may qualify as historical resources and/or unique archaeological resources, would potentially occur as a result of development under the Proposed Project. The Plan Area and off-site improvement areas are in an

area of unknown sensitivity in the City's existing General Plan, but the Monterey Bay area in general is known to be sensitive (City of Seaside 2004). Due to the sensitivity of the vicinity and the possibility of buried landforms, there is a moderate potential for encountering subsurface archaeological resources.

Ground disturbing activities under the Proposed Project, including demolition, grading, excavation, drilling or any other ground disturbing activities, have the potential to damage unknown archaeological resources, given this potential, impacts are considered significant.

Implementation of Mitigation Measures CUL-2(a) and CUL-2(b) would reduce impacts to archaeological resources to a less than significant level by requiring sensitivity training for all construction personnel involved in ground disturbance and by identifying steps required in the event of unanticipated discoveries.

Mitigation Measures

CUL-2(a) Worker's Environmental Awareness Program

A qualified archaeologist shall be retained who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology to conduct a Worker's Environmental Awareness Program training for archaeological sensitivity for all construction personnel involved in ground disturbance prior to the commencement of any ground disturbing activities. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

CUL-2(b) Unanticipated Discoveries

The project applicant shall implement the following measures for any development in the Plan Area and off-site improvement areas:

- If archaeological resources are encountered during ground-disturbing activities, work within 100 feet of the find shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If the resource is of Native American origin, the City shall contact a local Native American group listed by the NAHC for the name of a tribal representative qualified for consultation on potential finds of tribal cultural resources. The qualified archaeologist and City will consult with the designated tribal representative to evaluate whether the find may qualify as a tribal cultural resource. If the tribal representative does not respond to a consultation request within seven days, the archaeologist shall independently evaluate the find and make a recommendation to the City as to whether it is a tribal cultural resource.
- If the resource is determined to be a significant archaeological and/or tribal cultural resource, the archaeologist shall prepare a treatment plan, in consultation with the tribal representative (if applicable), that includes measures to avoid or reduce impacts to the resource. The treatment plan measures may include but not be limited to avoidance and preservation in place (the preferred method if feasible), capping, incorporation of the site within a park or other open space, data or heritage recovery, treatment of the resource with culturally appropriate dignity, protection of the cultural character, integrity, traditional use, and/or confidentiality of the resource, or permanent conservation easements.

Significance After Mitigation

Less than significant with mitigation.

Threshold 3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Impact CUL-3 DEVELOPMENT UNDER THE PROPOSED PROJECT COULD DISTURB HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Proposed Project involves ground disturbing activities in areas where excavation depths would exceed those previously attained by prior development. As discussed above, there is a moderate potential for encountering human remains during ground disturbing activities in the Plan Area and off-site improvement areas. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the Monterey County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner is required to notify the NAHC, which would determine and notify a most likely descendant (MLD). The MLD must complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. If human remains are identified and the Ohlone/Costanoan-Esselen Nation is identified as the MLD, it is their preference that any identified Native American human remains be reburied on-site or on an acceptable alternative site provided by the developer, together with all artifacts found with the burial. With adherence to existing regulations relating to human remains, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

The Proposed Project, in conjunction with other nearby past, present, and reasonably foreseeable probable future projects in the region as discussed in Section 4, *Environmental Impact Analysis*, could adversely impact cultural resources. Cumulative development in the region would continue to disturb areas with the potential to contain historical resources, archaeological resources, and human remains. For other developments that would have significant impacts on cultural resources, similar conditions and mitigation measures described herein would be imposed on those other developments consistent with the requirements of CEQA, along with requirements to comply with all applicable laws and regulations governing said resources.

As described under Impact CUL-1, the Proposed Project would not result in impacts to historical resources. Cumulative projects could impact historical resource; however, as the Proposed Project would not contribute to these impacts, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact.

The Proposed Project, in conjunction with cumulative projects in the vicinity of the Plan Area, would result in significant cumulative impacts to unknown archaeological resources and archaeological resources that may be considered historical resources. However, the Proposed Project would implement Mitigation Measures CUL-2(a) and CUL-2(b) to ensure impacts to unknown resources are adequately mitigated. These mitigation measures provide for archaeological sensitivity training for construction personnel and identify the steps to be taken if archaeological resources are encountered. Similarly, cumulative projects are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exists. In the event that future cumulative projects would result in impacts to known or unknown cultural resources, impacts to such resources would be addressed on a case-by-case basis, and would likely be subject to mitigation measures similar to those imposed for the Proposed Project. As such, cumulative impacts would be less than significant with mitigation. After implementation of Mitigation Measures CUL-2(a) and CUL-2(b), the Proposed Project's contribution would not be cumulatively considerable.

The Proposed Project and cumulative projects discussed in Section 4, *Environmental Impact Analysis*, would involve ground disturbing activities which could encounter human remains. If human remains are found, the Proposed Project and cumulative projects would be required to comply the State of California Health and Safety Code Section 7050.5, as described in Impact CUL-3, above. With adherence to existing regulations relating to human remains, cumulative impacts would be less than significant and the Proposed Project's impacts would not be cumulatively considerable.

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4.5 Energy

This section discusses the energy impacts resulting from implementation of Proposed Project. This analysis follows the guidance for evaluation of energy impacts contained in Appendix F and Appendix G of the State CEQA Guidelines. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*.

4.5.1 Setting

Energy use relates directly to environmental quality, since it can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences and commercial/industrial buildings, heats and cools buildings, and powers vehicles. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

a. Energy Supply

Petroleum

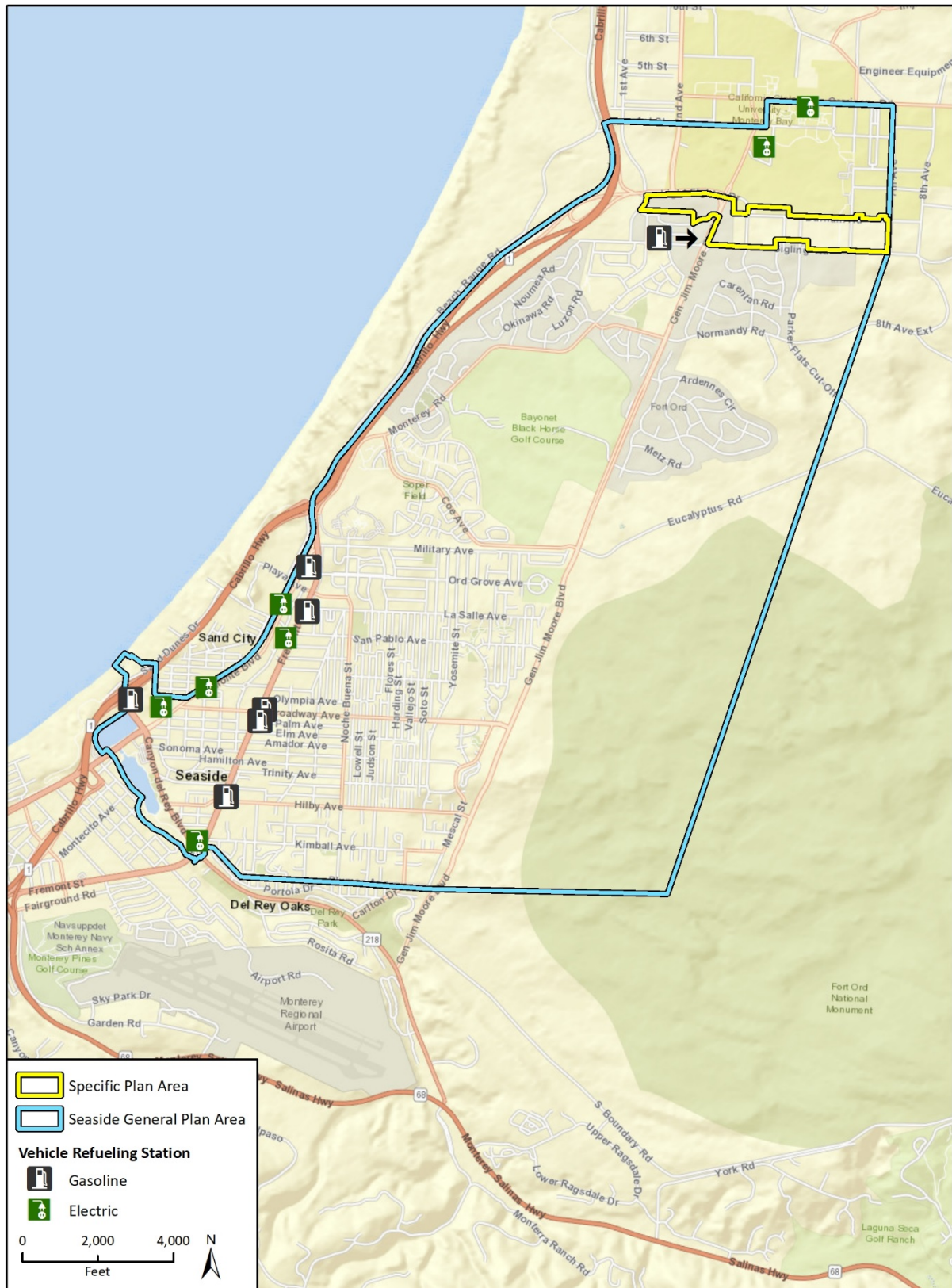
City of Seaside

Petroleum fuels are generally purchased by individual users such as residents and employees. As shown in Figure 4.5-1, while no petroleum refineries are located in the City limits (EIA 2018), seven gasoline stations are present in the City limits with none located within the Campus Town Specific Plan Area (Plan Area) (GasBuddy 2019). However, one gas station, AAFES Gas Station, is located at 4401 General Jim Moore Boulevard, immediately adjacent to the Plan Area. According to the California Department of Conservation (DOC), Division of Oil, Gas, and Geothermal Resources (DOGGR), no orphaned or operating oil wells exist within City limits; however, one plugged well is present in the City limits, but outside the Plan Area (DOGGR 2018).

Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various statewide regulations and plans, such as the Low Carbon Fuel Standard and Senate Bill 32. Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle with transportation fuels including hydrogen, biodiesel, and electric vehicles. Currently, 35 hydrogen refueling stations are located in California; however, none are located in the City [United States Department of Energy (USDOE) 2018]. There are currently 10 biodiesel refueling stations in California, none of which are in the City of Seaside (USDOE 2018).

Figure 4.5-1 Vehicle Refueling Near the Plan Area



Imagery provided by Google, ESRI and their licensors © 2018.
 Vehicle refueling station data provided by GasBuddy 2019; DOE 2018.

Fig 4.5-1 Vehicle Refueling Stations

ELECTRIC VEHICLES

Electricity can be used to power electric and plug-in hybrid electric vehicles directly from the power grid. Electricity used to power vehicles is generally provided by the electricity grid and stored in the vehicle's batteries. Fuel cells are being explored to use electricity generated onboard the vehicle to power electric motors. There are eight electric vehicle charging stations in the City; however, none are located in the Plan Area (USDOE 2018). Refer to Section 4.5.2, *Regulatory Setting*, below for a discussion of *Draft Seaside 2040* policies promoting neighborhood electric vehicles and support for the development of a network of electric vehicle charging stations throughout Seaside.

Electricity

City of Seaside

Up until 2018, the City of Seaside was served solely by Pacific Gas & Electric (PG&E) to meet power demands; however, in Spring 2018, PG&E customers in Monterey, San Benito, and Santa Cruz Counties were automatically enrolled with the Monterey Bay Community Power (MBCP) community choice energy model. The MBCP model enables communities to choose clean-sourced power at a cost equivalent to PG&E while retaining PG&E's role in maintaining power lines and providing customer service. Available PG&E programs, such as the California Alternative Rates for Energy Program and Family Electric Rate Assistance Program, will continue to be accessible to MBCP customers (MBCP 2019a).

While MBCP assumes responsibility for electric power procurement and the purchase of clean, carbon-free electricity for homes and businesses in the Monterey Bay area, PG&E retains responsibility for providing customer billing, receiving payments, performing power line maintenance, and resolving outages (MBCP 2019a). The power system that PG&E is responsible for maintaining is one of the nation's largest and includes 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines (PG&E 2018a).

The California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are constantly assessing population growth, electricity demand, and reliability. As discussed on the CEC's website the CEC is tasked with conducting assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand and prices (CEC 2019a). The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety (Public Resources Code Section 25301(a)).

Power plants that provide electricity for MBCP and PG&E are required to go through individual environmental review processes, which may be through the CEC's certified regulatory program under CEQA,¹ or through the CPUC's CEQA processes (CEC 2019b). As discussed by the CEC, from 1978 to 1998 before California's electricity generation industry was restructured, the CEC analyzed and approved 47 projects totaling 5,589 megawatts (MW). More recently, in the early 1990s, the CEC certified 14 power plants. Of the 14 plants, 10 were approved, and eight were constructed with a combined generation capacity of 995 MW. From 1998 through today, electric generation projects with a combined generation capacity of 34,692.90 MW have been reviewed and licensed by the CEC; 64 of these licensed facilities have been built and are on-line producing 22,055 MW. The CEC is continuously tracking potential projects 50 MW and larger (CEC 2019c). Similarly, the CPUC

¹ Overview of the CEC's certified regulatory program under CEQA: https://www2.energy.ca.gov/public_adviser/joint_process.html

conducts and manages environmental review of infrastructure projects, including electric, gas, water and telecommunications (CPUC 2019).

Monterey Bay Community Power

MBCP, which provides carbon-free electricity, is the default energy provider in the Plan Area and provides electricity to 97 percent of accounts in its service area (MBCP 2019b). The MBCP Implementation Plan outlines MBCP's plans to implement the voluntary community choice energy model for electric customers within the jurisdictional boundaries of its member agencies. Implementation of the MBCP program enables customers within MBCP's service area to take advantage of the opportunities granted by Assembly Bill 17, the Community Choice Aggregation Law. MBCP's primary objectives in implementing this program are to reduce electric sector greenhouse gas emissions, stimulate renewable energy development, promote energy efficiency and demand reduction programs, and sustain competitive electric rates for participating residents and businesses over the long-term (MBCP 2017a). The MBCP Implementation Plan forecasts electricity demand in its service area from 2018 through 2027, during which time Monterey, San Benito, and Santa Cruz Counties are anticipated to see an increase in annual electricity demand from 2,567 gigawatt-hours (GWh) to 3,827 GWh.

Natural Gas

PG&E

California relies on out-of-state natural gas imports for nearly 90 percent of its natural gas supply. The CEC estimates that approximately 45 percent of the natural gas burned across the state is used for electricity generation, and much of the remainder is consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. Building and appliance energy efficiency standards account for up to 39 percent in natural gas demand savings since 1990 (CEC 2019d).

The Plan Area is located within PG&E's natural gas service area, which spans central and northern California (CEC 2018a). In 2017, PG&E customers consumed a total of 4.7 billion therms of natural gas. Residential users accounted for approximately 40 percent of PG&E's natural gas consumption. Industrial and commercial users accounted for another 36 percent and 20 percent, respectively. The remainder was used for mining, construction, agricultural, and water pump accounts (CEC 2017c). In 2017, Monterey County users accounted for approximately 2.3 percent of PG&E's total natural gas consumption across the entire service area (CEC 2017b). PG&E's service area is equipped with approximately 6,700 miles of gas transmission pipelines as 42,000 miles of gas distribution pipelines.

The 2018 California Gas Report presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. The report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years, in compliance with CPUC Decision D.95-01-039. The projections contained in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities (California Gas and Electric Utilities [CGEU] 2018).

California natural gas demand, including volumes not served by utility systems, is expected to decrease at a rate of 0.5 percent per year from 2018 to 2035. The forecast decline is due to a combination of moderate growth in the natural gas vehicle market and across-the-board declines in all other market segments: residential, commercial, electric generation, and industrial markets (CGEU 2018). Residential gas demand is expected to decrease at an annual average rate of 1.4

percent. Demand in the commercial and industrial markets are expected to increase slightly at an annual rate of 0.2 percent. Stricter codes and standards coupled with more aggressive energy efficiency programs discussed in Section 4.5.2, *Regulatory Setting*, are making a significant impact on the forecasted load for the residential, commercial, and industrial markets (CGEU 2018).

For the purposes of load-following as well as backstopping intermittent renewable resource generation, gas-fired generation will continue to be the primary technology to meet the ever-growing demand for electric power. However, overall gas demand for electric generation is expected to decline at 1.4 percent per year for the next 17 years due to more efficient power plants, statewide efforts to minimize GHG emissions through aggressive programs pursuing demand-side reductions, and the acquisition of preferred power generation resources that produce little or no carbon emissions (CGEU 2018). Additional information on PG&E's gas supplies and capacity can be viewed in the 2018 California Gas Report available at <https://www.pge.com/pipeline/library/regulatory/cgr/index.page>.

City of Seaside

No orphaned or active natural gas wells are located within City limits; however, one plugged well is in Seaside, but outside of the Plan Area (DOGGR 2018). Additionally, the City does not produce any natural gas. As shown in Figure 4.5-2, one major natural gas transmission pipeline is in Seaside (National Pipeline Mapping System [NPMS] 2019). Minor transmission lines provide connections from this pipeline to homes and businesses within the City.

b. Energy Demand

The smallest scale at which energy consumption information is readily available is the county level. Therefore, energy consumption in Monterey County is used herein to characterize the City's existing consumption of petroleum, electricity, and natural gas as detailed in the following subsections.

Petroleum

Monterey County

As shown in Table 4.5-1, Monterey County consumed an estimated 174 million gallons of gasoline and 53 million gallons of diesel fuel in 2017 (CEC 2018b). With a 2017 population of 442,365, as discussed in Section 4.12, *Population and Housing*, the County's annual per capita fuel consumption in 2017 consisted of 393.3 gallons of gasoline and 119.7 gallons of diesel fuel per person. As shown in Table 4.5-1, each person in Monterey County consumed approximately 58.4 million Btu in transportation fuel in 2017.

Figure 4.5-2 Gas Transmission Pipelines



Imagery provided by Google, ESRI and their licensors © 2018.
 Pipeline data provided by National Pipeline Mapping System 2019.

Fig 4.5-2 Gas Transmission Pipelines

Table 4.5-1 2017 Annual Gasoline and Diesel Consumption

Fuel Type	Monterey County (gallons)	California (gallons)	Proportion of Statewide Consumption	County per Capita Consumption (gallons)	County per Capita Consumption (MMBtu)
Gasoline	174,000,000	15,584,000,000	1.1%	393.3	43.18
Diesel	52,940,000	3,798,040,000	1.4%	119.7	15.25
Total	226,940,000	19,382,040,000	–	513.0	58.43

Notes: Diesel and gasoline volumes are expressed in gallons while Btu volumes are expressed in millions of Btu (MMBtu).
Source: CEC 2018b

Electricity

Monterey County

According to the CEC, Monterey County consumed approximately 2,587 GWh in 2017, or approximately 8,826 billion Btu (CEC 2017a). Table 4.5-2 illustrates the County’s 2017 electricity consumption in comparison to statewide consumption and displays the County’s equivalent per capita energy consumption from its electricity demand. With a population of 442,365 in 2017, Monterey County’s 2017 per capita electricity consumption was approximately 5,848 kWh, or 20 million Btu.

Table 4.5-2 2017 Annual Electricity Consumption

Energy Type	Monterey County (MWh)	California (MWh)	Proportion of Statewide Consumption	County per Capita Consumption (kWh)	County per Capita Consumption (MMBtu)
Electricity (MWh)	2,586,761.83	288,613,480.22	0.9%	5,847.57	19.95

Notes: Electricity consumption volumes for Monterey County and California are expressed in megawatt-hours (MWh) while County per capita consumption is expressed in kilowatt-hours (kWh) and millions of Btu (MMBtu).

Source: CEC 2017a

Natural Gas

Monterey County

According to the CEC, Monterey County consumed approximately 110.3 million U.S. Therms of natural gas in 2017, or approximately 10,256 billion Btu (CEC 2017b). Table 4.5-3 illustrates the County’s 2017 natural gas consumption in comparison to statewide consumption and displays the County’s equivalent per capita energy consumption from its natural gas demand. With a population of 442,365 in 2017, as discussed in Section 4.12, *Population and Housing*, Monterey County’s 2017 per capita natural gas consumption was approximately 250 therms, or approximately 23.2 million Btu.

Table 4.5-3 2017 Annual Natural Gas Consumption

Energy Type	Monterey County (U.S. therms)	California (U.S. therms)	Proportion of Statewide Consumption	County per Capita Consumption (U.S. therms)	County per Capita Consumption (MMBtu)
Natural Gas	110,314,459	12,571,045,754	3.0%	249.37	23.19

Notes: Natural gas consumption volumes for Monterey County and California are expressed in U.S. Therms while County per capita consumption is expressed in U.S. Therms and millions of Btu (MMBtu).

Source: CEC 2017b

4.5.2 Regulatory Setting

a. Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce the United States dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting climate change. Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard, requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels
- Reduces United States demand for oil by setting a national fuel economy standard of 35 miles per gallon (mpg) by 2020 – an increase in fuel economy standards of 40 percent

The Energy Independence and Security Act of 2007 also set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 USC Section 17001 et seq.

Energy Policy and Conservation Act

Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (NHTSA), a part of the United States Department of Transportation (USDOT), for establishing and regularly updating vehicle standards. The United States Environmental Protection Agency (USEPA) administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers’ compliance with existing fuel economy standards.

Corporate Average Fuel Economy Standards

The CAFE standards are Federal rules established by the National Highway Traffic Safety Administration (NHTSA) that set fuel economy and GHG emissions standards for all new passenger cars and light trucks sold in the United States. The CAFE standards generally become more stringent with time, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for

model year 2020 (77 Federal Register 62624 et seq. [October 15, 2012 Table I-1]). It is, however, legally infeasible for individual municipalities to adopt more stringent fuel efficiency standards. The CAA (42 United States Code [USC] Section 7543[a]) states that “no state or any political subdivision therefore shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part.” In August 2016, the USEPA and NHTSA announced the adoption of the phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi- trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion MT of CO₂ and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program (NHSTA 2019).

As of September 2018, NHSTA and USEPA were undergoing the rulemaking process to establish the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule would amend the existing CAFE standards such that the requirements for model years 2021 through 2026 are lowered to the 2020 standards of 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light duty trucks (USEPA 2018). The SAFE Vehicles Rule had not been finalized at the time this EIR was prepared and was undergoing review by the Science Advisory Board for the USEPA.

Construction Equipment Fuel Efficiency Standard

USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were to be completely phased in by the end of 2015.

Energy Star Program

In 1992, USEPA introduced Energy Star® as a voluntary labeling program designed to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specification for maximum energy use established under the program are certified to display the Energy Star® label. In 1996, USEPA joined with the Energy Department to expand the program, which now also includes qualifying commercial and industrial buildings, as well as homes (Energy Star 2019).

b. State

California Energy Plan

The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a

healthy economy. The 2008 California Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce vehicle miles travelled (VMT) and accommodate pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and the California Air Resources Board (CARB) prepared and adopted a joint-agency report, *Reducing California's Petroleum Dependence*, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand. Furthermore, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, the Governor directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

Integrated Energy Policy Report

Senate Bill 1389 (Chapter 568, Statutes of 2002) required the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety. The most recent assessment, the *2018 Integrated Energy Policy Report*, contains two volumes. Volume I highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy. Volume II, adopted February 20, 2019, provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system (CEC 2018c and 2019f).

California Renewable Portfolio Standard and Senate Bill 100

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), and SB 100 (2018), California's Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent total retail sales of electricity from renewable energy sources by 2020, 60 percent by 2030, and 100 percent by 2045. SB 100 also states "that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045." The CPUC and the CEC are jointly responsible for implementing the program. Electricity in the City of Seaside is currently provided by MBCP and Pacific Gas & Electric (PG&E). MBCP currently provides carbon-free electricity. In 2016, PG&E's power mix included 69 percent carbon-free sources (PG&E 2018b). The State's three largest investor-owned utilities, including PG&E, are on track to achieve a 50 percent RPS by 2020 (CARB 2017).

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions

Assembly Bill 1493 (Chapter 200, Statutes of 2002), known as the Pavley bill, amended Health and Safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.

Implementation of new regulations prescribed by AB 1493 required that the state apply for a waiver under the federal Clean Air Act. Although the USEPA initially denied the waiver in 2008, the USEPA approved a waiver in June 2009, and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions.

Energy Action Plan

In the October 2005, the CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the state's ongoing actions in the context of global climate change.

Assembly Bill 1007: State Alternative Fuels Plan

Assembly Bill 1007 (Chapter 371, Statutes of 2005) required the CEC to prepare a plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other Federal, State, and local agencies. The State Alternative Fuels Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Bioenergy Action Plan, Executive Order S-06-06

Executive Order (EO) S-06-06, April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050. Executive Order S-06-06 also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- Increase environmentally and economically sustainable energy production from organic waste

- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications
- Create jobs and stimulate economic development, especially in rural regions of the state
- Reduce fire danger, improve air and water quality, and reduce waste

Title 24, California Code of Regulations

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code).

Part 6 (Building Energy Efficiency Standards)

Part 6 of Title 24 contains the 2016 Building Energy Efficiency Standards for new residential and non-residential buildings, which went into effect on January 1, 2017. Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Standards improve upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The 2016 Standards improve upon the previous 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Under the 2016 Standards, residential buildings are generally 28 percent more efficient than the 2013 Standards, and nonresidential buildings are generally five percent more energy efficient than the 2013 Standards as a result of better windows, insulation, lighting, ventilation systems, and other features (CEC 2015). Part 6 also provides for the installation of cool roofs in Sections 140.3(a)(1), 141.0(b)(2)(B), and 141.0(b)(3).

The 2019 Building Energy Efficiency Standards, adopted on May 9, 2018, will become effective on January 1, 2020. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018d). Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient (CEC 2018e). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018e).

Part 11 (CALGreen)

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air

contaminants. The mandatory provisions of the CALGreen became effective January 1, 2011 and were updated in 2016. The 2016 Standards, which became effective on January 1, 2017, establish green building criteria for residential and nonresidential projects. The CEC adopted updates to the 2016 Standards in 2019 that will take effect on January 1, 2020. These changes include the following: increasing the number of parking spaces that must be prewired for electric vehicle chargers in residential development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts (VCA Green 2019).

c. Local

2004 Seaside General Plan

The current City of Seaside General Plan was adopted by City Council Resolution 04-59 on August 5, 2004. Energy resources are addressed in the Conservation/Open Space Element. The goals, policies, and implementation plans include encouraging energy conservation through enforcing Title 24 of the California Building Code, implementing energy conservation measures in public buildings, and supporting building designs that incorporate sustainability principles and green building materials.

Draft Seaside 2040

Draft Seaside 2040 includes several goals and policies intended to help conserve energy through various strategies. For example, Goal LUD-21 requires new development to be more water and energy efficient through the implementation of more stringent water and energy standards. More notably, Chapter 8 of *Seaside 2040, Healthy and Sustainably Communities*, specifically identifies energy efficiency as one of the most cost-effective ways to reduce energy consumption and meeting statewide and local GHG emission reduction goals.

Through various goals, policies, and implementation programs, Chapter 8, *Healthy and Sustainable Communities*, lays out varying strategies for achieving greater energy efficiency, such as reducing solid waste generation, minimizing water consumption, and implementing a green building code. Policy- Regional presence as sustainability partner – under Goal HSC-1 encourages the City to play an active role in the Association of Monterey Bay Area Governments, and the development and implementation of the Sustainable Communities Strategy, which encourages land use patterns that promote active transportation modes, such as walking and bicycling, and the conservation of land, energy, and water resources. Furthermore, policies under Goal HSC-9 provides various strategies to encourage more energy-efficient building designs and the use of renewable energy sources, such as exploring net zero energy consumption for residential buildings by 2020 and all new commercial buildings by 2030, encouraging the installation of renewable energy generation in the design of new development, and promoting energy efficiency upgrades for qualified households. Policies under Goal HSC-11 promote the incorporation of passive solar technologies, CALGreen requirements, and sustainable building practices. In Chapter 6, *Mobility*, policies under Goal M-10 promote car-sharing and neighborhood electric vehicles to reduce traffic and alternative fuel vehicles and support the development of a network of electric vehicle charging stations throughout Seaside.

Seaside Municipal Code

Seaside's Municipal Code (SMC) Chapter 15.04, California Building Codes Adopted, mandates the implementation of the California Energy Code, which has specific requirements for building design to reduce energy consumption. Some of the measures in the California Energy Code include the use

of certain building materials to ensure a greater degree of energy efficiency during building operation and construction and energy efficiency standards for appliances, lighting amenities, and water fixtures, among other project components.

4.5.3 Impact Analysis

a. Significance Thresholds and Methodology

Significance Thresholds

An energy-related impact is considered significant if the Proposed Project would result in one or more of the following conditions:

1. Wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation;
2. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Methodology

Public Resources Code Section 21100(b)(3) states that an EIR shall include “mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” The physical environmental impacts associated with the use of energy including the generation of electricity and burning of fuels have been accounted for in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*.

Energy consumption is analyzed herein in terms of construction and operational energy. Construction energy demand accounts for anticipated energy consumption during construction of the Proposed Project, such as fuel consumed by construction equipment and construction workers’ vehicles traveling to and from the construction site. Operational energy demand accounts for the anticipated energy consumption during operation of the transportation system and land use scenario envisioned by the Proposed Project, such as fuel consumed by cars, trucks, and public transit; natural gas consumed for on-site power generation and heating building spaces; and electricity consumed for building power needs, including, but not limited to lighting, water conveyance, and air conditioning.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions resulting from the Proposed Project. The CalEEMod results (Appendix E) provide the average travel distance, vehicle trip numbers, and vehicle fleet mix during construction and operation of the Proposed Project. The CalEEMod results additionally provide the estimated gross electricity and natural gas consumption by land use during operation of the Proposed Project. The values contained therein are used in this analysis to determine the anticipated energy consumption during construction and operation of the Proposed Project.

This analysis takes into consideration the equipment and processes employed during construction of the Proposed Project and the land uses, location, and VMT per service population of the Proposed Project to qualitatively determine whether energy consumed during construction and operation would be wasteful, inefficient, or unnecessary.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
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Impact E-1 NEITHER CONSTRUCTION NOR OPERATION OF THE PROPOSED PROJECT WOULD RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO THE WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Demolition and Construction

Demolition and construction activities associated with the Proposed Project would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary power may also be provided for construction trailers and electric construction equipment. Table 4.5-4 summarizes the anticipated energy consumption from construction equipment and vehicles, including construction worker trips to and from the Plan Area. Construction of the Proposed Project would also use building materials that would require energy use during the manufacturing and/or procurement of that material; however, as noted in the California Natural Resources Agency's Final Statement of Reasons, "a full 'lifecycle' analysis that would account for energy used in building materials and consumer products will generally not be required" (California Natural Resources Agency 2018). It is reasonable to assume that manufacturers of building materials such as concrete, steel, lumber, or other building materials would employ energy conservation practices in the interest of minimizing the cost of doing business. It also is reasonable to assume that non-custom building materials, such as drywall and standard-shaped structural elements, would have been manufactured regardless of the Proposed Project and, if not used for the Project, would be used in a different project. Therefore, the consumption of energy required for the manufacturing of building and construction material is not part of the quantitative analysis.

As shown in Table 4.5-4, demolition and construction activities associated with the Proposed Project would require approximately 3,189,396 gallons of gasoline and 2,777,364 gallons of diesel fuel. Energy use during demolition and construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, the Proposed Project would utilize construction contractors that demonstrate compliance with applicable CARB regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Construction contractors would be required to comply with the provisions of 13 California Code of Regulations Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard (discussed in detail in Section 4.2, *Air Quality*), which would minimize inefficient fuel consumption. These construction equipment standards (i.e., Tier 4 efficiency requirements) are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Electrical power would be consumed during demolition and construction activities, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the area.

Overall, demolition and construction activities would not have any adverse impact on available electricity supplies or infrastructure. Demolition and construction activities would utilize fuel-efficient equipment consistent with state and federal regulations and would comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. In addition, per applicable regulatory requirements such as 2019 or later CALGreen, the Proposed Project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the Proposed Project. Furthermore, in the interest of cost efficiency, construction contractors would not be anticipated to utilize fuel in a manner that is wasteful or unnecessary. Moreover, the Proposed Project is a response to housing and employment demand that, if not fulfilled by the Project, would result in new construction elsewhere.

As a result, the use of energy to construct the Proposed Project would not be unnecessary because the Proposed Project is intended to meet existing demands. Therefore, Proposed Project demolition and construction activities would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Table 4.5-4 Proposed Project Construction Energy Usage

Source	Fuel Consumption (Gallons)	
	Gasoline	Diesel
Construction Equipment & Vendor/Hauling Trips	–	2,777,364
Construction Worker Vehicle Trips	3,189,396	–

See Appendix E for CalEEMod default values for fleet mix and average distance of travel and energy calculation sheets.

Operation

Energy demand from Proposed Project operation would include fuel consumed by passenger vehicles; natural gas consumed for heating and cooking in residential and non-residential buildings; and electricity consumed by residential and non-residential buildings including, but not limited to lighting, water conveyance, and air conditioning.

As shown in Table 4.5-5, vehicle trips related to the Proposed Project would require approximately 982,978 gallons of gasoline and 264,866 gallons of diesel fuel, or 141,677 millions of Btu (MMBtu) annually (see Appendix E for energy calculation sheets).² Gasoline and diesel fuel demands would be met by existing gasoline stations in the vicinity of the Plan Area. The Proposed Project sets goals of creating a mixed-use urban village with a variety of housing opportunities and retail, entertainment, and employment opportunities in close proximity to one another and the California State University Monterey Bay (CSUMB) campus to reduce per capita VMT (Goals 1.5.1 and 1.5.2). In addition, the Specific Plan includes a policy to implement a multi-modal transportation network on-site through the design of complete streets (Policy 1.6.2). The Proposed Project would also include pedestrian-oriented streetscapes with an intersection density of a minimum 235 intersections per square mile,

² According to TJKM, the Proposed Project would result in approximately 62,297 net new daily VMT, or 22,738,405 net new annual VMT; however, this number is conservative because it does not fully account for displaced growth/redistributed population (Burgett 2019). The energy analysis uses the inputs from Section 4.14, *Transportation*, under the Plan’s effect on VMT estimation method (Fehr & Peers 2019, Appendix K).

which would encourage walkability. Every street in the Plan Area would be designed to accommodate bicycle traffic, and the on-site bicycle network would be connected to existing and planned bicycle routes in the surrounding area and would include bicycle parking facilities. Chapter 4, *Private Realm Standards and Guidelines*, of the Specific Plan includes private development standards aimed at creating a pedestrian-oriented environment through sidewalk design, building massing and setbacks, and architectural design. Furthermore, the Proposed Project would be located in a 2040 high quality transit corridor according to the Association of Monterey Bay Area Governments (AMBAG) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which would encourage the use of public transit, including the five Monterey-Salinas Transit District bus routes that stop in or along the boundary of the Plan Area (Routes 12, 18, 67, 74, and 75). As discussed in Section 4.14, *Transportation*, the regionwide boundary VMT per service population under all With Plan conditions would be less than all Without Plan conditions analyzed in the Transportation Analysis (Fehr & Peers 2019, Appendix K). Therefore, the mixed-use, multi-model nature of the Proposed Project and its proximity to transit would reduce residents’ reliance on automobiles, thereby minimizing the potential for wasteful or unnecessary consumption of vehicle fuels. Furthermore, vehicles drive by future residents, employees, visitors, and patrons of the Proposed Project would be subject to increasingly stringent Federal and State fuel efficiency standards, thereby minimizing the potential for the inefficient consumption of vehicle fuels. As a result, vehicle fuel consumption resulting from the Proposed Project would not be wasteful, inefficient, or unnecessary.

As shown in Table 4.5-5, in addition to transportation energy use, the Proposed Project would require permanent grid connections for electricity and natural gas. The Proposed Project would consume approximately 14,559,605 kWh, or 49,677 MMBtu per year of electricity for lighting and large appliances, and approximately 48,217,178 kBtu, or 48,217 MMBtu per year of natural gas for heating and cooking (see Appendix E for CalEEMod results). Electricity would be supplied by on-site solar generation, MBCP (the default electricity provider in the Plan Area), or PG&E. Natural gas would be supplied by PG&E. As discussed in detail in Section 4.7, *Greenhouse Gas Emissions*, the 2019 Building Energy Efficiency Standards require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less, which would supply much of the on-site electricity demand. Furthermore, on-site electricity demand would be substantially less than historic usage within the former Fort Ord, as described in detail in Section 3, *Environmental Setting*. Given historic electricity usage, CEC’s and CPUC’s long range planning efforts, and on-site solar generation, there would be adequate capacity to meet demand for electricity.

Table 4.5-5 Proposed Project Operational Energy Usage

Source	Energy Consumption	
Vehicle Trips		
Gasoline	982,978 gallons	107,917 MMBtu
Diesel	264,866 gallons	33,760 MMBtu
Built Environment		
Electricity	14,559,605 kWh	49,677 MMBtu
Natural Gas Usage	48,217,178 kBtu	48,217 MMBtu

See Appendix E for CalEEMod default values for fleet mix and average distance of travel and energy calculation sheets.

Construction of the proposed residential and non-residential buildings would comply with the 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11) or later versions, which are anticipated to be more stringent than the 2019 codes. The 2019 standards require the provision of electric vehicle supply equipment, water-efficient plumbing fixtures and fittings, recycling services, solar on low-rise residential development, solar-readiness on commercial development, and other energy-efficient measures that would reduce the potential for the inefficient use of energy. Furthermore, the Proposed Project includes the following standards and guidelines that would support energy and water conservation and energy efficiency, which would help minimize the occurrence of inefficient, wasteful, and unnecessary energy consumption during operation of the Proposed Project:

- Chapter 3, *Public Realm Standards and Guidelines*, of the Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at public open space areas. The Proposed Project would use a water-efficient irrigation system in irrigated parks and open space areas.
- Chapter 4, *Private Realm Standards and Guidelines*, of the Specific Plan requires exterior architectural lighting to use light emitting diodes (LED) and other technologies to maximize energy efficiency. Furthermore, Chapter 4 requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings.
- Chapter 5, *Infrastructure*, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to 7th Avenue. Following installation of this recycled water main, recycled water would be used to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code.

This Proposed Project and its associated objectives are also designed to address statewide planning efforts. The legislature has adopted findings that “the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are...reduced mobility, urban sprawl, excessive commuting, and air quality deterioration” (Gov. Code Section 65589.5(a)). The Legislature also recently adopted findings that “California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state’s environmental and climate objectives” (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)]).

The anticipated 4,900 residents that would be accommodated by the Proposed Project are likely already located within the AMBAG jurisdiction and therefore would not represent new energy demands within the region. Due in part to its proximity to the ocean and CSUMB, demand for housing in Seaside is high as indicated by low owner and rental vacancy rates, overcrowding, and overpayment, which thereby requires individuals to commute greater distances (City of Seaside 2010; AMBAG 2014).

Seaside has a history of low vacancy rates and has recognized that the lack of available units has resulted in overcrowding (i.e., more than one person per room). Approximately 54 percent of renter-households and 43 percent of owner-households are experiencing housing cost burdens, including overcrowding (City of Seaside 2010). Other cities within the AMBAG region are similarly affected; the city of Salinas has noted that it also struggles with low vacancy rates and associated high levels of overcrowding. (AMBAG 2014) Therefore, it is reasonable to assume that many of the Project's future residents currently live in Seaside or elsewhere in the AMBAG region. The result of this underserved demand for housing in coastal cities such as Seaside is that "[f]aced with expensive housing options, workers in California's coastal communities commute 10 percent further each day than commuters elsewhere" (Legislative Analyst's Office 2015).

Additionally, the Project would be located adjacent to the CSUMB campus. AMBAG notes in its RHNA that "CSUMB is planning for growth which has generated housing pressure on the surrounding jurisdictions" (AMBAG 2014). For example, CSUMB's adopted 2007 Master Plan calls for increased enrollment of 8,500 students but plans to house only 60 percent of students on campus (CSUMB 2007). The 2007 Master Plan also notes that the primary means of commuting to and from campus is driving, but that for students living "very near campus," the primary means are walking and biking. The Project's clustered housing adjacent to the CSUMB campus likely would be used by CSUMB students who likely would primarily commute to campus by walking and biking. Without the Project, these students likely would live farther from campus and would need to commute by car. The Project would serve to reduce regional VMT and associated energy consumption because students would be able to live closer to campus than under existing conditions.

Further, the majority of the existing residential structures in the region are substantially older and less efficient than those that would be built under the Proposed Project. Approximately 77 percent of the City of Seaside's housing stock was built prior to 1980 and therefore does not incorporate modern Building Code efficiency requirements (City of Seaside 2010). Consequently, individuals moving from older residences to the Project would consume less energy in the forms of electricity and natural gas because the Project would be more efficient than the surrounding housing stock from which people are anticipated to move. As described above, development of the Proposed Project would not result in a wasteful, inefficient, or unnecessary consumption of energy. As a result, operation of the Proposed Project would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
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Impact E-2 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY. THIS IMPACT WOULD LESS THAN SIGNIFICANT.

As discussed in Section 4.5.2, *Regulatory Setting*, several state plans as well as both the City's adopted 2004 General Plan and *Draft Seaside 2040* include energy conservation and energy

efficiency strategies intended to enable the State and the City to achieve GHG reduction and energy conservation goals. A full discussion of the Proposed Project’s consistency with GHG reduction plans is included in Section 4.7, *Greenhouse Gas Emissions*. As shown in Table 4.5-6, the Proposed Project would be consistent with State renewable energy and energy efficiency plans.

The 2004 General Plan includes Goal COS-7 and subsequent policies and implementation plans that encourage energy conservation. *Draft Seaside 2040* includes various goals and policies that employ energy conservation and efficiency measures through an array of strategies. As shown in Table 4.5-7, the Proposed Project would be consistent with the energy conservation and efficiency strategies contained in the 2004 General Plan and *Draft Seaside 2040*.

Table 4.5-6 Consistency with State Renewable Energy and Energy Efficiency Plans

Renewable Energy or Energy Efficiency Plan	Proposed Project Consistency
<p>California Energy Plan. The plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.</p>	<p>Consistent. The Proposed Project would establish a mixed use area that supports higher-density housing, shopping, services, jobs, office, and open space. The Plan Area is served by five Monterey-Salinas Transit District bus routes that stop in or along the boundary of the Plan Area (Routes 12, 18, 67, 74, and 75). Furthermore, the Proposed Project would be located in a high quality transit corridor as designated in AMBAG’s MTP/SCS (2018), which would encourage the use of public transit.</p> <p>The Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by restricting intersection density to a minimum of 235 intersections per square mile. In addition, the Specific Plan would require that, when unrequired parking spaces are provided, at least 5 percent of the spaces be equipped for charging of electric vehicles. In addition, the Specific Plan would require that an electrical conduit be installed at the time of construction to facilitate future installation of EV charging stations on at least 10 percent of parking spaces. In light of these features, the Proposed Project would encourage urban design that reduces VMT and accommodates pedestrian and bicycle access as well as facilitate infrastructure for zero-emission vehicles. Therefore, the Proposed Project would no conflict with or obstruct implementation of the California Energy Plan.</p>

Renewable Energy or Energy Efficiency Plan	Proposed Project Consistency
<p>Assembly Bill 2076: Reducing Dependence on Petroleum. Pursuant to AB 2076, the CEC and CARB prepared and adopted a joint-agency report, <i>Reducing California's Petroleum Dependence</i>, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand.</p>	<p>Consistent. The Specific Plan would require that, when unrequired parking spaces are provided, at least 5 percent of the spaces be equipped for charging of electric vehicles. In addition, the Specific Plan would require that an electrical conduit be installed at the time of construction to facilitate future installation of EV charging stations on at least 10 percent of parking spaces. Therefore, the Proposed Project would facilitate the reduction of petroleum demand through increasing the use of alternative fuels and would not conflict with or obstruct implementation of AB 2076 and <i>Reducing California's Petroleum Dependence</i>.</p>
<p>2018 Integrated Energy Policy Report. Volume I highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy. Volume II provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system.</p>	<p>Consistent. The Proposed Project would include several components that promote the use of renewable energy and energy efficiency in new buildings. The Specific Plan contains architectural standards and guidelines that promote energy conservation, such as employing LED and other technologies to maximize energy efficiency in lighting, which would apply to all new development including public buildings. The landscaping design of public rights-of-way in the Proposed Project would reduce building energy needs due to increased shade from street trees. In addition, the Proposed Project would be required to comply with Seaside's Municipal Code Chapter 15.04, which mandates the implementation of Title 24 of the California Building Code. Compliance would include rooftop solar on all residential building types that are three stories or less in height. Moreover, the Campus Town Specific Plan would include urban standards and guidelines for new private development which require new development to maximize solar access and encourage the use of renewable energy sources. Electricity would be provided either by PG&E or MBCP, which source some or all of their power from renewable sources. Given these features, the Proposed Project would facilitate the decarbonization of buildings, the increase in energy efficiency savings, and the integration of more renewable energy into the electricity system. Therefore, the Proposed Project would not conflict with or obstruct implementation of the 2018 Integrated Energy Policy Report.</p>
<p>California Renewable Portfolio Standard. California's RPS obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent total retail sales of electricity from renewable energy sources by 2020, 60 percent by 2030, and 100 percent by 2045.</p>	<p>Consistent. Electricity in the City of Seaside is provided by MBCP and PG&E. MBCP and PG&E are required to generate electricity that would increase renewable energy resources to 60 percent by 2030 and 100 percent by 2045. MBCP currently provides carbon-free electricity. In 2016, PG&E's power mix included 69 percent carbon-free sources (PG&E 2018b). Because MBCP and PG&E would provide electricity service to the Plan Area, the Proposed Project would not conflict with or obstruct implementation of the California Renewable Portfolio Standard.</p>
<p>AB 1493: Reduction of Greenhouse Gas Emissions. AB 1493 requires CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.</p>	<p>Consistent. Vehicles used by future residents, employees, visitors, and patrons of the Proposed Project would be subject to the regulations adopted by CARB pursuant to AB 1493. Therefore, the Proposed Project would not conflict with or obstruct implementation of AB 1493.</p>

Renewable Energy or Energy Efficiency Plan	Proposed Project Consistency
<p>Energy Action Plan. In the October 2005, the CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the state’s ongoing actions in the context of global climate change. The nine major action areas in the EAP include energy efficiency, demand response, renewable energy, electricity adequacy/reliability/infrastructure, electricity market structure, natural gas supply/demand/infrastructure, transportation fuels supply/demand/infrastructure, research/development/demonstration, and climate change.</p>	<p>Consistent. The Proposed Project would include several components that promote the use of renewable energy and energy efficiency in new buildings. The Specific Plan contains architectural standards and guidelines that promote energy conservation, such as employing LED and other technologies to maximize energy efficiency in lighting, which would apply to all new development including public buildings. The landscaping design of public rights-of-way in the Proposed Project would reduce building energy needs due to increased shade from street trees. In addition, the Proposed Project would be required to comply with Seaside’s Municipal Code Chapter 15.04, which mandates the implementation of Title 24 of the California Building Code. Compliance would include rooftop solar on all residential building types that are three stories or less in height. Moreover, the Campus Town Specific Plan would include urban standards and guidelines for new private development which require new development to maximize solar access and encourage the use of renewable energy sources. Electricity would be provided either by PG&E or MBCP, which source some or all of their power from renewable sources. Given these features, the Proposed Project would facilitate implementation of the nine major action areas in the Energy Action Plan. Therefore, the Proposed Project would not conflict with or obstruct implementation of the Energy Action Plan.</p>
<p>AB 1007: State Alternative Fuels Plans. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California’s goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.</p>	<p>Consistent. The Specific Plan would require that, when unrequired parking spaces are provided, at least 5 percent of the spaces be equipped for charging of electric vehicles. In addition, the Specific Plan would require that an electrical conduit be installed at the time of construction to facilitate future installation of EV charging stations on at least 10 percent of parking spaces. Therefore, the Proposed Project would facilitate the use of alternative fuels and would not conflict with or obstruct implementation of AB 1007.</p>
<p>Bioenergy Action Plan, Executive Order S-06-06. The EO establishes the following targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050.</p>	<p>Consistent. The Proposed Project would redevelop a portion of the former Fort Ord base and would not interfere with or obstruct the production of biofuels in California. Vehicles used by future residents, employees, visitors, and patrons of the Proposed Project would be fueled by gasoline and diesel fuels blended with ethanol and biodiesel fuels as required by CARB regulations. Therefore, the Proposed Project would not conflict with or obstruct implementation of the Bioenergy Action Plan.</p>
<p>Title 24, California Code of Regulations – Part 6 (Building Energy Efficiency Standards) and Part 11 (CALGreen). The 2019 Building Energy Efficiency Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less.</p> <p>The CALGreen Standards establish green building criteria for residential and nonresidential projects. Updates to the 2016 Standards include the following: increasing the number of parking spaces that must be prewired for electric vehicle chargers in residential</p>	<p>Consistent. The Proposed Project would be required to comply with Seaside’s Municipal Code Chapter 15.04, which mandates the implementation of Title 24. Therefore, the Proposed Project would not conflict with or obstruct implementation of the Title 24 standards.</p>

Renewable Energy or Energy Efficiency Plan	Proposed Project Consistency
development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts.	

Table 4.5-7 Consistency with the 2004 General Plan and Draft Seaside 2040

Energy Efficiency Goal, Policy, or Strategy	Proposed Project Consistency
2004 General Plan	
<p>Implementation Plan COS-7.1.1 Title 24 Construction Standards: Enforce State Title 24 building construction requirements and apply standards that promote energy conservation.</p>	<p>Consistent. The Proposed Project would be required to comply with Seaside’s Municipal Code Chapter 15.04, which mandates the implementation of Title 24 of the California Building Code, the California Energy Code.</p>
<p>Implementation Plan COS-7.1.2 Energy Conservation in Public Buildings: Implement energy conservation measures in public buildings through the following actions:</p> <ul style="list-style-type: none"> ▪ Promote energy efficient buildings and site design for all new public buildings during the site development process; and ▪ Install energy saving devices in new public buildings and retrofit existing public buildings. 	<p>Consistent. The Specific Plan contains architectural standards and guidelines that promote energy conservation, such as employing LED and other technologies to maximize energy efficiency in lighting, which would apply to all new development including public buildings.</p>
<p>Implementation Plan COS-7.1.3 Energy Efficiency Building Design: Support building design that incorporates the principles of Sustainable Development, Transit Oriented Development and Environmentally Friendly Building Design, including using “green” building material and energy conservation measures of the Leadership in Energy and Environmental Design (LEED) certification program.</p>	<p>Consistent. The Proposed Project would locate residences and commercial/retail land uses, which would provide opportunities for employment, near one another with an emphasis on mixed-use land uses. By co-locating these different uses, the Proposed Project would minimize the travel distance required for residents to travel to work and encourage alternative modes of transportation, such as bicycling or walking. In addition, the Specific Plan contains architectural standards and guidelines that promote energy conservation, such as employing LED and other technologies to maximize energy efficiency in lighting. Furthermore, the Proposed Project would be located in a planned high quality transit corridor according to AMBAG’s 2040 MTP/SCS (2018), which would encourage the use of public transit. The Specific Plan would require that, when unrequired parking spaces are provided, at least 5 percent of the spaces be equipped for charging of electric vehicles. In addition, the Specific Plan would require that an electrical conduit be installed at the time of construction to facilitate future installation of EV charging stations on at least 10 percent of parking spaces.</p>
Draft Seaside 2040	
<p>Goal LUD-21: Resilient neighborhoods on former Fort Ord lands.</p> <p>Policy: Resource Efficiency. Through more stringent water and energy standards, require new development to be more water and energy efficient and use fewer natural resources in order to increase long-term neighborhood resilience.</p>	<p>Consistent. The Proposed Project would include several roadway segments that would incorporate street tree layouts to improve the area’s aesthetic character, the streets’ walkability, and energy efficiency of surrounding buildings. Some of these roadways include, but are not limited to Lightfighter Drive, Malmedy Road, 6th Avenue, and 7th Avenue. In addition to local street tree designs, the Proposed Project would prioritize the use of drought-tolerant plants and trees along public rights-of-way and in new open spaces.</p>

Energy Efficiency Goal, Policy, or Strategy	Proposed Project Consistency
	<p>The Proposed Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. Furthermore, the Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Proposed Project would use water-efficient irrigation systems.</p> <p>Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency. Furthermore, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings.</p> <p>Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the Proposed Project to use recycled water to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites a residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code.</p>
<p>Goal POC-12: An abundant, robust urban forest that contributes to Seaside’s quality of life as it combats the effects of climate change.</p> <p>Policy: Sustainability in forest management. Manage urban trees to achieve the City’s environmental sustainability goals for water and energy conservation, stormwater management, and habitat protection.</p>	<p>Consistent. The Proposed Project would include several roadway segments that would incorporate street tree layouts to improve the area’s aesthetic character, the streets’ walkability, and energy efficiency of surrounding buildings because trees provide shade that cools buildings and reduces the need for air conditioning in hot weather. Some of these roadways include, but are not limited to Lightfighter Drive, Malmedy Road, 6th Avenue, and 7th Avenue. Two green spaces are proposed - a neighborhood green and an area set aside for the preservation of a tree grove containing native oak trees as a “tree save” area. The Specific Plan also includes standards for replacement of existing trees.</p>
<p>Goal HSC-1: A City that supports health equity for all residents by promoting access to affordable, quality health care, mental health care, and social services.</p> <p>Policy: Regional presence as sustainability partner. Play an active role in AMBAG and the development and implementation of the Sustainable Communities Strategy. Encourage land use patterns that encourage walking, conserve land, energy, and water resources, support active transportation, reduce vehicle trips, and improve air quality.</p>	<p>Consistent. The Proposed Project would increase the amount of mixed-used spaces in the area, would locate jobs and homes closer to one another, and minimize the time and distances future residents would be required to travel to get to home or work. In addition, the Proposed Project’s proximity to CSUMB and its emphasis on providing affordable housing for CSUMB students would minimize the travel requirements for CSUMB students who live in the Plan Area and would encourage the use of alternative transportation methods, such as bicycling or walking.</p>

Energy Efficiency Goal, Policy, or Strategy	Proposed Project Consistency
<p>Goal HSC-9: Energy efficiency buildings that use energy from renewable sources.</p>	<p>Consistent. The Proposed Project would include several components that promote the use of renewable energy and energy efficiency in new buildings. The landscaping design of public rights-of-way in the Proposed Project would reduce building energy needs due to increased shade from street trees. In addition, the Proposed Project would be required to comply with Seaside’s Municipal Code Chapter 15.04, which mandates the implementation of Title 24 of the California Building Code. Compliance would include rooftop solar on all residential building types that are three stories or less in height. Moreover, the Campus Town Specific Plan would include urban standards and guidelines for new private development which require new development to maximize solar access and encourage the use of renewable energy sources. Electricity would be provided either by PG&E or MBCP, which source some or all of their power from renewable sources.</p> <p>Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the Proposed Project to use recycled water to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites a residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code.</p>
<p>Goal HSC-11: New construction that meets a high-level of environmental performance.</p>	<p>Consistent. As discussed under the consistency analysis for Goal HSC-9, the Proposed Project would be required to comply with the provisions contained in Title 24 of the California Building Code, which lay out requirements for building and construction material used, energy efficiency requirements for appliances and equipment used during project operation, and water and energy efficiency in building design. The Proposed Project would also be required to incorporate solar-ready building designs and utilize passive solar techniques, such as building orientation, position, and size.</p>

The Proposed Project would be consistent with the City’s adopted energy conservation and efficiency strategies contained in its 2004 General Plan and *Draft Seaside 2040*. As described under Impact E-1, construction and operation of the Proposed Project would be required to comply with relevant provisions of CALGreen and Title 24 of the California Energy Code. Therefore, this impact would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project’s environmental impacts are “cumulatively considerable” if the “incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects” (CEQA Guidelines Section 15065(a)(3)). The geographic scope for energy consumption is Monterey County. This geographic scope is appropriate because the smallest scale at which energy consumption

information is readily available is the county level. Cumulative buildout of the County's General Plan is considered part of this cumulative analysis.

Cumulative development would increase demand for energy resources. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development. In addition, vehicle fuel efficiency is anticipated to continue improving through implementation of the existing Pavley regulations under AB 1493, and implementation of the AMBAG 2040 MTP/SCS would reduce VMT in Monterey County. Nevertheless, the combined increase in energy consumption in Monterey County would potentially result in a significant cumulative impact related to the wasteful, inefficient, and unnecessary consumption of energy resources. It is therefore conservatively assumed that cumulative development could result in a significant impact related to the wasteful, inefficient, or unnecessary consumption of energy resources.

As described under Impact E-1, the Proposed Project would be constructed in accordance with the California Building Energy Efficiency Standards and CALGreen. Furthermore, as discussed in Section 4.14, *Transportation*, the regionwide boundary VMT per service population of 16.32 under Cumulative (2040) with Plan Conditions is lower than the regionwide threshold of 16.34. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to energy.

As discussed above, the Proposed Project and its associated objectives are also designed to address statewide cumulative planning efforts. The legislature has adopted findings that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration" (Gov. Code Section 65589.5(a)). The Legislature also recently adopted findings that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives" (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)]).

The anticipated 4,900 residents that would be accommodated by the Proposed Project are likely already located within the AMBAG jurisdiction and therefore would not represent new energy demands within the region. Due in part to its proximity to the ocean and CSUMB, demand for housing in Seaside is high as indicated by low owner and rental vacancy rates, overcrowding, and overpayment, which thereby requires individuals to commute greater distances (City of Seaside 2010; AMBAG 2014).

Seaside has a history of low vacancy rates and has recognized that the lack of available units has resulted in overcrowding (i.e., more than one person per room). Approximately 54 percent of renter-households and 43 percent of owner-households are experiencing housing cost burdens, including overcrowding (City of Seaside 2010). Other cities within the AMBAG region are similarly affected; the city of Salinas has noted that it also struggles with low vacancy rates and associated high levels of overcrowding. (AMBAG 2014) Therefore, it is reasonable to assume that many of the Project's future residents currently live in Seaside or elsewhere in the AMBAG region. The result of this underserved demand for housing in coastal cities such as Seaside is that "[f]aced with expensive housing options, workers in California's coastal communities commute 10 percent further each day than commuters elsewhere" (Legislative Analyst's Office 2015).

Additionally, the Project would be located adjacent to the CSUMB campus. AMBAG notes in its RHNA that “CSUMB is planning for growth which has generated housing pressure on the surrounding jurisdictions” (AMBAG 2014). For example, CSUMB’s adopted 2007 Master Plan calls for increased enrollment of 8,500 students but plans to house only 60 percent of students on campus (CSUMB 2007). The 2007 Master Plan also notes that the primary means of commuting to and from campus is driving, but that for students living “very near campus,” the primary means are walking and biking. The Project’s clustered housing adjacent to the CSUMB campus would likely be used by CSUMB students that would primarily commute to campus by walking and biking, rather than commuting by car from more distant housing, which would serve to reduce regional VMT and associated energy consumption because students are able to live closer to campus than under existing conditions.

As a result, the Proposed Project would not result in a wasteful, inefficient, or unnecessary consumption of energy, and construction and operation of the Proposed Project would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and the Project would not result in a cumulatively considerable contribution to a significant cumulative impact.

The geographic scopes for the cumulative impact analysis of consistency with renewable energy and energy efficiency plans are the state of California and the City of Seaside because the applicable plans are statewide plans in addition to the 2004 General Plan and *Draft Seaside 2040*. Projects throughout the State of California would be required to adhere to applicable renewable energy and energy efficiency laws, programs, and policies such as California’s RPS, AB 1493, and Title 24 standards. All other pending and future projects in Seaside, as listed in Table 4-1, Section 4, *Environmental Impact Analysis*, would be required to adhere to General Plan policies to mitigate energy impacts where feasible. In addition, all pending and future projects would be reviewed for consistency with the most recently adopted General Plan, either the 2004 Seaside General Plan or *Seaside 2040*. Therefore, the cumulative impact would be less than significant. As discussed under Impact E-2, the Proposed Project would be consistent with the energy-related goals and policies of the statewide plans, the 2004 Seaside General Plan, and *Seaside 2040*; therefore, the Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact with respect to consistency with renewable energy and energy efficiency plans.

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4.6 Geology and Soils

This section evaluates the environmental effects related to geologic hazards, soil hazards, and paleontological resources associated with implementation of the Proposed Project. The discussion below is based on the sources referenced herein and the recent *Due Diligence Level Geotechnical Investigation for the Surplus II – Seaside Residential and Commercial Development, Campus Town (Preliminary Geotechnical Investigation)* (Berlogar Stevens & Associates 2018).

4.6.1 Setting

a. Regional Geologic Setting

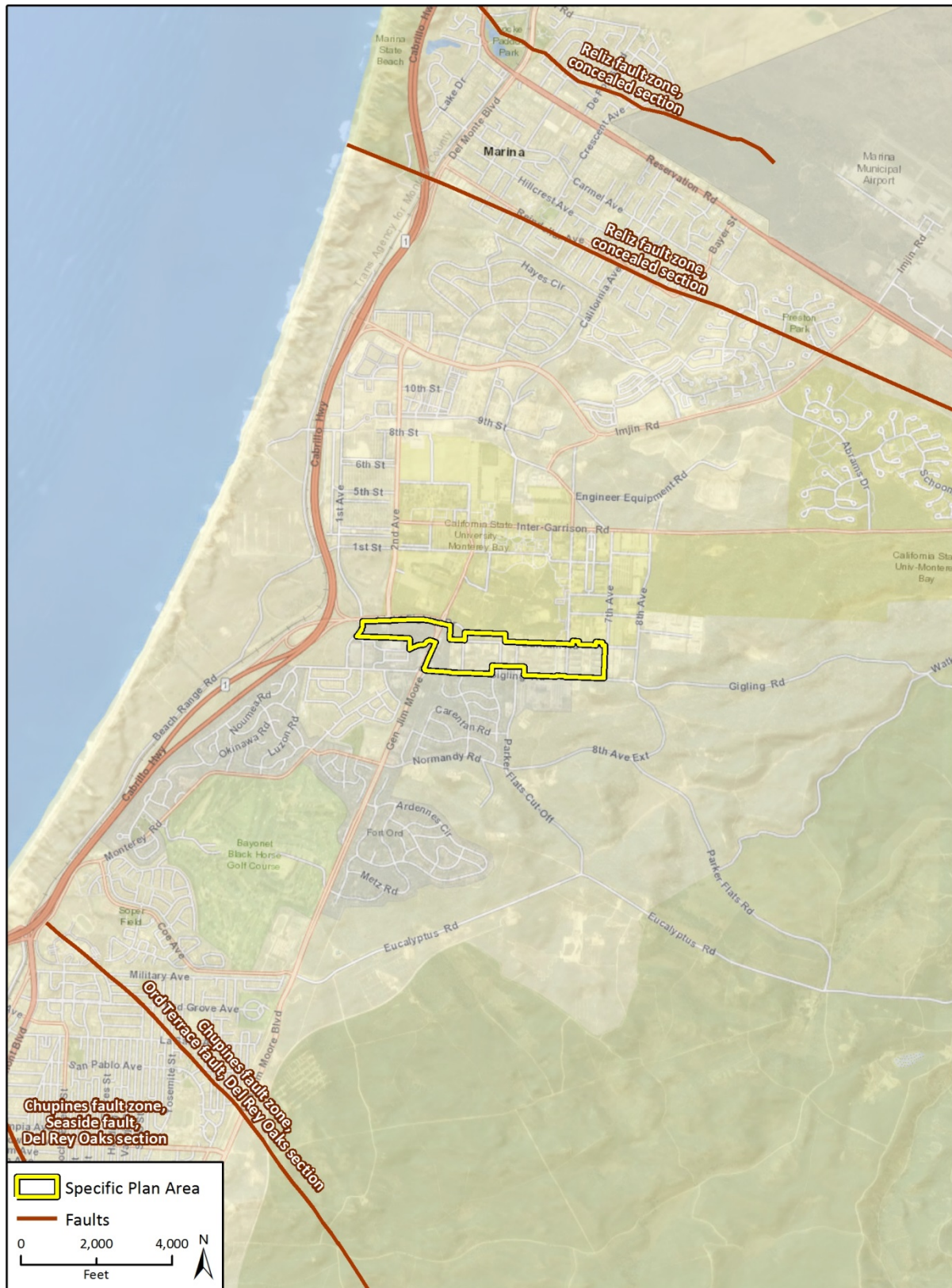
Seaside is located in northern Monterey County in the Monterey Bay area, situated adjacent to the Pacific Ocean. The City lies within the Coast Ranges Geomorphic Province. The Coast Ranges of California span 400 miles from Del Norte or Humboldt County, California, south to Santa Barbara County. The province is bordered on the west by the Pacific Ocean, and the coastline is uplifted, terraced, and wave-cut. In Monterey County, the uplift that formed the Coast Ranges was much more rapid than in other parts of the state. The cliffs of the Big Sur Coast and slopes of the Santa Lucia Mountains are products of this rapid uplift during the Pliocene epoch, more than a million years ago (Monterey County 2010). The Gabilan Range also occurs approximately 20 miles to the east of the Monterey Bay, and the Santa Cruz Mountains exist approximately 30 miles to the north.

The Coast Ranges geomorphic province consists of a semi-continuous series of northwest-trending mountain ranges, ridges, and intervening valleys characterized by complex folding and faulting formed at the intersection of two tectonic plates: the Pacific and the North American plates. The San Andreas Fault controls the geomorphic and strong northwestern geologic structural orientation in the San Francisco Bay Region, which includes the Monterey Bay Area. The San Andrea Fault is a right-lateral, strike-slip fault that forms a portion of the boundary between the Pacific and North American tectonic plates. In Northern and Central California, the San Andreas Fault system consists of numerous fault segments that have accommodated different components of the total displacement at different times. Movement across the plate boundary is concentrated on the San Andreas Fault, but is also distributed across a number of other faults, including the Monterey Bay, San Gregorio-Palo Colorado and Rinconada faults among others in the San Andreas Fault system (Norris and Webb 1990, United States Geological Survey [USGS] 2018). Figure 4.6-1 shows the regional faults in relation to the Specific Plan Area (Plan Area).

b. Local Geologic Setting

The elevation in the City of Seaside ranges from approximately mean sea level on the coast to approximately 560 feet in the foothills on the eastern edge of the City (USGS 1947). According to the *Preliminary Geotechnical Investigation*, ground elevation in the Plan Area ranges from about 160 feet on the west end to 340 feet on the east. Elevation change in the north-south direction, between Gigling on the south and Colonel Durham Street on the north, descends about 30 to 40 feet in the northerly direction. The change in elevation is relatively gentle. The steepest gradient occurs in the vicinity of General Jim Moore Boulevard, which bisects the site in an approximate north-south direction with about 40 feet of grade change in about 350 feet from east to west (Berlogar Stevens & Associates 2018).

Figure 4.6-1 Regional Fault Map



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 Additional data provided by USGS, 2016; U.S Geological Survey, 2010.

Fig1 Faults

Seaside is primarily underlain by Quaternary age older surficial sediments described as dissected older alluvium. Some alluvial gravel, sand and silt/clay of valley areas and flood plains have been mapped on the southern portion of Seaside. A small pocket of Quaternary age Aromas Sand has also been mapped on the southeastern portion of Seaside, described as wind-deposited, yellowish-brown to reddish brown fine sand (Dibblee and Minch 2007a). Porphyritic Granodiorite of Monterey was encountered in exploratory wells in the Seaside area at nearly 600 meters (m) below sea level. The San Andreas Fault and the San Gregorio fault zone mark the northeastern and southwestern boundaries, respectively, of the Salinian block, with a crystalline basement of granitic and regionally metamorphosed rocks. A series of high-angle faults trend northwestward within the Salinian block (California Geological Survey [CGS] 2002).

Active Faults Near the Plan Area

There are several active faults near the Plan Area that are not considered to be part of the larger San Andreas Fault System, which delineates the interaction between the Pacific and North American tectonic plates. The nearest San Andreas fault zone is approximately 20 miles northeast of the Plan Area (USGS 2019). As shown on Figure 4.6-1, smaller, less active local faults of the Monterey Bay Fault Zone and near the Plan Area include the Seaside, Old Terrace, Chupines, and Reliz faults which run southeast to northwest.

- **Seaside Fault** (as mapped by the online CGS regulatory maps portal): located approximately 3.0 miles to the south, mapped as active (undifferentiated Quaternary [less than 1.6 million years]), inferred location (CGS 2015).
- **Old Terrace Fault** (as mapped by the online CGS regulatory maps portal): Chupines fault zone, Del Rey Oaks section (mapped by USGS), located approximately 2.2 miles south of the Plan Area, mapped as active (undifferentiated Quaternary [less than 1.6 million years]), inferred location. According to the California Department of Conservation (DOC) California Geology (1997), the Old Terrace Fault is a steeply southwest-dipping reverse fault separating Monterey Formation from Pleistocene continental deposits. It extends 7 kilometers (km) southeastward into the Laguna Seca area, and appears to merge with the Chupines Fault.
- **Chupines Fault** (as mapped by the online CGS regulatory maps portal): Chupines fault zone, Del Rey Oaks section (mapped by USGS), located approximately 3.9 miles south of the Plan Area, mapped as active (undifferentiated Quaternary [less than 1.6 million years]), inferred location. The Chupines Fault is comprised of several discontinuous northwest-striking faults. The fault runs from offshore and trends northwestward from the Sierra de Salinas and extends beneath alluvial deposits near the coast. The fault is well defined in the mountains, and exhibits a vertical separation of about 984 feet, upthrown to the southwest. It is thought to be approximately 26 km in length (USGS 1977).
- **Reliz Fault Zone:** Blanco section (mapped by USGS), located approximately 2.2 miles north of the Plan Area, mapped as active (late Quaternary [less than 130,000 years]), inferred location. The Reliz Fault trends northwestward along the northern base of the Sierra de Salinas of the Santa Lucia Range and beyond for 60 km to the vicinity of Spreckels, where it is largely concealed (USGS 1977).

Seismic hazards are discussed further in Section 4.6.1(d), *Geologic Hazards*.

c. Soils

Soils beneath the City of Seaside predominantly consist of two groups, Baywood Sand, and Oceano Loamy Sand, both with 2 to 15 percent slopes. The properties of these soils groups can be described as very deep and excessively drained coarse textured soils formed from eolian sand deposits. There are also smaller outcrops of Arnold-Santa Ynez Complex along the eastern portion of Seaside; rapidly permeable soils formed from weathered softer sandstone Dune Land and Rindge Muck are present on the southwestern portion of Seaside. The Rindge Series consists of very deep, very poorly drained organic soils with rapid permeability formed in fresh water areas such as marshes, sloughs, river channels and deltas. Dune Land consists of loose, shifting sand used primarily for recreational purposes (USDA SCS 1978).

As mapped by the Natural Resource Conservation Service (NRCS), the northern one-third of the City is mapped as the Oceano Series. Oceano soils occur near the ocean in central and south-central California and are of moderate extent in the Major Land Resource Area (MLRA) 14d (USDA NRCS 2001). The Plan Area is comprised of one soil type, Oceano loamy sand 2 to 15 percent slopes, as shown in Figure 4.6-2 (USDA NRCS 2018). Table 4.6-1 describes the soil characteristics of the Oceano Series related to water holding capacity, permeability, shrink-swell potential, rate of surface runoff, and erosion hazard.

Table 4.6-1 Specific Plan Area Soil Parameters

Soil Type	Name	Water Holding Capacity (in.)	Permeability (in/hr)	Shrink-Swell Potential	Rate of Surface Runoff	Erosion Hazard
OaD	Oceano loamy sand, 2 to 15 percent slopes	4	6 to 20 or Rapid	Low	Slow to Medium	Slight to Moderate

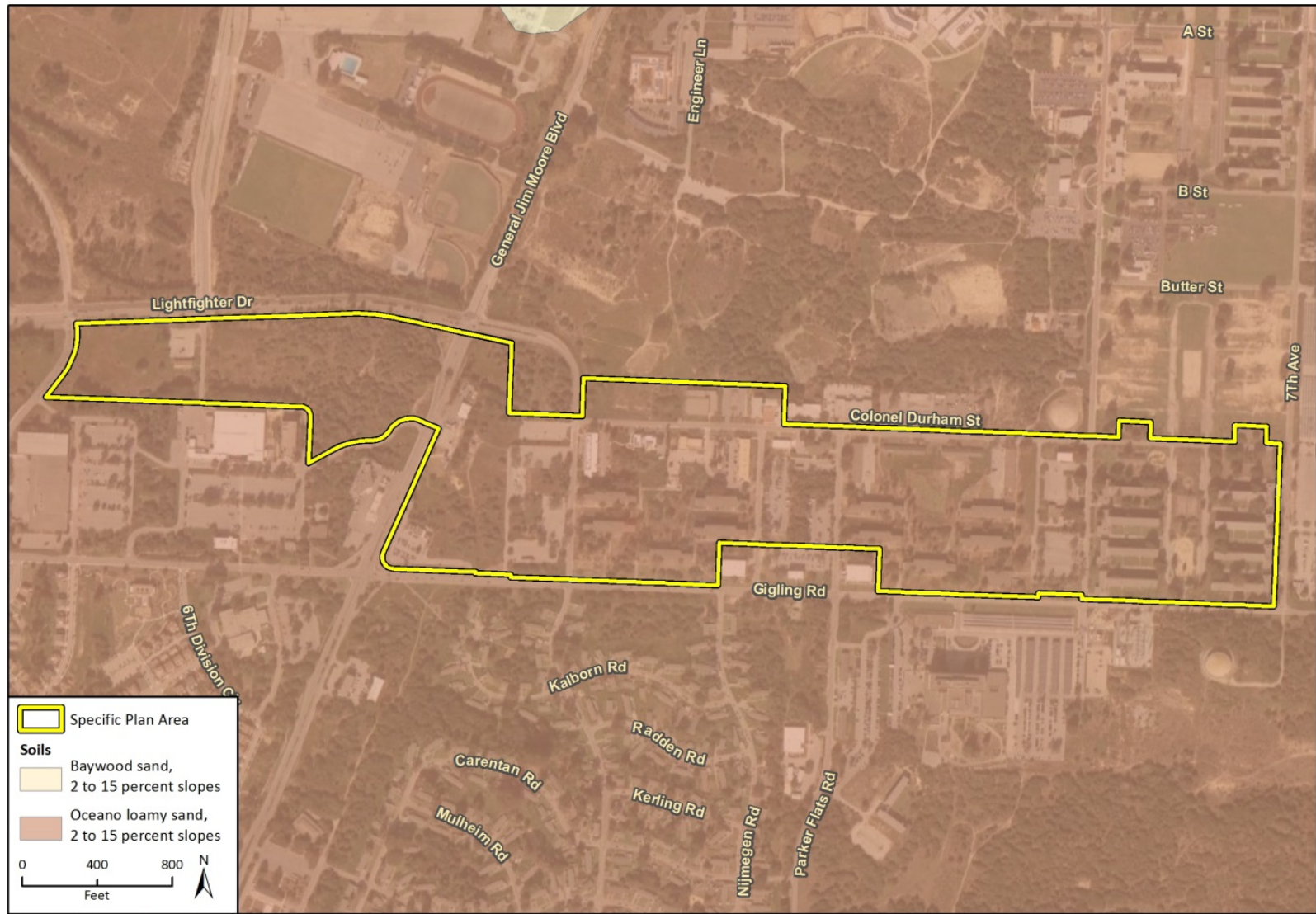
Source: USDA NRCS 2018, USDA SCS 1978

Soil encountered during the *Preliminary Geotechnical Investigation* of the Plan Area generally consist of medium dense to very dense sandy soils to the maximum depths explored of 36 to 50 feet below ground surface (bgs). Older dune sand deposits were encountered in all exploratory borings and extended to the maximum depth of exploration at 23 feet. These deposits typically consist of poorly graded, fine to medium-grained silty sand and sand. The upper few inches to about the upper one-foot of surface soils were described as “generally loose, which is typical for unconfined sands with little or no cohesion” (Berlogar Stevens & Associates 2018).

Expansive Soils

Expansive soils can change dramatically in volume depending on moisture content. When wet, these soils can expand; conversely, when dry, they can contract or shrink. Sources of moisture that can trigger this shrink-swell phenomenon include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can develop wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils. Expansive soils are typically very fine-grained with a high to very high percentage of clay. Clay minerals present in expansive soils typically include montmorillonite, smectite, and/or bentonite. As shown in Table 4.6-1, the USDA NRCS has mapped soils in the Plan Area as having low potential for shrink-swell (USDA SCS 1978). Areas characterized by low shrink-swell potential do not pose a geologic hazard in the Plan Area.

Figure 4.6-2 Specific Plan Area Soils Map



Imagery provided by Google and its licensors © 2018;
Additional data provided by USDA NRCS SSURGO, 2017.

Fig 3 Soils

Erosion

Erosion is the wearing away of the soil mantle by running water, wind, or geologic forces. It is a naturally occurring phenomenon and ordinarily is not hazardous. However, excessive erosion can contribute to landslides, siltation of streams, undermining of foundations, and ultimately the loss of structures. Removal of vegetation tends to heighten erosion hazards (City of Seaside 2017).

Soil erosion hazards are mapped based on climate data, soil, site characteristics, and land management. The potential for soil erosion hazards to occur in Seaside are severe within the northern one-third of the City and moderate within the southern two-thirds of the City. The Plan Area lies in the northern portion of the City mapped as exhibiting the potential for “severe” erosion potential as shown on Figure 4.6-3 (City of Seaside 2017, USDA NRCS 2014). As indicated in the *Preliminary Geotechnical Investigation*, the upper few inches to about the upper one-foot of surface soils consist of generally loose, unconfined sands with little to no cohesion. The earth materials encountered in the borings mostly consisted of cohesionless sandy soils which are prone to wind and/or water erosion, if left exposed (Berlogar Stevens & Associates 2018).

d. Geologic Hazards

Similar to much of California, the Plan Area is located within a seismically active region. The seismic hazards relevant to the Plan Area are described below.

Faulting and Seismically Induced Ground Shaking

The U. S. Geological Survey (USGS) defines active faults as those that have had surface displacement within Holocene time (about the last 11,000 years). Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. Potentially active faults are faults that have had surface displacement during the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years. Active faults, which pose the greatest earthquake risk in the Plan Area, include the following:

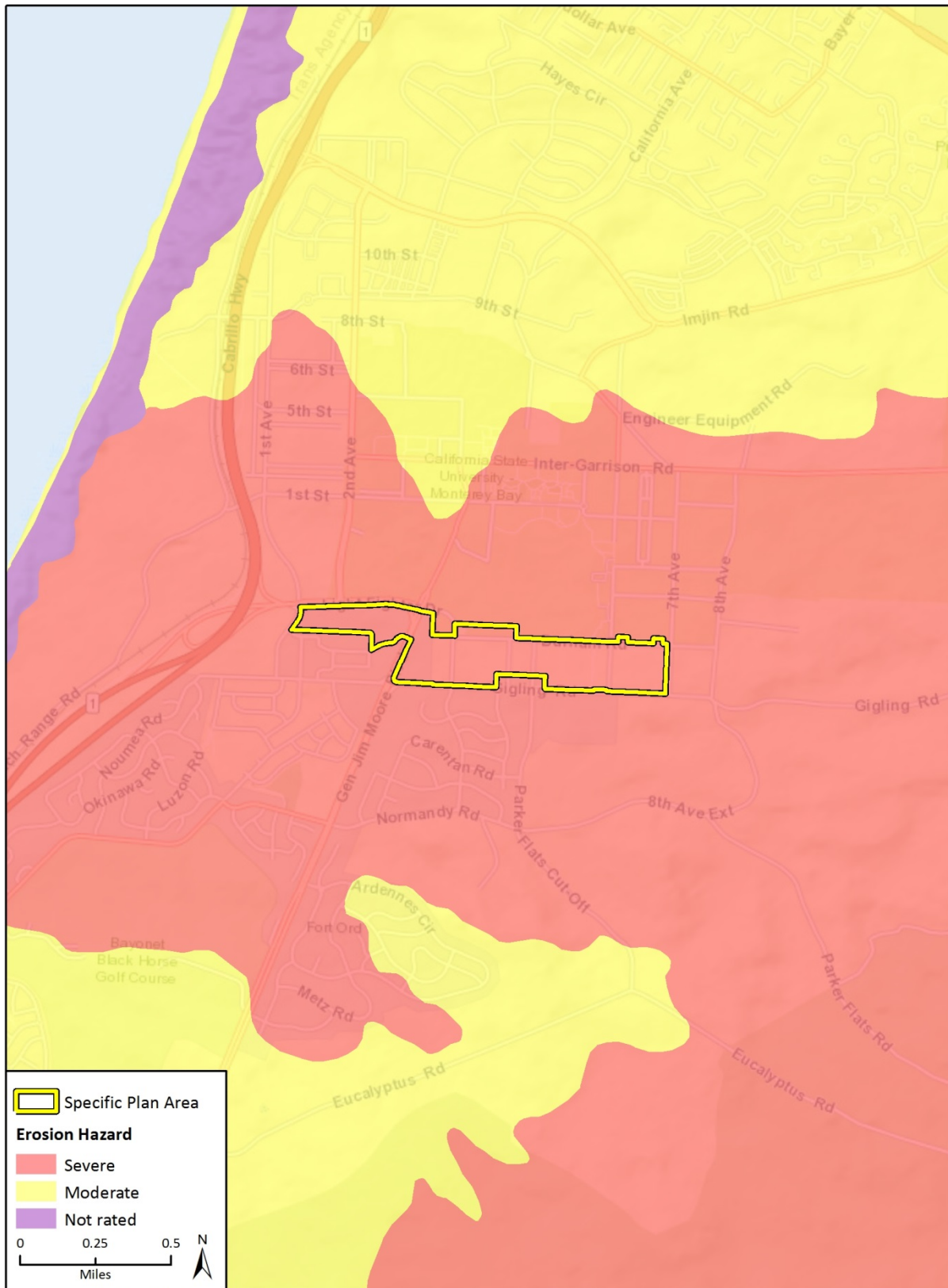
San Andreas Fault

The San Andreas Fault, which is a likely source of major earthquakes in California, is located approximately 20 miles northeast of Seaside. The San Andreas Fault is the primary surface boundary between the Pacific and North American plates. There have been numerous historic earthquakes along the San Andreas Fault, and it generally poses the greatest earthquake risk to California. In general, the San Andreas Fault is capable of producing a Maximum Credible Earthquake (MCE) of 8.0 (USGS 1990).

Chupines Fault Zone

The Chupines Fault is comprised of several discontinuous northwest-striking faults. The fault is located approximately 3.9 miles south of the Plan Area and is mapped as active (undifferentiated Quaternary [less than 1.6 million years]). The fault runs from offshore and trends northwestward from the Sierra de Salinas and extends beneath alluvial deposits near the coast. The fault is well defined in the mountains, and exhibits a vertical separation of about 300 meters (m), upthrown to the southwest. It is thought to be approximately 31 miles in length (USGS 2001). Minimum vertical displacement in this fault zone is estimated between 200 and 300 m, and appears to be primarily strike slip (DOC 1997).

Figure 4.6-3 Soil Erosion Hazards



Imagery provided by ESRI and their licensors © 2018;
Additional data provided by SSURGO, 2014.

Fig X Erosion Hazard

Reliz Fault Zone

The Reliz Fault trends northwestward along the northern base of the Sierra de Salinas of the Santa Lucia Range and beyond for 60 km to the vicinity of Spreckels, where it is largely concealed. Although definitive geologic evidence of Holocene surface rupture has not been found on these faults, they were regarded as an earthquake source by the California Geological Survey (CGS) because of a calculated maximum magnitude of 7.3. Aeromagnetic data suggest that the Reliz Fault continues northwestward another 25 km into Monterey Bay, where it aligns with a high-definition magnetic boundary (USGS 2009).

Surface Rupture

In some cases, fault movement propagates upward through subsurface materials and causes displacement at the ground surface as a result of differential movement. Surface rupture is limited to areas very near the fault. Surface rupture usually occurs along traces of known or potentially active faults, although many historic events have occurred on faults not previously known to be active.

Faults generally produce damage in two ways: ground shaking and surface rupture. Surface rupture is limited to very near the fault. As discussed above, the Chupines Fault runs southwest of the Plan Area and the Reliz Fault runs northeast of the Plan Area. However, based on geologic maps, there are no known active or potentially active faults crossing the Plan Area, or projected as crossing the Plan Area. Therefore, fault-related ground rupture is not expected (see Figure 4.6-1).

Ground Shaking

Seismically-induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Seaside lies within the peninsular area from Carmel to the Santa Cruz County line, which is one of three areas that have the highest susceptibility to ground shaking in Monterey County. Approximately 93 percent of the City's residents as well as a number of critical facilities, highways, and bridges are located in a high shaking hazard area. Relative seismic shaking hazards in Seaside are mainly 45 percent g, which equates to severe shaking potential that could generate moderate to heavy damage (City of Seaside 2017).

Liquefaction and Seismically-induced Settlement

Liquefaction is defined as the sudden loss of soil strength due to a rapid increase in soil pore water pressure resulting from seismic ground shaking. Liquefaction potential is dependent on such factors as soil type, depth to groundwater, degree of seismic shaking, and the relative density of the soil. When liquefaction of the soil occurs, buildings and other objects on the ground surface may tilt or sink, and lightweight buried structures (such as pipelines) may float toward the ground surface. Liquefied soil may be unable to support its own weight or that of structures, which could result in loss of foundation bearing strength or differential settlement. Liquefaction may also result in cracks in the ground surface followed by the emergence of a sand-water mixture. Based on the information detailed below, the risk for both seismically-induced settlement and liquefaction in the Plan Area is considered low.

Seismically-induced settlement occurs in loose to medium dense unconsolidated soil above groundwater. These soils compress (settle) when subject to seismic shaking. The settlement can be exacerbated by increased loading, such as from the construction of buildings. Settlement can also

result solely from human activities including improperly placed artificial fill, and structures built on soils or bedrock materials with differential settlement rates.

According to the *Preliminary Geotechnical Investigation*, the Plan Area is located in an area with a liquefaction potential designation of low, as based on the Monterey County General Plan, Draft EIR (Monterey County 2008, Berlogar Stevens & Associates 2018). The cone penetrometer (CPT) interpretation plots and boring logs from the *Preliminary Geotechnical Investigation* indicate that the Plan Area is underlain by sand with density ranging from medium dense to very dense (Berlogar Stevens & Associates 2018). These sands are mapped as Pleistocene age older surficial sediments (Qos) described as older stabilized dune and drift sand (Dibblee and Minch 2007a). The soil encountered by Berlogar Stevens & Associates (2018) was generally well drained and groundwater was not encountered in any of the borings or CPT locations (maximum depth explored - 50 feet bgs). In the absence of groundwater and with consideration of the relative densities, the geotechnical consultant considered on-site soil as not prone to liquefaction. Additionally, it was Berlogar Stevens & Associates conclusion that with the low potential for liquefaction to occur within the Plan Area, the potential for lateral spreading is also considered low (Berlogar Stevens & Associates 2018).

The CGS does not map Earthquake Zones of Required Investigation, which are areas of identified seismic hazard, associated with liquefaction within or near Seaside. However, according to the *Maps Showing Geology and Liquefaction Potential of Northern Monterey and Southern Santa Cruz Counties, California* (USGS 1980), the Plan Area is not mapped within an area of potential liquefaction. As shown on Figure 4.6-4, the majority of the Plan Area is mapped as low relative liquefaction susceptibility (Monterey County 2015a).

Slope Stability and Landslides

Landslides result when the driving forces that act on a slope (i.e., the weight of the slope material, and the weight of objects placed on it) are greater than the slope's natural resisting forces (i.e., the shear strength of the slope material). Slope instability may result from natural processes, such as the erosion of the toe of a slope by a stream, or by ground shaking caused by an earthquake. Slopes can also be modified artificially by grading, or by the addition of water or structures to a slope. Development that occurs on a slope can substantially increase the frequency and extent of potential slope stability hazards.

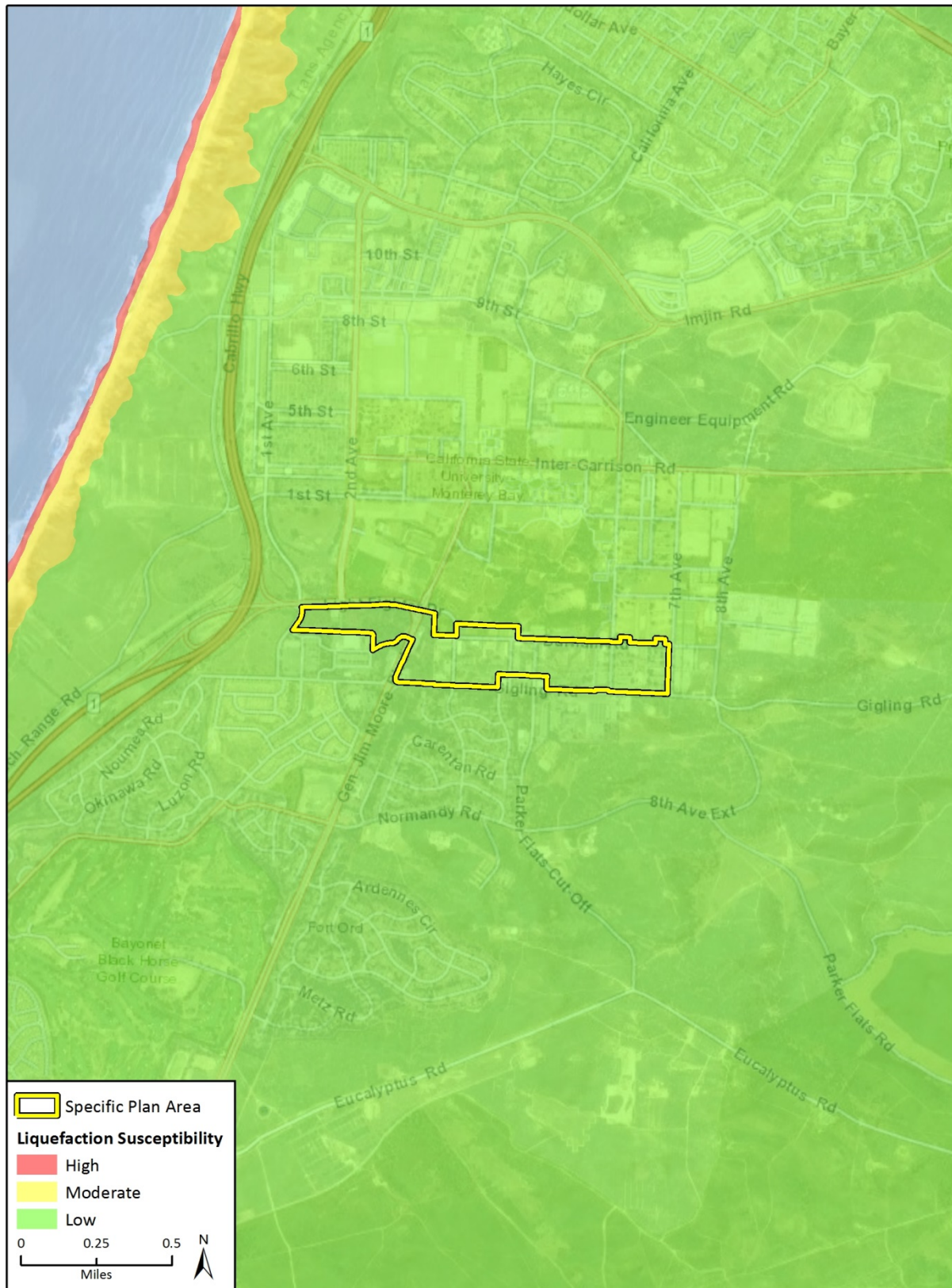
Areas susceptible to landslides are typically characterized by steep, unstable slopes in weak soil/bedrock units which have a record of previous slope failure. There are numerous factors that affect the stability of the slope, including: slope height and steepness, type of materials, material strength, structural geologic relationships, ground water level, and level of seismic shaking.

Landslides are common in Monterey County due to the combination of the rapidly uplifting mountains, locally fractured and weak rocks, and sometimes intense rainfall along the coast. Landslides and surficial slope failure are most likely to occur in areas of greater than 25 percent slope (hillside areas) and along steep bluffs (Monterey County 2010).

According to the Campus Town Specific Plan, the majority of the Plan Area has a slope between 1 and 6 percent. A maximum slope of 8.3 percent is considered suitable for accessible ramps. This means the Specific Area Plan is relatively flat and easily developable (City of Seaside 2019).

The CGS does not map Earthquake Zones of Required Investigation, which are areas of identified seismic hazard, associated with landslides within or near Seaside (CGS 2015). Based on the State of California Resources Agency Department of Conservation (DOC) *Geology for Planning Marina 7 1/2'*

Figure 4.6-4 Liquefaction Susceptibility



Imagery provided by ESRI, Google and their licensors © 2018;
Additional data provided by Monterey County, 2015.

Fig4 Liquefaction

Quadrangle map (1980), the Plan Area is not mapped within an area susceptible to landslides as shown on Figure 4.6-5. Additionally, the general topography is gently sloping with no significant natural or man-made slopes present on-site. The area is not mapped within other potential earthquake-induced landslide areas; areas with a previous landslide movement; or areas exhibiting local topographic, geological, geotechnical, and subsurface water conditions with a potential for permanent ground displacements. Therefore, the potential for landsliding is not considered a hazard within the Plan Area (Berlogar Stevens & Associates 2018; CGS 2015).

e. Tsunamis and Seiches

Much of the City of Seaside lies approximately 2,000 feet inland from the coastline, which should provide sufficient distance and protection from tsunamis. According to the State of California Tsunami Inundation Map for Emergency Planning, Marina Quadrangle, the Plan Area is not located within a tsunami inundation zone (DOC 2009). Seiches could occur in the City of Seaside due to the location of Roberts Lake and Laguna Grande within the City. However, these lakes are located over 3.5 miles south of the Plan Area (City of Seaside 2004). Therefore, the Plan Area has a low potential for tsunamis and seiches.

f. Paleontological Resources

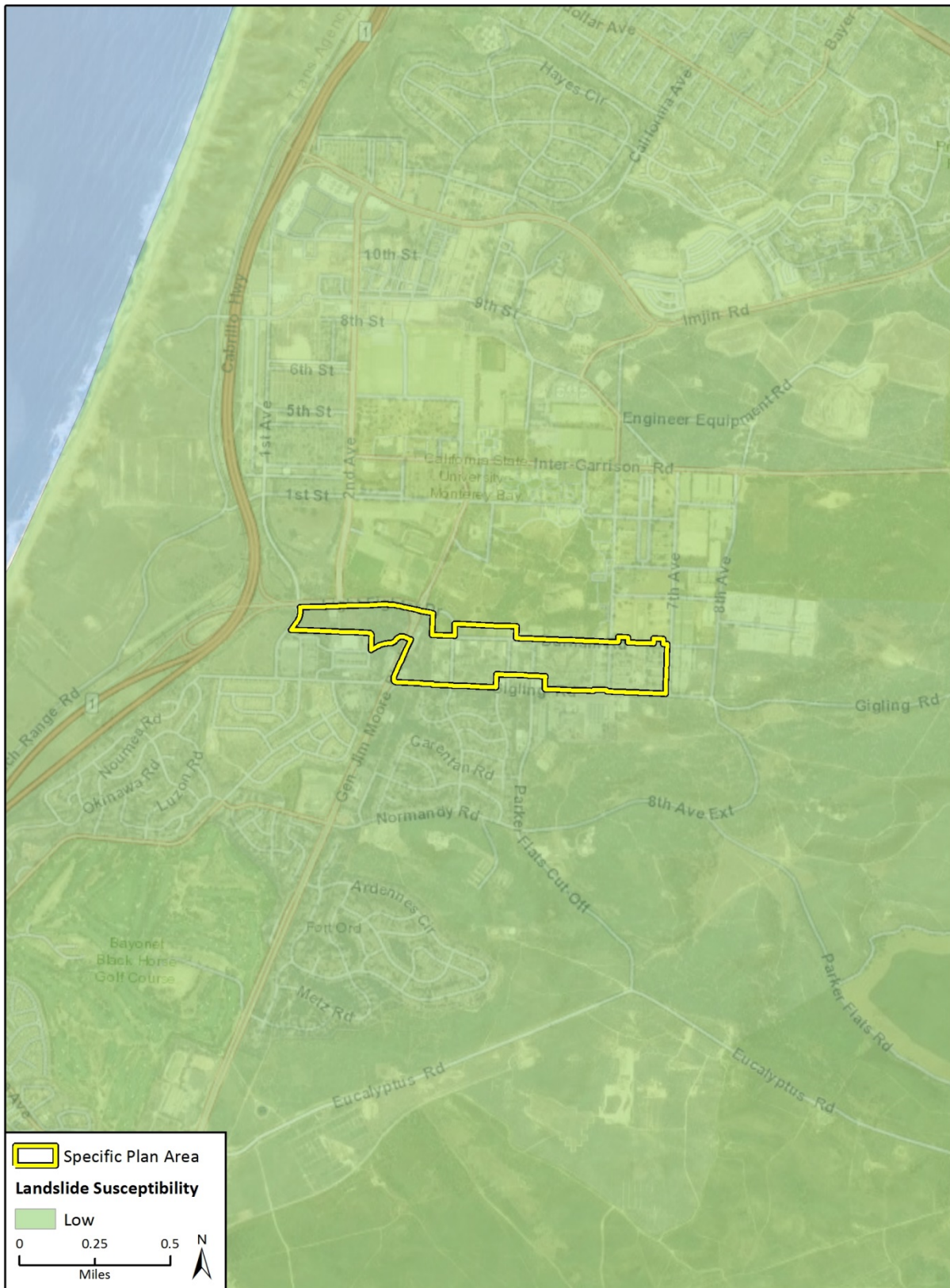
The Plan Area is in the Coastal Ranges Geomorphic Province, one of 11 major provinces in the state (California Geological Survey [CGS] 2002). The Coast Ranges are bounded to the east by the Great Valley, to the northeast by the Klamath Mountains, to the south by the Transverse Ranges, and to the west by the Pacific Ocean. The Province is divided into two sub-provinces—the ranges south of San Francisco Bay to Santa Barbara County and the ranges north of the bay. The northern ranges are located east of the San Andreas Fault zone and the southern ranges are mostly to the west (Norris and Webb 1990). The Plan Area is situated within the Monterey Bay region of the southern Coast Ranges, which are lower in elevation with less rainfall and vegetation than the northern Coast Ranges.

The geology in the Plan Area is mapped by at a scale of 1:24,000 by Dibblee and Minch (2007a). The mapping indicates Quaternary older stabilized dune sand (Qos) underlies the entire Plan Area and the majority of the City of Seaside. These sediments were deposited in the late Holocene to early Pleistocene and are composed of well-sorted, stabilized dune sand. Due to the Pleistocene age of these sediments, they have the potential for preserved fossil resources, particularly at depth where they may grade into or unconformably overlie older fossiliferous Pleistocene alluvium (McLeod 2017; University of California Museum of Paleontology [UCMP] 2018).

Paleontological resources (fossils) are the remains and/or traces of prehistoric life. Fossils are typically preserved in layered sedimentary rocks and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on a number of factors. Although it is not possible to determine whether a fossil will occur in any specific location, it is possible to evaluate the potential for geologic units to contain scientifically significant paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they do occur during construction.

While this section provides an overview of the underlying paleontological sensitivity based upon the underlying sediments, existing developed sites within the Plan Area have been subject to grading,

Figure 4.6-5 Earthquake-induced Landslide Hazard Zone



Imagery provided by ESRI, Google and their licensors © 2018.
Additional data provided by County of Monterey, 2017.

Fig5 Landslide

excavation, and artificial fill, which reduces the site-specific paleontological sensitivity to the depth of previous disturbance.

Geologic mapping indicates Quaternary older stabilized dune sand (Qos) underlies the entire Plan Area and the majority of the City of Seaside (Dibblee and Minch 2007a, 2007b). These sediments were deposited in the late Holocene to early Pleistocene and are composed of well-sorted, stabilized dune sand. Due to the Pleistocene age of these sediments, they have the potential for preserved fossil resources, particularly at depth where they may grade into or unconformably overlie older fossiliferous Pleistocene alluvium (McLeod 2017; University of California Museum of Paleontology [UCMP] 2017).

A fossil locality search at the Los Angeles County Museum (LACM) paleontological collection was recently completed for the City of Seaside General Plan Update Environmental Impact Report. The search did not identify any fossil localities within the Plan Area (McLeod 2017). However, fossil localities have been identified nearby from within geologic units similar to those that underlie the City of Seaside. The LACM has one record of a fossil locality approximately 40 miles east of the City of Seaside in the San Benito Valley, where fossil specimens of horse (*Equus*), pronghorn antelope (*Antilocapridae*), and deer (*Cervidae*) were recovered from fine-grained Quaternary sands.

While the LACM does not have locality records for fossils identified within Quaternary alluvium in the Plan Area or vicinity, Pleistocene Ice Age fossils have been recovered elsewhere in Monterey County and throughout California from geologic deposits that are similar to those that underlie the Plan Area. The University of California Museum of Paleontology (UCMP) has records for seventeen fossils from Pleistocene sediments in Monterey County. The closest of these include a camel (*Camelops*) recovered from Moss Landing and oysters from Elkhorn Slough, just north of Seaside (UCMP 2018). Other Pleistocene fossils recovered from Monterey County horses, ground sloth (*Glossotherium*), and bison (*Bison*) (Hoppe et al. 2003; UCMP 2018).

4.6.2 Regulatory Setting

a. Federal

Clean Water Act

Congress enacted the Clean Water Act (CWA), formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). NPDES permitting authority is administered by the California State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs). Seaside is within a watershed administered by the Central Coast RWQCB (Central Coast RWQCB 2016). Individual projects within the City that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit).

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing Best Management Practices (BMPs) the discharger would use to prevent and retain storm water runoff and to prevent soil erosion. The Monterey

Regional Stormwater Management Program is an entity that has developed BMPs for Construction Site Best Management Practices within the City of Seaside.¹ Such Construction BMPs include material storage including covering of stockpiles during the day, and particularly during rain and wind events, silt fencing, straw wattles, stabilized construction entrances, routine cleaning, equipment lubricant drip pans, dust control measures including water trucks.

b. State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was passed into law following the destructive February 9, 1971 M6.6 San Fernando earthquake. The Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. This Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive.

California Building Code

The California Building Code (CBC), Title 24, Part 2 provides building codes and standards for the design and construction of structures in California. The CBC requires, among other things, seismically resistant construction and foundation and soil investigations prior to construction. The CBC also establishes grading requirements that apply to excavation and fill activities, and requires the implementation of erosion control measures. California's building codes are published in their entirety every three years. Half of the 2019 California Building Standards Code, California Code of Regulations, Title 24 were approved and adopted by the Commission in December 2018. Both the 2016 CBC and the recently updated 2019 CBC are based on the 2015 International Building Code with the addition of more extensive structural seismic provisions. Chapter 16 of the California Building Code contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. The City is responsible for enforcing the 2016 CBC, or most current CBC version, within the Plan Area.

The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. In addition, the CBC contains necessary California amendments, which are based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (flood, wind, etc.) for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The earthquake design requirements of the CBC take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients, which are used to

¹ Monterey Regional Storm Water Management Program SWPPP construction provisions are available online at: <http://montereysea.org/docs/brochures/2014%20Construction%20Site%20BMP.pdf>

determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site and ranges from SDC A (very small seismic vulnerability) to SDC E/F (very high seismic vulnerability and near a major fault). Design specifications are then determined according to the SDC. The Proposed Project would be required to comply with the CBC, including Part 2, Volume 2, Chapter 18, Soils and Foundations, which outlines the minimum standards for structural design and construction. This includes geotechnical evaluations, which among other requirements, includes a record of the soil profile, regulation of active faults in the area, recommendations for foundation type and design criteria that address issues, as applicable, such as (but not limited to) bearing capacity of soils, provisions to address expansive soils, settlement, and varying soil strength. If a building department or other appropriate enforcement agency, determines that recommended action(s) presented in the geotechnical evaluations are likely to prevent structural damage, the approved recommended action(s) must be made a condition to the building permit (Section 1803.1.1.3 of Chapter 18).

The CBC provides standards for various aspects of construction, including but not limited to excavation, grading, and earthwork construction, preparation of the site prior to fill placement, specification on fill materials and fill compaction and field testing, retaining wall design and construction, foundation design and construction, and seismic requirements. It includes provisions to address issues such as (but not limited to) construction on expansive soils and soil strength loss. In accordance with California law, project design and construction would be required to comply with provisions of the CBC.

The City of Seaside Municipal Code implements the CBC to enforce and maintain public safety, health, and welfare. Through the use of building permits, the City of Seaside Building Department ensures that structures are built to safe and current building code standards. Chapter 15.10 of the Seaside Municipal Code has been set forth to “promote public safety and welfare by reducing the risk of death or injury that may result from the effects of earthquakes on unreinforced masonry bearing wall buildings. Such buildings have been widely recognized for sustaining life-hazardous damage, including partial or complete collapse during moderate to strong earthquakes.” The Chapter includes minimum standards for structural seismic resistance established primarily to reduce the risk of life loss or injury (Seaside Municipal Code 2018).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses geo-seismic hazards, other than surface faulting, and applies to public buildings and most private buildings intended for human occupancy. The Seismic Hazards Mapping Act identifies and maps seismic hazard zones to assist cities and counties in preparing the safety elements of their general plans and encourages land use management policies and regulations that reduce seismic hazards. The Act mandated the preparation of maps delineating “Liquefaction and Earthquake-Induced Landslide Zones of Required Investigation.” Review of the Seismic Hazard Zones maps for the State of California shows the Plan Area to be outside of the areas that have been mapped by the California Geological Survey.

California Public Resources Code

Section 5097.5 of the California Public Resource Code (PRC) states “no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface” any “vertebrate paleontological site” on public lands without the “permission of the public agency having jurisdiction over such lands”. Violation of this section is a misdemeanor.

As used in this PRC section, “public lands” means lands owned by or under the jurisdiction of the State or any City, County, District, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others.

c. Regional

1997 Fort Ord Reuse Authority Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. Seismic and Geologic Hazards Policy A-1 requires the City to develop standards and guidelines and requires their use in new construction. Seismic and Geologic Hazards Policy A-2 requires the City to use the development review process to ensure that potential seismic or geologic hazards are evaluated and mitigated prior to construction of new projects. Seismic and Geologic Hazards Policy A-3 requires the City to designate areas with severe seismic hazard risk as open space or similar use to ensure structural stability of habitual buildings and ensure public safety. Seismic and Geologic Hazards Policy B-2 requires the City to develop an inventory of critical and sensitive buildings and structures on the former Fort Ord. Seismic and Geologic Hazards Policy C-1 calls for the City’s cooperation with other appropriate agencies to create a public education program for earthquake preparedness.

Multi-Jurisdictional Hazard Mitigation Plan

The Monterey County Multi-Jurisdictional Hazard Mitigation Plan incorporates hazard mitigation principles and practices into the routine government activities and functions of the County and twelve municipalities (including Seaside) participating in the Plan. The Plan recommends specific actions that are designed to protect people and community assets from losses to those hazards that pose the greatest risk. Chapter 7, Mitigation Strategy, provides a blueprint for reducing the potential losses identified in the vulnerability analysis. Such measures include local plans and regulations, structure and infrastructure projects, natural systems protection, education and awareness programs, and other activities (Monterey County 2015b).

d. Local

2004 Seaside General Plan

The current adopted City of Seaside General Plan contains goals and policies for the mitigation of natural hazards associated with local geology and soil type, which are discussed in the Safety Element. Under the Safety Element, geological hazards associated with the regional and local setting of the City of Seaside include soils limitations, erosion, seismic activity, and tsunamis and seiches. Goal S-1 is set forth by the City to reduce the risks to people and property from hazards related to seismic activity, flooding, geologic conditions, and wildfires. Policy S-1.1 aims to reduce the risk of impacts from and seismic and geologic hazards. According to Implementation Plan S-1.1.1 requires the assessment of development proposals for potential seismic and geologic hazards pursuant to the CEQA. Studies are required of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the

soil and geologic studies. If substantial geologic/seismic hazards cannot be mitigated, then development should be relocated or redesigned to avoid the significant hazards.

Draft Seaside 2040

Draft Seaside 2040 contains goals and policies, primarily in the Safety Element, to protect the community from geologic and seismic hazards to ensure community safety. The intent of Goal S-3 is to lessen the impacts of earthquakes, geologic threats, tsunamis and other natural disasters on City residents and structures. To achieve this, the City will regularly update and assess risks and hazards, examine mitigation strategies, and raise public awareness around disasters. Policies include: identify earthquake risks and mitigation, update seismic and geologic hazard maps, update building codes and development reviews, seismic upgrades, and public awareness (City of Seaside 2019).

Seaside Municipal Code

Seaside Municipal Code Section 15.04.020 adopts by reference the 2016 California Building Code. Section 15.04.034 amends Section 1905.1.8 of Chapter 19 of the California Building Code with regard to structures assigned to Seismic Design Category C, D, E or F. Structures assigned to Seismic Design Category C, D, E, or F shall not have elements of plain concrete with some exceptions. Section 15.04.041 amends Section R403.1.3 of the California Residential Code related to seismic reinforcing. Section 15.04.042 amends Section R602.10.4 and Table R602.10.3 of the California Residential Code related to Seismic Design Categories D0, D1, and D2. The Seaside Municipal Code Section 15.32.180 contains design standards for erosion and sediment control related to slopes, runoff control, building site runoff, vegetation removal, vegetation disposal, topsoil, temporary vegetation, winter operations, dust, erosion control coordination with project installation, livestock, and maintenance. Section 15.32.090 requires either a soil engineering report or engineering geology report for excavation, grading, filling, clearing, and/or erosion control work permits which are required to include recommendations for seismic and erosion control. Section 15.32.070 requires permit applications to include vegetation erosion control and revegetation measures for all surfaces exposed or expected to be exposed during grading activities as part of overall erosion and sediment control plans (City of Seaside 2017).

Seaside Municipal Code Section 15.32, Standards to Control Excavation, Grading, Clearing, and Erosion, includes regulations and minimum standards to control excavation, grading, clearing, erosion control and maintenance, including cut and fill embankments; requires control of all existing and potential conditions of accelerated erosion; establishes administrative procedures for issuance of permits; and provides for approval of plans and inspections during construction and maintenance. Per Section 15.32.090, the City's engineer can require each application to be accompanied by two sets of supporting data consisting of a soil and/or civil engineering report and/or engineering geology report, and/or any other reports necessary. The engineering geology report shall include an adequate description of the geology of the site, potential geologic hazard and conclusions and recommendations regarding the effects of geologic conditions on the proposed development, plus opinions and recommendations covering the adequacy and stability of the geologic subsurface for cuts and fill loads to be developed by the proposed grading. Recommendations included in the reports when approved by the city engineer shall be incorporated in the plans and specifications (Ord. 595 Section 6(4), 1981) (City of Seaside 2019).

For sites requiring a Grading or Building Permit that result in at least 500 square feet of soil disturbance or 50 cubic yards (cut + fill) of soil disturbance or as deemed necessary by the Building Official, the City requires an Erosion and Sediment Control Plan (ESCP) or Stormwater Pollution

Prevention Plan (SWPPP). The ESCP is required to contain site-specific Best Management Practices (BMPs) such as vegetation preservation, catch basins/inlet protection, silt fencing, and stockpile management (City Seaside 2017). For construction sites that disturb more than one acre, in addition to BMPs similar to those listed above the developer must prepare a SWPPP in accordance with the requirements of the Construction General Permit 2009-0009-DWQ (CalEPA 2018).

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

In December 2015, the California Supreme Court in California Building Industry Association (CBIA) v. Bay Area Air Quality Management District (BAAQMD), 62 Cal. 4th 369, confirmed that CEQA, with some specific exceptions, is concerned with the impacts of a project on the environment, and not the effects the existing environment may have on a project.

As a result of the Supreme Court's decision, the CEQA Guidelines include updated CEQA thresholds of significance contained in Appendix G. These updates included changes to significance thresholds for impacts related to geology and soils to clarify that the analysis should consider the impacts of projects on the environment.

Consistent with the Supreme Court's decision and the updates to the CEQA Guidelines, the analysis in this section evaluates the impacts of the project on the environment, and whether the project would cause adverse effects relating to geologic hazards.

An impact is considered significant if development under the Proposed Project would result in one or more of the following conditions:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
 - ii. Strong seismic ground shaking,
 - iii. Seismic-related ground failure, including liquefaction, or
 - iv. Landslides;
2. Result in substantial soil erosion or the loss of topsoil;
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water;
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Paleontological Resource Sensitivity

Paleontological sensitivity refers to the potential for a geologic unit to produce scientifically significant fossils. Direct impacts to paleontological resources occur when earthwork activities, such as grading or trenching, cut into the geologic deposits within which fossils are buried and physically destroy the fossils. Since fossils are the remains of prehistoric animal and plant life, they are considered to be nonrenewable. Such impacts have the potential to be significant and, under the CEQA guidelines may require mitigation. Sensitivity is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey.

The discovery of a vertebrate fossil locality is of greater significance than that of an invertebrate fossil locality, especially if it contains a microvertebrate assemblage. The recognition of new vertebrate fossil locations could provide important information on the geographical range of the taxa, their radiometric age, evolutionary characteristics, depositional environment, and other important scientific research questions. Vertebrate fossils are almost always significant because they occur more rarely than invertebrates or plants. Thus, geological units having the potential to contain vertebrate fossils are considered the most sensitive.

The Society for Vertebrate Paleontology (SVP) outlines in its Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. The SVP (2010) describes sedimentary rock units as having a high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrates or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. Significant paleontological resources are fossils or assemblages of fossils, which are unique, unusual, rare, uncommon, diagnostically or stratigraphically, taxonomically, or regionally. Rincon has evaluated the paleontological sensitivity of the Plan Area according to the following SVP (2010) categories, which are presented below.

High Potential (Sensitivity)

Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than Recent, including deposits associated with nests or middens, and areas that may contain new vertebrate deposits, traces, or trackways are also classified as significant. Full-time monitoring is typically recommended during any project-related ground disturbance in geologic units with high sensitivity.

Low Potential (Sensitivity)

Sedimentary rock units that are potentially fossiliferous, but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood

taphonomic (processes affecting an organism following death, burial, and removal from the ground), phylogenetic species (evolutionary relationships among organisms), and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations.

Undetermined Potential (Sensitivity)

Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.

No Potential

Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources. For geologic units with no sensitivity, a paleontological monitor is not required.

b. Project Impacts and Mitigation Measures

<p>Threshold 1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none">i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,ii. Strong seismic ground shaking,iii. Seismic-related ground failure including liquefaction, oriv. Landslides?
<p>Threshold 3: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</p>

IMPACT GEO-1 THE PROPOSED PROJECT WOULD NOT CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING FAULT RUPTURE, STRONG SEISMIC GROUND SHAKING, SEISMIC-RELATED GROUND FAILURE, OR LANDSLIDES, AND WOULD NOT BE LOCATED ON A GEOLOGIC UNIT THAT IS UNSTABLE OR WOULD BECOME UNSTABLE AS A RESULT OF THE PROPOSED PROJECT, POTENTIALLY RESULTING IN LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Fault Rupture

The Plan Area and off-site improvement areas are located in a seismically active region of California, and is subject to potential ground shaking associated with seismic activities. However, the Plan Area and off-site improvement areas are not located within an Alquist-Priolo Earthquake Fault Zone, as delineated by the State Geologist, and there are no known active faults crossing or trending toward the Plan Area or off-site improvement areas. Additionally, the Preliminary Geotechnical

Investigation report concluded that the potential for fault-related ground-rupture at the site is considered low (Berlogar Stevens & Associates 2018). Therefore, implementation of the Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death resulting from surface rupturing in the event of an earthquake. Impacts related to fault rupture would be less than significant and no mitigation is required.

Seismic Shaking

As noted in the *Setting* section above, the San Andreas Fault, a likely source of a major earthquake in California, is located approximately 20 miles northeast of Seaside. The San Andreas Fault generally poses the greatest earthquake risk to California and is capable of producing an MCE of 8.0. These risks exist throughout the Plan Area and off-site improvement areas, regardless of development included under the Proposed Project. According to the *Preliminary Geological Investigation* for the Campus Town project (Appendix H), the probability of one or more earthquakes of magnitude 6.7 (Richter scale) or higher occurring in the region is generally less than 1 percent. Some degree of structural damage due to strong seismic shaking could occur at the site, but the risk would be reduced through adherence to seismic design codes (Berlogar Stevens & Associates 2018). The area was previously developed and populated. Full implementation of the Proposed Project would increase population of the area, structural development, and infrastructure that would be exposed to these hazards.

New development within the Plan Area and off-site improvements would conform to the CBC (as amended at the time of permit approval) as required by law. Additionally, new development would conform to Goal S-1 of the 2004 Seaside General Plan, which is set forth to reduce the risks to people and property from hazards related to seismic activity, flooding, geologic conditions, and wildfires. Policy S-1.1 has been set forth to “Reduce the risk of impacts from seismic and geologic hazards,” with Implementation Plans discussed below. New development would also conform to Goal S-3 of *Draft Seaside 2040*, if constructed after General Plan adoption, which is designed to lessen the impacts of earthquakes, geologic threats, tsunamis, and other natural disasters on City residents and structures.

The Seaside Municipal Code Section 15.04.020 adopts by reference the 2016 California Building Code. Section 15.04.034 amends Section 1905.1.8 of Chapter 19 of the California Building Code with regard to structures assigned to Seismic Design Category C, D, E or F. Structures assigned to Seismic Design Category C, D, E, or F shall not have elements of plain concrete with some exceptions. Section 15.04.041 amends Section R403.1.3 of the California Residential Code related to seismic reinforcing. Section 15.04.042 amends Section R602.10.4 and Table R602.10.3 of the California Residential Code related to Seismic Design Categories D0, D1, and D2.

As discussed above under *Regulatory Setting*, the CBC requires that structures be designed and constructed to resist seismic hazards, including through foundation design and the completion of soil investigations prior to construction. The City would ensure that development of the Proposed Project would be consistent with the current CBC, thereby ensuring that appropriate investigations and design measures have been employed to effectively minimize or avoid potential hazards associated with redevelopment and/or new building construction. Some degree of structural damage due to strong seismic shaking should be expected in the Plan Area, but the risk can be reduced through adherence to seismic design codes. Proper engineering, including compliance with the CBC, would minimize the risk to life and property associated with potential seismic activity in the area.

As stated in the *Preliminary Geotechnical Investigation*, preparation of a final design geotechnical report would be required to confirm geotechnical criteria for design and construction proposed improvements. Per the 2004 General Plan Implementation Plan S-1.1.1, to protect residents and property from natural hazards; community safety regulations and programs may require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, project applicants may be required to mitigate the impacts per the recommendations contained within the soil and geologic (geotechnical) studies. With implementation of the recommendations in the final design geotechnical report, risks to life and property associated with potential seismic activity in the area would be minimized.

Per the 2004 General Plan Implementation Plan S-1.1.2, as new versions of building and construction codes are released, the City must adopt and enforce the most recent codes, “Specifically, to minimize damage from earthquakes and other geologic activity, implement the most recent State and seismic requirements for structural design of new development and redevelopment.”

Conformance with the policies and implementation plans set forth by the General Plan, as well as implementation of the recommendations in the final design geotechnical report, would minimize risks to life and property associated with potential seismic activity within the Plan Area and off-site improvements. Given that a final design geotechnical report would be conducted for individual development projects within the Plan Area and off-site improvements, as required by the PRC Section 2690-2699.6 and CBC requirements adopted per the Seaside Municipal Code Chapter 15.04, impacts associated with seismic shaking would be less than significant.

Liquefaction and Unstable Soils

The CGS does not map Earthquake Zones of Required Investigation, which are areas of identified seismic hazard, associated with liquefaction within or near Seaside. However, according to the *Maps Showing Geology and Liquefaction Potential of Northern Monterey and Southern Santa Cruz Counties, California* (USGS 1980), the Plan Area is not mapped within an area of potential liquefaction. As shown on Figure 4.6-4, most of Plan Area has low-relative liquefaction susceptibility (Monterey County 2015a). Unstable soils in the Plan Area also introduce potential risks to existing or proposed infrastructure, and/or to human health and safety. Unstable soils may include any materials not capable of supporting a selected land use.

The *Preliminary Geotechnical Investigation* indicated that the Plan Area is underlain by medium dense to very dense sand. Off-site improvement areas are also underlain by soils with high sand contents (City of Seaside 2004). However, the investigation concluded that the site soils are not prone to liquefaction and the underlying terrace deposit materials are not conducive to liquefaction. The potential for liquefaction, lateral spreading, and subsidence (seismic-induced settlement) to occur at the site are considered low (Berlogar Stevens & Associates 2018). As stated in the *Preliminary Geotechnical Investigation*, preparation of a final design geotechnical report would be required to develop geotechnical criteria for design and construction proposed improvements.

As required by PRC Section 2690-2699.6, *Seismic Hazards Mapping Act*, and CBC requirements, site-specific geotechnical evaluations would be conducted for the Proposed Project to identify design parameters based on the low level of hazard and describe appropriate design measures. These geotechnical studies typically include recommendations for foundation design, as well as soil improvement techniques, both of which address any unstable soils and liquefaction hazards.

In addition, the Safety Element Programs outlined in *Draft Seaside 2040* would provide extra measures to identify and mitigate potential risks of seismic hazards for new development and renovation within the Plan Area. Future development under the Proposed Project would be consistent with these policies. Additionally, 2004 General Plan Implementation Plan S-1.1.1, protection of residents and property from natural hazards; and community safety regulations and programs may require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, project applicants may be required to mitigate the impacts per the recommendations contained within the soil and geologic (geotechnical) studies.

Per the 2004 General Plan Implementation Plan S-1.1.2, as new versions of building and construction codes are released, the City must adopt and enforce the most recent codes, “Specifically, to minimize damage from earthquakes and other geologic activity, implement the most recent State and seismic requirements for structural design of new development and redevelopment.”

Conformance with the applicable policies and implementation plans set forth by the General Plan, as well as implementation of the recommendations in the final design geotechnical report, would minimize risks to life and property associated with potential liquefaction and unstable soil within the Plan Area and off-site improvements. Given that a final design geotechnical report would be conducted for the Proposed Project, as required by the PRC Section 2690-2699.6 and CBC requirements adopted per the Seaside Municipal Code Chapter 15.04, potential impacts associated with unstable soils and liquefaction are less than significant and no mitigation is required.

Landslides and Seismically Induced Slope Failures

The CGS does not map Earthquake Zones of Required Investigation, which are areas of identified seismic hazard, associated with landslides within or near Seaside (CGS 2015). Based on the State of California Resources Agency Department of Conservation *Geology for Planning Marina 7 1/2' Quadrangle* map (1980), the Plan Area and off-site improvement areas are not mapped within an area susceptible to landslides as shown on Figure 4.6-5. Additionally, the general topography is gently sloping with no significant natural or man-made slopes present onsite. The area is not mapped within other potential earthquake-induced landslide areas; areas with a previous landslide movement; or areas exhibiting local topographic, geological, geotechnical, and subsurface water conditions with a potential for permanent ground displacements.

The *Preliminary Geotechnical Investigation* concluded that potential landslide hazards would be low (Berlogar Stevens & Associates 2018). However, preparation of a final design geotechnical report would be required to develop geotechnical criteria for design and construction proposed improvements. Compliance with the CBC, PRC Section 2690-2699.6, *Draft Seaside 2040* Safety Element Programs, and the Seaside Municipal Code would ensure that potential impacts associated with landslides and slope failures are less than significant and no mitigation is required. Per the 2004 General Plan Implementation Plan S-1.1.1, to protect residents and property from natural hazards; community safety regulations and programs may require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, project applicants may be required to mitigate the impacts per the recommendations contained within the soil and geologic (geotechnical) studies.

Compliance with the CBC, PRC Section 2690-2699.6, *Draft Seaside 2040* Safety Element Programs, and the Seaside Municipal Code would ensure that potential impacts associated with unstable soils and liquefaction are less than significant and no mitigation is required. Per the 2004 General Plan

Implementation Plan S-1.1.1, to protect residents and property from natural hazards; community safety regulations and programs may require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, project applicants may be required to mitigate the impacts per the recommendations contained within the soil and geologic (geotechnical) studies.

Site-specific geotechnical evaluations would be conducted for the Proposed Project to identify design parameters for the Proposed Project based on the low level of hazard and describe appropriate design measures. Proper engineering, including compliance with the CBC and local municipal codes, would minimize the risk to life and property associated with potential landslides in the area. Therefore, impacts related to landslides would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project result in substantial soil erosion or loss of topsoil?
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IMPACT GEO-2 THE PROPOSED PROJECT WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is comprised of one soil type, Oceano loamy sand 2 to 15 percent slopes, as shown in Figure 4.6-2 (USDA NRCS 2018). The Plan Area soils are characterized by having a severe potential for erosion-related hazards (Figure 4.6-3). The *Preliminary Geotechnical Investigation* (Berlogar Stevens & Associates 2018) confirms that the Plan Area is generally underlain by medium dense to very dense sand (Oceano loamy sand). However, loose sands were encountered to approximately five feet below grade at one location. Older dune deposits were encountered in the remaining borings to the maximum depth of approximately 23 feet below grade. The upper few inches to about the upper one-foot of surface soils were reported as generally loose and typical for unconfined sands with little or no cohesion (Berlogar Stevens & Associates 2018). Therefore, the Plan Area has a high erosion potential, and construction of the Proposed Project may cause erosion and loss of topsoil within the Plan Area and off-site improvement areas.

Construction activities that disturb one or more acres of land surface are subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) adopted by the State Water Resources Control Board (SWRCB). Compliance with the NPDES permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require the development of a stormwater pollution prevention plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

The Monterey Regional Stormwater Management Program has developed BMPs for Construction Site Best Management Practices within the City of Seaside (Monterey Regional Storm Water Management Program 2014). Such construction BMPs include material storage including covering of stockpiles during the day, and particularly during rain and wind events, silt fencing, straw wattles, stabilized construction entrances, routine cleaning, equipment lubricant drip pans, dust control measures including water trucks. These measures would be incorporated into the SWPPP BMP requirements.

Compliance with the Construction General Permit is reinforced through the Seaside Municipal Code in Chapter 15-32, *Standards to Control Excavation, Grading, Clearing and Erosion* (Seaside Municipal Code 2018). Further, Seaside Municipal Code Section 15.32.180 contains design standards for erosion and sediment control related to slopes, runoff control, building site runoff, vegetation removal, vegetation disposal, topsoil, temporary vegetation, winter operations, dust, erosion control coordination with project installation, livestock, and maintenance; and Section 15.32.070 requires permit applications to include vegetation erosion control and revegetation measures for all surfaces exposed or expected to be exposed during grading activities as part of overall erosion and sediment control plans (City of Seaside 2017).

Compliance with the CBC, PRC Section 2690-2699.6, *Draft Seaside 2040 Safety Element Programs*, and the City's Municipal Code would ensure that potential impacts associated with erosive soils are less than significant and no mitigation is required. Per the 2004 General Plan Implementation Plan S-1.1.1, to protect residents and property from natural hazards; community safety regulations and programs may require studies of soil and geologic conditions by state licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, project applicants may be required to mitigate the impacts per the recommendations contained within the soil and geologic (geotechnical) studies.

The *Preliminary Geotechnical Investigation* recommends, in the event that loose soils are found within the near-surface materials, design considerations include over-excavation of the areas to receive fills, and support buildings and roadways to a depth of two feet below design finished grade followed by replacement of the excavated soils with engineered fill. Heavy construction equipment, building materials, excavated soil, and vehicular traffic should not be allowed within five feet of the top (edge) of an excavation. Concrete slab-on-grade foundations designed to resist bending are also used where loose deposits are present (Berlogar Stevens & Associates 2018).

If encountered, cohesionless sandy soil in the Plan Area would be susceptible to wind and/or water erosion if left exposed. The *Preliminary Geotechnical Investigation* recommends that all graded slopes and exposed soil surfaces should be planted with erosion resistant vegetation and/or protected with erosion control matting. All cut and fill slopes should be protected by erosion control matting as a temporary erosion control measure during construction. However, erosion control matting would not protect the slopes from disturbance caused by foot or equipment traffic. Where the slopes are disturbed during construction, they would need to be rebuilt (Berlogar Stevens & Associates 2018).

The *Preliminary Geotechnical Investigation* also recommends retaining walls be used to achieve design grades between lots instead of slopes. With the exception of retaining walls, it is assumed that unengineered permanent cut and fill slopes in the Plan Area would be constructed with slopes of 3:1 or flatter. As stated in the *Preliminary Geotechnical Investigation*, preparation of a final design geotechnical report would be required to develop geotechnical criteria for design and construction proposed improvements. Implementation of recommendations from the final design geotechnical report (discussed above) would minimize potential hazards associated highly erosive soil.

Compliance with applicable policies, NPDES permit and regulations, and final design geotechnical report recommendations would reduce impacts associated with substantial soil erosion or loss of topsoil to less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

IMPACT GEO-3 THE PROPOSED PROJECT IS NOT LOCATED ON EXPANSIVE SOILS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Figure 4.6-2 shows that the Plan Area and surrounding areas (including off-site improvement areas) are underlain by one soil type, Oceano loamy sand 2 to 15 percent slopes (USDA NRCS 2018). The Oceano series consists of deep, excessively drained soils that formed in material weathered from sandy eolian deposits (USDA NRCS 2001). Expansive soils are typically very fine-grained with a high to very high percentage of clay. As shown in Table 4.6-1, the USDA NRCS has mapped soils in the Plan Area as having low potential for shrink-swell (USDA SCS 1978). Areas characterized by low shrink-swell potential do not pose a geologic hazard. Soil of the Oceano series encountered during the geotechnical evaluation generally consisted of medium dense to very dense sandy soils to the maximum depths explored of 36 to 50 feet bgs. Loose sands were encountered to the depth of about five feet in one location. Older dune sand deposits were encountered in all of the exploratory borings and extended to the maximum depth of exploration at 23 feet. These deposits typically consisted of poorly graded, fine to medium-grained silty sand and sand, with some zones of very dense or cemented sands present in the upper 15 feet at the locations explored. Expansive soils consisting of clay material were not noted (Berlogar Stevens & Associates 2018).

Compliance with existing State and local laws, regulations, and policies such as the CBC, City Municipal Code, the 2004 Seaside General Plan, and the *Draft Seaside 2040* Safety Element Programs would ensure that the impacts from implementation of the Proposed Project on potentially expansive soil would be minimized by requiring the submittal and review of detailed soils and/or geologic reports prior to construction. Such evaluations must contain recommendations for ground preparation and earthwork specific to the Proposed Project, which become an integral part of the construction design. Per the 2004 General Plan Safety Element, "To reduce the risks to people and property from geologic hazards, the City requires compliance with the most recent building and construction codes. During the review of development proposals, the applicant must investigate and mitigate geologic and seismic hazards, or proposed development must be located away from such hazards." The City's Municipal Code also restricts grading permits from being issued for any site which is underlain by expansive soils unless the grading plan includes design considerations to prevent structural damages which may be caused by conditions due to expansive soils.

With adherence to state and local laws, impacts associated with expansive soils that could occur with implementation of the Proposed Project would be minimized or avoided. Impacts associated with expansive soils would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 5: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for waste water disposal?

IMPACT GEO-4 THE PROPOSED PROJECT WOULD NOT INCLUDE SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS. NO IMPACTS WOULD OCCUR.

As described in Section 4.15, *Utilities and Service Systems*, and shown on the *Sewer Master Plan* (Appendix C, Vesting Tentative Map), wastewater from the Plan Area would be collected and conveyed through a conventional gravity system to the existing Marina Coast Water District (MCWD) conveyance system. Wastewater discharged to MCWD's sanitary sewer system is ultimately pumped to the Monterey One Water Regional Wastewater Treatment Plant. The Proposed Project would not require the use of septic tanks or alternative waste water disposal systems. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

Threshold 6: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-5 THE PROPOSED PROJECT COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE SITE OR UNIQUE GEOLOGIC FEATURE. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Based on museum record searches and literature review, the older stabilized dune sand sedimentary unit that underlies the Plan Area has a high potential for buried paleontological resources because similar Pleistocene deposits in Monterey County are known to preserve scientifically significant fossils. The Pleistocene older stabilized dune sand has high paleontological sensitivity at the surface and grades into, or unconformably overlies, older paleontologically-sensitive alluvial deposits at an unknown depth. As such, the geologic deposits in the Plan Area and off-site improvement areas have been assigned a high paleontological sensitivity in accordance with SVP (2010) guidelines.

Ground disturbing activities in previously undisturbed portions of the Plan Area and off-site improvement areas are underlain by geologic units with a high paleontological sensitivity (i.e., the older stabilized dune sand) may result in significant impacts to paleontological resources. Impacts would be significant if construction activities result in the destruction, damage, or loss of

scientifically important paleontological resources and associated stratigraphic and paleontological data. The activities may include grading, excavation, drilling, or any other activity that disturbs the surface or subsurface geologic formations with a high paleontological sensitivity.

Implementation of Mitigation Measure GEO-1 would reduce potential impacts to paleontological resources to a less than significant level.

Mitigation Measures

GEO-5 Paleontological Resource Studies

The City shall require the Proposed Project proponent to implement the following measures for any construction phase in previously undisturbed geologic strata with high paleontological sensitivity in the Plan Area and off-site improvement areas:

- a. **Retain a Qualified Paleontologist.** Prior to initial ground disturbance for each construction phase, the applicant shall retain a qualified professional paleontologist to prepare and implement a Paleontological Mitigation and Monitoring Program (PMMP) for the Proposed Project. The PMMP shall include measures requiring a pre-construction survey, a training program for construction personnel, paleontological monitoring, fossil salvage, curation, and final reporting. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology standards as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).
- b. **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction in each construction phase, the Qualified Paleontologist or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a pre-construction meeting that a Qualified Paleontologist shall attend.
- c. **Paleontological Monitoring.** Paleontological monitoring shall be conducted during ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) for each construction phase in previously undisturbed sediments with high paleontological sensitivities (i.e., the older stabilized dune sand that underlies the entire Plan Area).

Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist and the location and extent of proposed ground disturbance. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, he/she may recommend that monitoring be reduced to periodic spot-checking or cease entirely.

- d. **Fossil Discoveries.** In the event of a fossil discovery by the paleontological monitor or by construction personnel, whether or not a monitor is present, all work within 50 feet of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically

significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- **Salvage of Fossils.** If fossils are discovered, the paleontologist shall have the authority to temporarily direct, divert, or halt construction activity to allow the paleontological monitor, and/or lead paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the qualified paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological resources as outlined in the PMMP prepared for the Proposed Project.
- e) **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP or LACM), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.
- f) **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, the scientific significance of those fossils, and where fossils were curated.

Significance After Mitigation

Less than significant with mitigation.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative geology and soils impacts is limited to development sites in close proximity to the Plan Area. This geographic scope is appropriate for geology and soils because geology and soils impacts, such as erosion and loss of topsoil, can affect adjacent sites but do not impact regional areas as a whole. Adjacent development that is considered part of the cumulative analysis includes buildout of the City of Seaside General Plans, which includes some development in immediate proximity to the Plan Area, including the Monterey Bay Charter School and Storage Facility Buildings projects proposed on the CSUMB campus, the Concourse Auto Dealership, and The Projects at Main Gate Specific Plan.

Cumulative development in the Plan Area vicinity would gradually increase population and therefore gradually increase the number of people exposed to potential geological hazards, including effects associated with seismic events such as ground rupture, seismic shaking, liquefaction, and landslides. However, cumulative development projects would be required to conform with the current CBC, the 2004 Seaside General Plan or *Draft Seaside 2040* Safety Element Programs, and Seaside Municipal Code, as well as other laws and regulations mentioned above, ensuring that cumulative impacts associated with ground rupture, seismic shaking, liquefaction, and landslides would be less than significant. Further, as stated under Impact GEO-1, the Proposed

Project would follow recommendations provided in the *Preliminary Geotechnical Investigation*, which would further reduce these impacts at the Project-level. Potential cumulative impacts would be less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to seismic hazards.

Cumulative development would also increase ground disturbance in the vicinity of the Plan Area, which would contribute to erosion and loss of topsoil in the area. However, cumulative development projects would be required to obtain coverage under the NPDES Construction General Permit, prepare a SWPPP with site-specific BMPs, and conform with the Seaside Municipal Code. These standard requirements would ensure that cumulative impacts associated with erosion and loss of topsoil would be less than significant. As discussed under Impact GEO-2, the Proposed Project would follow recommendations provided in the *Preliminary Geotechnical Investigation*, which would further reduce these impacts from the Proposed Project. Potential cumulative impacts would be less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to erosion and loss of topsoil.

As shown on Figure 4.6-2, the Plan Area and surrounding areas are not located on expansive soils. Similar to Impact GEO-3, compliance with existing State and local laws, regulations, and policies such as the CBC, City Municipal Code, the 2004 Seaside General Plan, and the Draft Seaside 2040 Safety Element Programs would ensure that the impacts from implementation of the cumulative projects on potentially expansive soil would be minimized by requiring the submittal and review of detailed soils and/or geologic reports prior to construction. Therefore, cumulative impacts resulting from expansive soils would be less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to expansive soils.

As described in Impact GEO-4, the Proposed Project would not involve the installation of septic tanks or alternative wastewater disposal systems. As municipal wastewater services are available in the vicinity of the Plan Area, it is assumed cumulative developments would also utilize connections to municipal wastewater services and would not install septic systems or alternative wastewater systems. Therefore, this cumulative impact would be less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to septic tanks or alternative wastewater disposal systems.

Cumulative projects would also increase the potential for impacts to paleontological resources through construction activities in the area. As described in Impact GEO-5, the Plan Area has a high potential for buried paleontological resources, and the Project would result in a cumulatively considerable contribution to a significant cumulative impact. Mitigation Measure GEO-5 would reduce impacts of the Proposed Project on paleontological resources to less than significant, and it is assumed similar measures would be taken for cumulative development projects. Therefore, although cumulative projects would result in significant cumulative impacts to paleontological resources, project-specific mitigation for cumulative development would limit this impact to less than significant, and implementation of Mitigation Measure GEO-1 would ensure the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to paleontological resources.

4.7 Greenhouse Gas Emissions

This section discusses the potential environmental impacts related to emissions of greenhouse gases (GHG) and climate change associated with the implementation of the Proposed Project. The analysis evaluates GHG emissions from construction and operation of the Proposed Project, including emissions from the use of energy, water, and wastewater as well as vehicle trips.

4.7.1 Setting

a. Climate Change and Greenhouse Gases

The Earth's atmosphere plays an important role in regulating the climate by mediating the amount of radiation that enters and leaves the Earth's surface. A specific class of atmospheric gases, referred to as GHGs, play a particularly important role in this process. Due to the chemical properties of GHGs, they absorb little of the solar radiation coming through the atmosphere, and more of the longer wavelength radiation emitted from the Earth's surface. By letting radiation in, but reducing its ability to escape out, GHGs act like the glass ceiling of a greenhouse, trapping heat below. Without the natural heat trapping effect of GHGs, it is estimated that Earth's surface would be about 34° C cooler (California Environmental Protection Agency [CalEPA] 2006).

While GHGs are generated by natural processes, such as aerobic respiration, volcanic eruptions, and decomposition, human activities since the Industrial Revolution have increasingly contributed to the annual mass of GHGs being emitted to the atmosphere. Examples of human activities that produce GHGs include fossil fuel burning (e.g., coal, oil, and natural gas for heating and electricity, gasoline and diesel for transportation), methane generated by landfill wastes and raising livestock, deforestation activities, and some agricultural practices. These activities produce such GHGs as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆).

The rapid increase in atmospheric GHGs resulting from human activities has resulted in a shift in Earth's long-term average temperature and precipitation, a phenomenon referred to as climate change. Impacts of climate change are felt on a global scale and are expected to manifest in different ways in different locations depending on local and regional factors, such as topography, regional climate, ocean circulation, and land uses. In California, climate change is forecasted to result in the following effects (California Air Resources Board [CARB] 2014):

- Reduction in water supply and significant loss of snow pack;
- Sea level rise resulting in coastal erosion and seawater intrusion;
- Increased average temperatures including more extreme heat days per year;
- Exacerbation of air quality problems including more high ozone days;
- Increased vulnerability of forests due to pest infestation and higher temperatures;
- More large forest fires;
- More drought years;
- Increased challenges for the State's important agricultural industry due to water shortages, increasing temperatures, and saltwater intrusion into the Delta;
- Increased electricity demand, particularly in the hot summer months;

- Damage to marine ecosystems and the natural environment including acidification of the oceans due to increased CO₂ levels (including coral bleaching); and
- Increased incidences of infectious diseases, asthma, and other human health related problems.

b. Greenhouse Gas Emissions Inventory

Based on CARB's California Greenhouse Gas Inventory for 2000-2016, California produced 429.4 million metric tons (MMT) of CO₂e in 2016 (CARB 2018). The major source of GHGs in California is associated with transportation, contributing 41 percent of the State's total GHG emissions. The industrial sector is the second largest source, contributing 23 percent of the State's GHG emissions, and electric power accounted for approximately 16 percent (CARB 2018). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. Between 2000 and 2008, GHG emissions ranged from a low of 466.32 MMT of CO₂e in 2000 to a high of 492.86 MMT of CO₂e in 2004. In 2016, the State of California achieved its 2020 GHG emission reduction targets as emissions fell below 431 MMT of CO₂e (CARB 2018). The annual 2030 statewide target emissions level is 260 MMT of CO₂e (CARB 2017a). With implementation of the 2017 Scoping Plan, regulated GHG emissions are projected to decline to 260 MMT of CO₂e per year by 2030.

4.7.2 Regulatory Setting

a. Federal

In *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120), the U.S. Supreme Court held that the United States Environmental Protection Agency (USEPA) has the authority to regulate motor-vehicle GHG emissions under the Federal Clean Air Act. USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. In 2012, USEPA issued a Final Rule that establishes the GHG permitting thresholds that determine when Clean Air Act (CAA) permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In 2014, the U.S. Supreme Court held that USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a PSD or Title V permit (*Utility Air Regulatory Group v. EPA* [134 S. Ct. 2427]). The Court also held that PSD permits that are otherwise required (based on emissions of other pollutants) may continue to require limitations on GHG emissions based on the application of Best Available Control Technology (BACT).

Construction Equipment Fuel Efficiency Standard

USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently

updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were to be completely phased in by the end of 2015.

Corporate Average Fuel Economy Standards

The Corporate Average Fuel Economy (CAFE) standards are Federal rules established by the National Highway Traffic Safety Administration (NHTSA) that set fuel economy and GHG emissions standards for all new passenger cars and light trucks sold in the United States. The CAFE standards become more stringent each year, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for model year 2020 (77 Federal Register 62624 et seq. [October 15, 2012 Table I-1]). It is, however, legally infeasible for individual municipalities to adopt more stringent fuel efficiency standards. The CAA (42 United States Code [USC] Section 7543[a]) states that “no state or any political subdivision therefore shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part.” In August 2016, the USEPA and NHTSA announced the adoption of the phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi- trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion MT of CO₂ and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program (NHSTA 2019). As of September 2018, NHSTA and USEPA were undergoing the rulemaking process to establish the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule would amend the existing CAFE standards such that the requirements for model years 2021 through 2026 are lowered to the 2020 standards of 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light duty trucks (USEPA 2018). The SAFE Vehicles Rule had not been finalized at the time this EIR was prepared and was undergoing review by the Science Advisory Board for the USEPA.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 sets energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 USC Section 17001 et seq.

b. State

CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the state’s GHG emissions. These initiatives are summarized below.

California Advanced Clean Car Standards

Assembly Bill (AB) 1493 (2002), California’s Advanced Clean Cars (referred to as “Pavley”), requires CARB to develop and adopt regulations to achieve “the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles” (CARB 2017b). On June 30, 2009, USEPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016 and Pavley II, which is now referred to as “LEV (Low Emission Vehicle) III GHG” regulates model years

from 2017 to 2025. The clean car standards are now grouped under the CARB's Advanced Clean Cars program, which was adopted by CARB in 2012 (CARB 2017b). The program, developed in coordination with the USEPA and National Highway Traffic Safety Administration (NHTSA), establishes emission requirements for passenger vehicles, model years 2015 through 2025, and manufacturer requirements to provide Zero Emissions Vehicles (ZEV).

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations that require reporting and verification of statewide GHG emissions. The Scoping Plan was approved by CARB on December 11, 2008, and included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2014 Scoping Plan update defines CARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 statewide goals. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as water, waste, natural resources, clean energy and transportation, and land use (CARB 2014). In 2016, the State of California achieved its 2020 GHG emission reduction targets as annual emissions fell below 431 MMT of CO₂e (CARB 2018).

Executive Order B-30-15

In 2015, the governor issued Executive Order (EO) B-30-15 to establish a GHG reduction target of 40 percent below 1990 levels by 2030. These orders are only applicable to "state agencies with jurisdiction over sources of greenhouse gas emissions" (Order 4-29-2015 Section 2). The City of Seaside does not fall within the definition of a State agency.

Senate Bill 32

Senate Bill (SB) 32, which became effective on January 1, 2017, requires CARB to develop technologically feasible and cost-effective regulations to achieve the targeted 40 percent GHG emission reduction by 2030 set in EO B-30-15. On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. To meet reduction targets,

the 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 1383 and SB 100 (see subsections below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies.

Senate Bill 97

SB 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State *CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375

Adopted on September 30, 2008, SB 375 establishes mechanisms to develop regional targets for reducing GHG emissions from passenger vehicles. On September 23, 2010, CARB adopted the vehicular GHG emissions reduction targets that were developed in consultation with metropolitan planning organizations (MPOs) across the state. SB 375 recognizes the importance of achieving significant GHG reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Association of Monterey Bay Area Governments (AMBAG), work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces GHG emissions while meeting housing needs and other regional planning objectives. AMBAG's reduction target for per capita GHG emissions is a three percent per capita reduction by 2020 and a six percent per capita reduction by 2040 (AMBAG 2018b).

In June 2018, AMBAG adopted the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The primary goal of the 2040 MTP/SCS is to reduce GHG emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS) as set forth by the Federal Clean Air Act. The key goal of the MTP/SCS is to achieve GHG emission reduction targets through integrated land use and transportation strategies. The focus of achieving these reductions is on implementing transportation and land use strategies that influence vehicle travel (AMBAG 2018b).

Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane: 40 percent below 2013 levels
- Hydrofluorocarbons: 40 percent below 2013 levels
- Anthropogenic black carbon: 50 percent below 2013 levels

California Renewable Portfolio Standard and Senate Bill 100

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), and SB 100 (2018), California’s Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent total retail sales of electricity from renewable energy sources by 2020, 60 percent by 2030, and 100 percent by 2045. SB 100 also states “that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.” The California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are jointly responsible for implementing the program. Electricity in the City of Seaside is currently provided by Pacific Gas & Electric (PG&E). In 2016, PG&E’s power mix included 69 percent carbon-free sources (PG&E 2018). The State’s three largest investor-owned utilities, including PG&E, are on track to achieve a 50 percent RPS by 2020 (CARB 2017c).

Executive Order B-55-18

On September 10, 2018, the governor issued EO B-55-18, establishing a State goal to achieve carbon neutrality no later than 2045, and achieve and maintain net negative emissions thereafter. This executive order directs CARB to work with state agencies to develop a framework for implementation and accounting that tracks progress for this goal and to include measures in the next Scoping Plan update to achieve carbon neutrality by 2045.

California Code, Title 24

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code).

Part 6 (Building Energy Efficiency Standards)

Part 6 of Title 24 contains the 2016 Building Energy Efficiency Standards for new residential and non-residential buildings, which went into effect on January 1, 2017. Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Standards improve upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The 2016 Standards improve upon the previous 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Under the 2016 Standards, residential buildings are generally 28 percent more efficient than the 2013 Standards, and nonresidential buildings are generally five percent more energy efficient than the 2013 Standards as a result of better windows, insulation, lighting, ventilation systems, and other features (CEC 2015). Part 6 also provides for the installation of cool roofs in Sections 140.3(a)(1), 141.0(b)(2)(B), and 141.0(b)(3).

The 2019 Building Energy Efficiency Standards, adopted on May 9, 2018, will become effective on January 1, 2020. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and

multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient (CEC 2018b). When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

Part 11 (CALGreen)

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the CALGreen became effective January 1, 2011 and were updated in 2016. The 2016 Standards, which became effective on January 1, 2017, establish green building criteria for residential and nonresidential projects. The CEC adopted updates to the 2016 Standards in 2019 that will take effect on January 1, 2020. These changes include the following: increasing the number of parking spaces that must be prewired for electric vehicle chargers in residential development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts (VCA Green 2019).

c. Regional

1997 Fort Ord Reuse Authority Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. The Land Use and Conservation Elements of the BRP include policies related to GHG emissions specific to the City of Seaside. Residential Land Use Policy E-3 includes pedestrian and bikeway plans and link residential areas to commercial development and public transit. Commercial Land Use Policy D-1 allows and supports a mix of residential and commercial uses to decrease travel distances, encourages walking and biking, and helps increase transit ridership. Air Quality Policy A-1 includes cooperation with the Monterey Bay Air Resources District (MBARD) and the Transportation Agency for Monterey County (TAMC) in carrying out the regional Air Quality Management Plan and Congestion Management Plan, respectively, which will support GHG emission reduction targets. Air Quality Policy A-2 utilizes the CEQA process to identify and avoid or mitigate potential air quality impacts associated with development and to use the Transportation Demand Ordinance to encourage commute alternatives. Lastly, Air Quality Policy A-3 integrates land use strategies established by CARB that encourage clustered development that maximize the efficient use of mass transit into local land use decisions.

d. Local

2004 Seaside General Plan

The current adopted City of Seaside General Plan contains goals and policies related to GHG emissions reduction within the Circulation Element. Goal C-3 of the Circulation Element includes policies that support active transportation modes, such as bicycling and walking, and to promote mixed use, higher density residential and employment-generating development in areas where public transit is convenient and desirable. This goal is aimed at reducing the use of automobiles, thereby contributing to GHG emission reductions.

Draft Seaside 2040

Draft Seaside 2040 contains goals and policies aimed at reducing greenhouse gas emissions. Goal M-2 promotes mobility options that serve multi-modal access and travel needs. Policies contained under Goal M-2 aim to reduce GHG emissions and vehicle miles travelled (VMT) through development and transportation improvements, multi-modal connectivity, and bike sharing. In addition, policies contained under Goals HSC-7 and HSC-9 support the creation of a resilient community prepared for the potential impacts of climate change and encourage energy efficient buildings and the use of renewable energy in new development projects.

4.7.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Construction and operational GHG emissions associated with development of the Proposed Project were calculated using CalEEMod version 2016.3.2, and based upon assumptions from other resources chapters, as described in greater detail below. See Table 4.2-3 in Section 4.2, *Air Quality*, for a summary of land use assumptions used in the emissions modeling. Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these make up 98.9 percent of all GHG emissions by volume and are the GHG emissions that the Proposed Project would emit in the largest quantities (IPCC 2007). Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the Proposed Project would consist of residential, commercial, and light manufacturing uses, the quantity of fluorinated gases would not be substantial since fluorinated gases are primarily associated with heavy industrial processes. Emissions of all GHGs are converted into their equivalent global warming potential (GWP) in terms of CO₂ (i.e., CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total calculated CO₂e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA 2008).

Proposed Project Emissions

CONSTRUCTION ASSUMPTIONS

Construction of the Proposed Project would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site as, well as from vehicles transporting construction

workers to and from the Plan Area and heavy trucks to export earth materials off-site. Site preparation and grading typically generate the greatest amount of construction emissions due to the use of grading equipment and soil hauling. Assumptions used in the modeling of GHG emissions from Proposed Project construction are discussed in detail in Section 4.2, *Air Quality*. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Exhaust emissions were calculated based on CARB OFFROAD2011 methodology using default statewide emission factors, average equipment horsepower, engine tiers, and load factors from OFFROAD2011 as well as the default number of usage hours for each piece of equipment from CalEEMod and the assumption that construction activities would occur five days a week (CAPCOA 2017, Appendix A).

Construction emissions modeling includes emissions resulting from construction of several off-site improvements, including two planned roundabouts on General Jim Moore Boulevard at Lightfighter Drive and Gigling Road, extension of recycled water and underground electricity and natural gas pipelines, a potential new fire station that would replace the Presidio of Monterey Station, and the potential widening of General Jim Moore Boulevard at Normandy Road to add third northbound and southbound through lanes.¹

Air districts such as SLOAPCD (San Luis Obispo Air Pollution Control District; the air district immediately adjacent to the MBARD) have recommended amortizing construction-related emissions over the life of the project in conjunction with a project's operational emissions. As discussed under *Significance Thresholds*, land use projects in Monterey County have used the methodologies established by SLOAPCD to assess GHG impacts (County of Monterey 2015). The SLOAPCD recommends amortizing GHG emissions from construction activities over a 50-year period for residential projects and a 25-year period for commercial projects (SLOAPCD 2012). To provide a conservative estimate of GHG emissions, this analysis amortizes construction GHG emissions over a 25-year period.

OPERATIONAL ASSUMPTIONS

CalEEMod provides operational emissions of CO₂, N₂O, and CH₄ from area sources, energy use, waste generation, water use and conveyance, and project-generated vehicle trips (i.e., mobile sources). The potential new fire station would simply replace an existing fire station with a modern, more efficient facility, and the off-site roadway improvements would not emit GHGs upon completion.

Area Source Emissions

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from the CARB, USEPA, and emission factor values provided by the local air district (CAPCOA 2017).

Energy Use Emissions

As a result of the consumption of electricity and natural gas during project operation, GHGs are emitted on-site during the combustion of natural gas for space and water heating and off-site during the generation of electricity from fossil fuels in power plants. CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption

¹ The City of Seaside does not anticipate that widening General Jim Moore Boulevard will be necessary; however, it is included in this analysis to provide a conservative estimate.

by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the Plan Area and utility provider.

Building energy use is typically divided into energy consumed by the built environment and energy consumed by uses that are independent of the building, such as plug-in appliances. Non-building energy use, or “plug-in energy use,” can be further subdivided by specific end-use (refrigeration, cooking, office equipment, etc.). In California, Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. As discussed in Section 4.2, *Air Quality*, and shown in Appendix E the lighting energy intensity factor for Proposed Project residential uses was reduced by 75 percent to account for the lighting requirements of the latest iterations of Title 24, which are not included in CalEEMod. Furthermore, energy usage from single-family residential usage was reduced by 7 percent and non-residential energy usage was reduced by 30 percent to account for the requirements of 2019 Title 24 standards (California Energy Commission 2019). This analysis also accounts for the fact that the Proposed Project would include solar photovoltaic systems on all low-rise residential buildings (single-family residential buildings and multi-family residential buildings that are three stories or less) with annual electrical output equal to or greater than the dwellings’ annual electrical usage in compliance with Section 150.1(c)14 of the 2019 Building Energy Efficiency Standards. Accordingly, it was assumed that all electricity demand for the Proposed Project’s single-family and multi-family residences would be generated through solar photovoltaic systems and would not produce GHG emissions.

Monterey Bay Community Power (MBCP), which provides carbon-free electricity, is the default energy provider in the Plan Area. However, future residents and tenants of the Proposed Project could opt out of MBCP and connect to Pacific Gas and Electric (PG&E), which does not provide carbon-free electricity. According to MBCP, approximately 97 percent of accounts in their service area maintain their enrollment in MBCP; the remaining 3 percent of accounts opt out and connect to PG&E (Monterey Bay Community Power 2019). Because MBCP procures a greater percentage of its electricity from renewable sources, electricity generated by MBCP produces fewer GHG emissions than electricity generated by PG&E. Therefore, to account for the possibility of dual electricity providers with the Plan area, this analysis assumes that 97 percent of electricity demand generated by the Proposed Project would be supplied by MBCP and the remaining 3 percent of electricity demand would be supplied by PG&E. Because CalEEMod cannot account for dual electricity providers, CalEEMod was utilized to estimate the amount of electricity demand from the Proposed Project, and the resultant GHG emissions were calculated separately in a standalone document included in Appendix E based on the emission calculation methodology used in CalEEMod (CAPCOA 2017, Appendix A).

MBCP’s energy intensity factor for CO₂ (i.e., the amount of CO₂ per megawatt-hour [MWh]) is approximately 2 pounds per MWh (Monterey Bay Community Power 2018). Due to a lack of available data, it was conservatively assumed that the energy intensity factors for CH₄ and N₂O would be the same as those for PG&E in 2034, which are further detailed below and in Table 4.7-1.² Because MBCP has already achieved carbon-free electricity, it has already met its mandated RPS targets; therefore, it is reasonable to assume that its current energy intensity factors will remain the same through 2034. PG&E’s estimated energy intensity factors (i.e., the amount of CO₂, CH₄, and N₂O per MWh) for 2034 are based on the CalEEMod default factors and the regulatory requirements

² This assumption is conservative because MBCP currently has a greater percentage of renewables procurement than is assumed for PG&E in 2034; therefore, its energy intensity factors for CH₄ and N₂O are likely lower.

of the RPS. The default energy intensity factors included in CalEEMod are based on data from 2009 at which time PG&E had only achieved a 14 percent procurement of renewable energy. However, per SB 100, the statewide Renewable Portfolio Standard (RPS) Program requires electricity providers to increase procurement from eligible renewable energy sources to 60 percent by 2030 and 100 percent by 2045. Therefore, because buildout of the Proposed Project would occur in 2034, the estimated renewables portfolio and corresponding energy intensity factors for PG&E in 2034 were reduced using linear interpolation between the mandated RPS targets for 2030 and 2045.³ PG&E energy intensity factors that include this reduction are shown in Table 4.7-1.

Table 4.7-1 Pacific Gas & Electric Energy Intensity Factors

	2009 (lbs/MWh) ¹	2030 (lbs/MWh) ²	2034 (lbs/MWh) ³	2045 (lbs/MWh) ²
Percent procurement	14%	60%	70.67%	100%
Carbon dioxide (CO ₂)	641.35	298.30	218.73	0
Methane (CH ₄)	0.029	0.013	0.010	0
Nitrous oxide (N ₂ O)	0.006	0.003	0.002	0

¹ Source: CEC 2010

² RPS goals established by SB 100

³ Linear interpolation of RPS goals for 2030 and 2045

Solid Waste Emissions

The disposal of solid waste produces GHG emissions from the transportation of waste, anaerobic decomposition in landfills, and incineration. To calculate the GHG emissions generated by solid waste disposal, the total volume of solid waste was calculated using solid waste generation rates provided by CalRecycle, which is consistent with those used in the solid waste impact analysis in Section 4.16, *Utilities and Service Systems* (CalRecycle 2018). Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC’s methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA 2017).

Water and Wastewater Emissions

The amount of water used and the amount of wastewater generated by a project generate indirect GHG emissions. These emissions are a result of the energy used to supply, convey, and treat water and wastewater. In addition to the indirect GHG emissions associated with energy use, the wastewater treatment process itself can directly emit both CH₄ and N₂O.

Emissions from water usage and wastewater generation calculated in CalEEMod were based on indoor and outdoor water use rates from the Water Supply Assessment prepared for the Proposed Project, which is discussed in detail in Section 4.16, *Utilities and Service Systems*, and is included as Appendix M. Because water and wastewater emissions are generated by treatment and conveyance facilities that may be located outside of the MBCP service area, it was conservatively assumed that PG&E would supply the electricity to power treatment and conveyance facilities. Accordingly, the

³ Linear interpolation estimates an interim value between two known values by assuming a steady rate of growth between the two known values. In this instance, it was assumed that PG&E’s renewable energy percent procurement would increase by approximately 2.67 percent each year from 2030 to 2045 in order to increase its renewable energy percent procurement from 60 percent in 2030 to 100 percent in 2045.

energy intensity factors for PG&E were used to calculate GHG emissions from water usage and wastewater generation (see Table 4.7-1).

Mobile Source Emissions

For mobile sources, CO₂ and CH₄ emissions were quantified in CalEEMod based on forecast VMT provided by TJKM, which was calculated based upon AMBAG 2018 Regional Travel Demand Model (RTDM).⁴ The Proposed Project would result in approximately 62,297 net new daily VMT, or 22,738,405 net new annual VMT; however, this number is conservative because it does not fully account for displaced growth/redistributed population (Burgett 2019). The default trip generation rates for each land use in CalEEMod were adjusted to reflect the forecast annual VMT. The GHG analysis uses the inputs from Section 4.14, *Transportation*, under the Plan's effect on VMT estimation method (Fehr & Peers 2019, Appendix).

To calculate mobile source emissions, CalEEMod used CO₂ emission factors from the EMFAC2014 Emissions Inventory based on the aggregated model year and aggregated speed for Monterey County and CH₄ emission factors provided by CARB for the Proposed Project's first year of full operations (2034; CAPCOA 2017, Appendix A). Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using guidance from CARB, which states the following (CARB 2013; see Appendix E for calculations):

- For gasoline vehicles, use 4.16 percent of NO_x emissions (from CalEEMod) to calculate N₂O for all gasoline vehicles; and
- For diesel vehicles, use 0.3316 grams of NO_x per gallon fuel used.

The operational vehicle mix was obtained from the EMFAC2014 Emissions Inventory for the Monterey County region for the Proposed Project's buildout year (2034) using the most recent EMFAC2011 categories (CARB 2019).

Consistency with Applicable Goals, Plans, Policies, and Regulations Related to GHG Emissions

The Proposed Project's consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions is evaluated qualitatively. A project is considered consistent with the provisions of these documents if it meets the general intent in reducing city emissions in order to facilitate the achievement of City- and state-adopted goals and does not impede attainment of those goals. As discussed in Section 4.10, *Land Use and Planning*, a given project need not be in perfect conformity with each and every planning policy or goals to be consistent. A project would be consistent, if it would further the objectives and not obstruct their attainment.

- 2017 Scoping Plan and EO B-55-18, which respectively establish a plan for achieving the State's mid-term (2030) GHG target and establish a long-term (2045) statewide carbon neutrality goal;
- AMBAG 2040 MTP/SCS, which establishes a pathway to achieve a three percent per capita reduction in GHG emissions from passenger cars and light-duty trucks in the region by 2020 and a six percent per capita reduction by 2040; and

⁴ Detailed information in the 2018 AMBAG Travel Demand Model is available online: <https://ambag.org/programs-services/modeling>. Including the AMBAG 2018 RTDM technical documentation: http://ambag.org/programs/Modeling/AMBAG_2018RTDM_TechnicalReport.pdf

- Seaside 2004 General Plan and *Draft Seaside 2040*, which include goals and policies relevant to reducing GHG emissions.

The emphasis of the 2017 Scoping Plan, EO B-55-18, and the AMBAG MTP/SCS is the continuing reduction in GHG emissions over time to limit the effects of climate change. The 2004 General Plan and *Draft Seaside 2040* also address GHG emissions through goal and policies aimed directly and indirectly at reducing GHG emissions from land uses in the City.

Significance Thresholds

An impact related to GHG emissions is considered significant if development under the Proposed Project would result in one or more of the following conditions:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment;
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, project emissions can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. Thus, the issue of climate change typically involves an analysis of whether a project's contribution towards the significant cumulative impact of climate change is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines*, Section 15064[h][1]). The analysis below uses two thresholds to determine whether the Proposed Project's contribution to climate change would be cumulatively considerable.

Threshold 1 is consistent with *CEQA Guidelines* Section 15064.4(b)(1) and compares GHG emissions from the Proposed Project to baseline GHG emissions and considers any increase in GHG emissions above baseline conditions to be significant. This includes a comparison to the Plan Area and regional baseline conditions and 1991 baseline conditions, which are the physical conditions that were present at the time that the federal decision for the closure or realignment of the former Fort Ord base became final (See Section 3, *Environmental Setting*, for further discussion). Under the "Plan Area Emissions Baseline" comparison, the Proposed Project's emissions are generally compared to those emissions occurring within the Plan Area under existing conditions. The "Regional Baseline" comparison qualitatively considers the effects of displaced growth/redistributed population (i.e., the Proposed Project's residents are living elsewhere in the AMBAG region under baseline conditions).

The analysis for Threshold 2 qualitatively analyzes the Proposed Project's consistency with applicable goals, plans, policies, and regulations adopted for the purpose of reducing GHG emissions. A project is considered consistent with the provisions of these documents if it meets the general intent in reducing emissions to facilitate the achievement of City- and state-adopted goals and does not impede attainment of those goals. As discussed in Section 4.10, *Land Use and Planning*, a given project need not be in perfect conformity with each and every planning policy or goals to be consistent. A project would be consistent with applicable plans, policies, and regulations if it would further their objectives and not obstruct their attainment.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD GENERATE GHG EMISSIONS THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

Project Emissions

Construction Emissions

Construction would be phased as described in Section 4.2, *Air Quality*, and would occur over approximately ten years. Based on the CalEEMod results, construction of the Proposed Project would generate an estimated total of 49,975 MT of CO₂e (see Table 4.7-4). Amortized over a 25-year period (a conservative estimate because SLOAPCD guidance recommends a 50-year amortization period for residential construction), construction of the Proposed Project would generate an estimated 1,999 MT of CO₂e per year.

Table 4.7-2 Estimated GHG Emissions during Construction

Year	Annual Emissions (MT of CO ₂ e)
2021	1,101.8
2022	1,718.5
2023	5,062.7
2024	4,670.7
2025	3,886.8
2026	2,530.5
2027	3,958.0
2028	3,882.9
2029	3,844.6
2030	3,837.2
2031	3,797.2
2032	3,777.6
2033	3,720.0
2034	3,695.6
Off-Site Improvements (year unknown)	490.5
Total	49,974.6
Amortized over 25 years	1,999.0

See Appendix E for CalEEMod results.

Area Source Emissions

Area source emissions from the Proposed Project would include consumer product use and landscape maintenance equipment. As shown in Table 4.7-5, area source emissions would be approximately 26 MT of CO₂e.

Energy Use Emissions

Operation of the Proposed Project would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO₂, and to a smaller extent, N₂O and CH₄. As discussed above, annual electricity and natural gas emissions can be calculated using default values from the CEC-sponsored CEUS and RASS studies, which are built into CalEEMod, as well as adjustments for the most recent iterations of Title 24 standards. As shown in Table 4.7-5, electricity and natural gas consumption associated with the Proposed Project would generate an estimated 2,615 MT of CO₂e per year with approximately 2,588 MT of CO₂e generated by natural gas usage and approximately 27 MT of CO₂e generated by electricity usage.

Solid Waste Emissions

As shown in Table 4.7-5, solid waste associated with the Proposed Project would generate approximately 1,814 MT of CO₂e per year.

Water Use Emissions

Based on the amount of electricity used to supply and convey water, operation of the Proposed Project would generate approximately 293 MT of CO₂e per year (Table 4.7-5).

Mobile Source Emissions

Mobile source GHG emissions were estimated using the VMT forecast for the Campus Town Specific Plan provided by TJKM and based on the AMBAG 2018 Regional Travel Demand Model (Burgett 2019). As discussed in Section 4.7.3(a), *Methodology and Significance Thresholds*, the Proposed Project would generate approximately 22,738,405 net new annual VMT. As shown in Table 4.7-5, annual mobile emissions related to the Proposed Project would generate an estimated 8,307 MT of CO₂e. After Project buildout in year 2034, the carbon intensity of mobile source emissions would decrease as the vehicle fleet transitions in the future to more fuel efficient vehicles and electrified vehicles.

Overall Emissions

Table 4.7-5 combines the construction, operational, and mobile GHG emissions associated with the Proposed Project. Construction emissions associated with construction activities (approximately 1,999 MT of CO₂e) are amortized over 25 years (the anticipated life of the Proposed Project). Combined annual emissions generated by the Proposed Project would total approximately 15,054 MT of CO₂e per year.

Table 4.7-3 Combined Annual GHG Emissions

Emission Source	Project Emissions (MT of CO ₂ e per year)
Construction	1,999.0
Operational	
Area	25.6
Energy	
Electricity	26.9
Natural Gas	2,588.3
Solid Waste	1,814.2
Water	293.5
Mobile	
CO ₂ and CH ₄ ¹	8,174.6
N ₂ O	131.9
Total Emissions	15,054.0

See Appendix E for CalEEMod results and N₂O mobile emissions data sheets.

¹ Default trip generation rates for each land use in CalEEMod were adjusted to reflect the forecast VMT of approximately 22,738,405 net new annual VMT, as closely as possible (Burgett 2019). However, this analysis is conservative because the CalEEMod model assumes 23,739,210 net new annual VMT, which is slightly greater than the annual net new VMT forecasted by TJKM.

Comparison of the Proposed Project to the Existing Plan Area Emissions Baseline

As discussed in Section 2, *Project Description*, the Plan Area currently contains abandoned U.S. Army buildings, a fire station, one former fast food restaurant, two office buildings, one police station, one former church, one intake center, the Monterey College of Law, Monterey County Bar Association, and the Monterey Peninsula College Public Safety Training Center. These existing uses either are currently abandoned or would remain in place under the Proposed Project with the exception of the Presidio of Monterey Station which would be demolished and relocated elsewhere. The abandoned uses currently do not generate GHG emissions. GHG emissions from operational buildings within the Plan Area would remain the same under the Proposed Project because these uses would not change and would continue to operate in a similar manner as in the present.⁵ Therefore, for the purposes of this analysis, baseline GHG emissions from the Plan Area are functionally 0 MT of CO₂e per year. Accordingly, the Proposed Project would result in an increase in GHG emissions from the Plan Area of approximately 15,248 MT of CO₂e per year. As discussed in Section 4.7.3(a), *Methodology and Significance Thresholds*, this analysis considers any increase in GHG emissions above baseline conditions to be cumulatively considerable. Therefore, because the Proposed Project would result in an increase in GHG emissions from the Plan Area of approximately 15,248 MT of CO₂e per year, impacts under this baseline analysis would be cumulatively considerable.

Comparison of the Proposed Project to the Existing Regional Emissions Baseline

The anticipated 4,900 residents that would be accommodated by the Proposed Project are likely already located within the AMBAG jurisdiction and therefore would not represent new GHG emission sources within the region. Due in part to its proximity to the ocean and CSUMB, demand for housing

⁵ It should be noted that GHG emissions from the Presidio at Monterey Station would potentially decrease as compared to existing conditions under the Proposed Project because the replacement fire station would be constructed in accordance with current Title 24 standards, which are more efficient than the buildings standards in place at the time of construction of the existing fire station. However, this analysis conservatively does not account for this reduction in existing emissions, which would be incremental.

in Seaside is high as indicated by low owner and rental vacancy rates, overcrowding, and overpayment, which thereby require individuals to commute greater distances (City of Seaside 2010; AMBAG 2014).

This baseline comparison looks at the Proposed Project emissions in respect to the existing regional conditions. It is assumed that the Proposed Project's anticipated residents are either located within the AMBAG region or would move to the AMBAG region regardless of whether the project is built or not. As noted above in Section 4.7.3(a), *Methodology and Significance Thresholds*, the VMT modeling is not accurate enough to capture this displaced growth/redistributed population.

Seaside has a history of low vacancy rates and has recognized that the lack of available units has resulted in overcrowding (i.e., more than one person per room). Approximately 54 percent of renter-households and 43 percent of owner-households are experiencing housing cost burdens, including overcrowding (City of Seaside 2010). Other cities within the AMBAG region are similarly affected; the city of Salinas has noted that it also struggles with low vacancy rates and associated high levels of overcrowding. (AMBAG 2014) Therefore, it is reasonable to assume that many of the Proposed Project's future residents currently live in Seaside or elsewhere in the AMBAG region. The result of this underserved demand for housing in coastal cities such as Seaside is that "[f]aced with expensive housing options, workers in California's coastal communities commute 10 percent further each day than commuters elsewhere" (Legislative Analyst's Office 2015).

Additionally, the Proposed Project would be located adjacent to the CSUMB campus. AMBAG notes in its RHNA that "CSUMB is planning for growth which has generated housing pressure on the surrounding jurisdictions" (AMBAG 2014). For example, CSUMB's adopted 2007 Master Plan calls for increased enrollment of 8,500 students but plans to house only 60 percent of students on campus (CSUMB 2007). The 2007 Master Plan also notes that the primary means of commuting to and from campus is driving, but that for students living "very near campus," the primary means are walking and biking. The Proposed Project's clustered housing adjacent to the CSUMB campus likely would be used by CSUMB students who likely would primarily commute to campus by walking and biking. Without the Proposed Project, these students likely would live farther from campus and would need to commute by car. The Proposed Project would serve to reduce regional VMT and associated GHG emissions because students would be able to live closer to campus than under existing conditions.

Further, the majority of the existing residential structures in the region are substantially older and less efficient than those that would be built under the Proposed Project. Approximately 77 percent of the City of Seaside's housing stock was built prior to 1980 and therefore does not incorporate modern Building Code efficiency requirements (City of Seaside 2010). Consequently, individuals moving from older residences to the Proposed Project would use fewer resources, such as water, electricity, and natural gas because the Proposed Project would be more efficient than the surrounding housing stock from which people are anticipated to move. These efficiency benefits are not captured in the quantitative analysis.

Regarding the Proposed Project's commercial uses, new local-serving retail development (i.e., stores that are less than 50,000 square feet in size) typically redistributes shopping trips rather than creating new trip because nearby residents are expected to patronize such local-serving retail development rather than driving to other neighborhoods with similar local-serving retail development (Governor's Office of Planning and Research 2018). Based on the nature and location of the Proposed Project, visitors to the retail, dining, and entertainment uses are expected to originate from within the AMBAG region and are assumed to have been previously generated within the AMBAG region and would therefore not represent net new trips. In addition, CSUMB's 2007 Master Plan also adopts a policy to "[s]ite university housing to encourage synergy with nearby

commercial uses,” which would result in fewer GHG emissions from students due to reduced distances between the campus and commercial uses proposed within the Plan Area (CSUMB 2007). Therefore, the Proposed Project is not expected to generate new retail trips that begin or end outside of the AMBAG region.

The Proposed Project would also include a hotel and youth hostel. Given its proximity to the expanding CSUMB campus and the lack of hotels near the campus, it is reasonable to assume that a high percentage of bookings at the hotel would be made by visitors to the campus. Similar to students at CSUMB, these visitors would be more likely to walk or bike to the campus rather than drive from a more distant hotel, which would serve to reduce regional VMT and associated GHG emissions. In addition, many of the vehicle trips related to the proposed hotel and hostel would not be new trips to the AMBAG region because they would simply be shifting trips from an existing hotel to the proposed hotel or hostel because these would be located closer to visitors’ ultimate destination.

Given this analysis, GHG emissions generated by the Proposed Project would likely be lower than those quantified herein and would reduce regional VMT from existing conditions; therefore, impacts under the existing regional emissions baseline analysis would be less than cumulatively considerable.

Comparison of the Proposed Project to the 1991 Former Fort Ord Operations Baseline

As discussed in Section 3, *Environmental Setting*, the Proposed Project is taken pursuant to and in furtherance of the FORA BRP. As a result, former base operations at the time of the final federal decision for the closure of the base in 1991 can be used as baseline physical conditions for the CEQA analysis pursuant to Pub. Res. Code Sections 21083.8.1(b)(1) and CEQA Guidelines Section 15229. CEQA states that all public and private activities taken pursuant to or in furtherance of a reuse plan for which an EIR was prepared and certified pursuant to this section shall be deemed to be a single project (Pub. Res. Code Section 21083.8.1(b)(2); CEQA Guidelines Sections 15125(b) and 15229(c)).

The 1992 Air Quality Baseline Study prepared for the former Fort Ord quantified criteria and toxic air pollutant emissions from base operations but did not quantify GHG emissions (United States Army Corps of Engineers 1992). Therefore, in the absence of quantitative data, this analysis qualitatively discusses the magnitude of the Proposed Project’s GHG emissions in comparison to the magnitude of GHG emissions generated by the former Ford Ord base.

The former Fort Ord accommodated single-family housing, barracks, commercial retail, a hospital, an elementary school, general light industry and stationary combustion sources, a general aviation airport, recreational uses, and a sports/fitness complex (United States Army Corps of Engineers 1992). The former Fort Ord’s resident population was 31,270 persons in 1991, which was accommodated in 23,716 housing units.

As discussed in Section 3, *Environmental Setting*, since 1991, there has been a total of 1,282 dwelling units, 1,766 existing/replacement dwelling units, and 988,200 square feet of non-residential space built on the former Fort Ord. In addition, CSUMB has removed 274 military buildings from its campus, reused 66 military buildings, constructed 7 new buildings, constructed recreational facilities, and improved the infrastructure on the campus. New development, including the Proposed Project, is substantially more efficient than prior base development constructed from the 1950s to the 1970s due to increasingly stringent building codes and vehicle efficiency standards that have increased energy, water, and fuel use efficiency since that time, thereby reducing GHG

emissions. As a result, given that post-1991 development in conjunction with the Proposed Project is less intensive in terms of density and types of uses and more efficient than the former Fort Ord development, it is unlikely that the magnitude of Proposed Project-related GHG emissions combined with GHG emissions generated by all post-1991 development exceeds the magnitude of GHG emissions generated by former Fort Ord operations. As such, it is likely that the Proposed Project in combination with other post-1991 development on the former Fort Ord base generate fewer overall GHG emissions than under the 1991 baseline conditions. Therefore, based upon the 1991 former Fort Ord baseline analysis, impacts would be less than cumulatively considerable.

Mitigation Measures

GHG-1(a) Construction Emissions Reductions

Prior to issuing grading permits for development within the Plan Area, the City of Seaside shall confirm that the project applicant or its designee shall fully mitigate the related construction and vegetation change GHG emissions associated with each grading permit (the “Incremental Construction GHG Emissions”) for a total of 49,974.6 MT CO₂e (100 percent of the construction-related GHG emissions) by relying upon one of the following compliance options, or a combination thereof:

- Directly undertake or fund activities that reduce or sequester GHG emissions (“Direct Reduction Activities”) and retire the associated “GHG Mitigation Reduction Credits” in a quantity equal to the Incremental Construction GHG Emissions. A “GHG Mitigation Reduction Credit” shall mean an instrument issued by an Approved Registry and shall represent the estimated reduction or sequestration of 1 MT of CO₂e that shall be achieved by a Direct Reduction Activity that is not otherwise required (CEQA Guidelines Section 15126.4(c)(3)). An “Approved Registry” is an accredited carbon registry that follows approved protocols and uses third-party verification. At this time, Approved Registries include only those that have been validated using the protocols of the Climate Action Registry, the Gold Standard, or the Clean Development Mechanism (CDM) of the Kyoto Protocol. Credits from other sources will not be allowed unless they are shown to be validated by protocols and methods equivalent to or more stringent than the CDM standards; or
- Obtain and retire “Carbon Offsets” in a quantity equal to the Incremental Construction GHG Emissions. “Carbon Offset” shall mean an instrument issued by an Approved Registry that satisfies the performance standards set forth in the GHG Reduction Plan and shall represent the past reduction or sequestration of 1 MT of CO₂e achieved by a Direct Reduction Activity or any other GHG emission reduction project or activity that is not otherwise required (CEQA Guidelines Section 15126.4(c)(3)).
- Alternatively, the applicant may elect to offset GHG construction emissions as part of the Greenhouse Gas Reduction Plan under Mitigation Measure GHG-1(d) with the menu of options in Table 4.7-4.

GHG-1(b) Residential EV Chargers

Prior to the issuance of residential building permits, the project applicant or its designee shall submit building design plans to City of Seaside for review and approval that demonstrate that each single-family residence within the Plan Area subject to application of Title 24, Part 6 of the California Code of Regulations would be equipped with a minimum of one single-port electric vehicle (EV) charging station.

The EV charging stations shall achieve a similar or better functionality as a Level 2 charging station. In the event that the installed charging stations use functionality/technology other than Level 2 charging stations, the parameters of the mitigation obligation (i.e., the number of parking spaces served by EV charging stations) shall reflect the comparative equivalency of Level 2 charging stations to the installed charging stations on the basis of average charge rate per hour. For purposes of this equivalency demonstration, Level 2 charging stations shall be assumed to provide charging capabilities of 25 range miles per hour.

GHG-1(c) Commercial EV Chargers

Prior to the issuance of commercial building permits, the project applicant or its designee shall submit building design plans to City of Seaside that demonstrate that the parking areas for commercial buildings in the Plan Area would be equipped with EV charging stations that provide charging opportunities to at least the number of parking spaces required by CalGreen Tier 1 standards. “Commercial buildings” include retail, light industrial, office, hotel, and mixed-use buildings.

The EV charging stations shall achieve a similar or better functionality as a Level 2 charging station. In the event that the installed charging stations use functionality/technology other than Level 2 charging stations, the parameters of the mitigation obligation (i.e., the number of parking spaces served by EV charging stations) shall reflect the comparative equivalency of Level 2 charging stations to the installed charging stations on the basis of average charge rate per hour. For purposes of this equivalency demonstration, Level 2 charging stations shall be assumed to provide charging capabilities of 25 range miles per hour.

GHG-1(d) Greenhouse Gas Reduction Plan for Operational Emissions

In addition to Mitigation Measures GHG-1(b) and GHG-1(c), the project applicant shall prepare and implement a Greenhouse Gas Reduction Program (GGRP) that reduces GHG emissions to net zero over the operational life of the Proposed Project. To meet the net zero requirement the Proposed Project must reduce its operational GHG emissions by 13,055 MT of CO₂e per year, or otherwise demonstrate that GHG emissions are at or below Plan Area baseline. Table 4.7-4 proposes a menu of measures that either singularly or in combination would accomplish the required numeric reductions.

Table 4.7-4 Summary of GHG Mitigation Options

Source Category	Mitigation Measure
Electricity	Solar photovoltaic panels on commercial rooftops
	Solar photovoltaic arrays over commercial parking lots
	Ground-mounted solar
	Battery storage of on-site solar energy production
	Zero net energy (ZNE) commercial and institutional buildings. ZNE, is defined by CEC in its 2015 Integrated Energy Policy Report as the value of the net energy produced by project renewable energy resources to equal the value of the energy consumed annually by the project using the CEC’s Time Dependent Valuation metric.
Area Sources	Require use of electrically powered landscape equipment in the Plan Area
	Install electric vehicle chargers at multi-family residential buildings
	Install additional electric vehicle chargers in single-family residences
	Install additional electric vehicle chargers in commercial parking lots
	Provided electric-powered hotel and hostel shuttles
Mobile Sources	Provide a residential transportation demand management (TDM) program, which may include the following measures: <ul style="list-style-type: none"> ▪ Guaranteed ride home from campus ▪ TDM coordinator or website to provide transit information and/or coordinate ridesharing ▪ Additional bicycle parking ▪ Residential bike share
	Provide a commercial TDM program, which may include the following measures: <ul style="list-style-type: none"> ▪ Priority parking for carpools and vanpools ▪ TDM coordinator or website to provide transit information and/or coordinate ridesharing ▪ Additional bicycle parking and/or shower and changing facilities ▪ Bicycle sharing ▪ Emergency ride home program
Vegetation Change	Plant trees in the Plan Area
Municipal Sources	Install LED streetlights in the Plan Area
Annual Carbon Offsets	Carbon offsets ¹

¹ If the project applicant chooses to meet some of the GHG reduction requirements by purchasing offsets on an annual and permanent basis, the offsets shall be purchased according to the City of Seaside’s preference, which is, in order of City preference: (1) within the City of Seaside; (2) within the Monterey Bay Air Resources District; (3) within the State of California; then (4) elsewhere in the United States. Offsets must be purchased from an Approved Registry.

Significance After Mitigation

Less than significant with mitigation.

Threshold 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Impact GHG-2 THE PROPOSED PROJECT WOULD CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GHGs WITHOUT MITIGATION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

2017 Scoping Plan and EO B-55-18

The 2017 Scoping Plan outlines a pathway to achieving the reduction targets set under SB 32, which is considered an interim target toward meeting the State’s long-term 2045 goal established by EO B-55-18.

Based on existing emissions trends, Proposed Project emissions are expected to decline from 2030 through at least 2045 due to continued regulatory and technological advancements. The extent to which future GHG emissions from mobile sources indirectly attributed to the Proposed Project would change depends on the quantity (e.g., number of vehicles and average daily VMT) and quality (i.e., carbon content) of fuel that will be available and required to meet both regulatory standards and residents’ and workers’ needs. In addition, renewable power requirements, low carbon fuel standards, and vehicle emissions standards will all decrease GHG emissions per unit of energy delivered or per vehicle mile traveled. Due to the technological shifts required and the unknown parameters of the regulatory framework in 2045, a quantitative analysis of a project’s impacts relative to a 2045 target would be speculative for purposes of CEQA. Studies have shown that to meet the 2045 target, aggressive technology changes in the transportation and energy sectors, such as electrification and maturation of technologies still in development (e.g., advanced batteries and more efficient biofuels and technologies that are not yet imagined), will be required (Lawrence Berkeley National Laboratory 2011).

Statewide efforts are underway to facilitate the State’s achievement of EO B-5--18, and it is reasonable to expect Proposed Project emissions to decline as the regulatory initiatives identified by CARB in the 2017 Scoping Plan are implemented and other technological innovations occur. Many of these initiatives include reducing the carbon content of motor fuels and fuels for electricity generation which would reduce CO₂e emissions from the Proposed Project over time (CEC 2007). Stated differently, the Proposed Project’s total emissions at build-out (2034) represents the maximum emissions inventory for the Proposed Project because California’s emissions sources are being regulated (and are foreseeably expected to continue to be regulated in the future) in furtherance of the State’s environmental policy objectives. Given the reasonably anticipated decline in Proposed Project emissions once fully constructed and operational, the Proposed Project would be consistent with the 2017 Scoping Plan’s 2030 goals and EO B-55-18’s 2045 goal.

AMBAG MTP/SCS, Seaside General Plan, and Draft Seaside 2040

In June 2018, AMBAG adopted the 2040 MTP/SCS. The key goal of the MTP/SCS is to achieve GHG emission reduction targets through integrated land use and transportation strategies. The Proposed Project would be an infill, mixed-use project that would be located within close proximity to transit and existing residences and would encourage the use of public transit. The mixed-use nature of the Proposed Project and the location of the Plan Area in close proximity to both transit and existing residences would reduce transportation emissions within the region. Further detail on the Proposed Project’s consistency with goals contained in the AMBAG MTP/SCS is shown in Table 4.7-6. Furthermore, as shown in Table 4.7-7 and Table 4.7-8, the Proposed Project would be consistent

with goals and policies of the Seaside General Plan and *Draft Seaside 2040* relevant to reducing GHG emissions. Therefore, impacts related to consistency with GHG reduction plans would be less than significant.

Table 4.7-5 AMBAG 2040 MTP/SCS Consistency for GHG Emissions

Policy	Consistency
<p>Access and Mobility. Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region</p>	<p>Consistent</p> <p>The Proposed Project sets goals of creating a mixed-use urban village with a variety of housing opportunities and retail, entertainment, and employment opportunities in close proximity to one another and the CSUMB campus to reduce per capita VMT (Goals 1.5.1 and 1.5.2). In addition, the Proposed Project includes a policy to implement a multi-modal transportation network on-site through the design of complete streets (Policy 1.6.2). Implementation of these goals and policies would reduce residents' reliance on automobiles, thereby minimizing mobile source GHG emissions. Furthermore, the Proposed Project would be located in a high quality transit corridor as designated in AMBAG's MTP/SCS (2018b), which would encourage the use of public transit.</p>
<p>Environment. Promote environmental sustainability and protect the natural environment.</p>	<p>Consistent</p> <p>The Proposed Project includes several provisions that promote environmental sustainability and protection of the natural environment in the Plan Area. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan requires all buildings to meet Title 24 standards, at a minimum. In addition, Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan contains planning and design principles for a public open space network that would accommodate a mix of active and passive uses linked together to create a green framework that defines the site. Chapter 3 also requires conservation of an existing tree grove to the west of General Jim Moore Boulevard to protect the natural landscape and local ecosystem. Limited walking paths and minimal hardscape would be developed within the tree grove to avoid adverse impacts to native wildlife. With these provisions, the Proposed Project would promote environmental sustainability and protect the natural environment to the extent possible. Therefore, the Proposed Project would be consistent with the Environment policy.</p>
<p>Healthy Communities. Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.</p>	<p>Consistent</p> <p>The Proposed Project includes several provisions that promote active lifestyles, including a policy to implement a multi-modal transportation network on-site through the design of complete streets (Policy 1.6.2). The Proposed Project sets goals of creating a mixed-use urban village with a variety of housing choices and retail, entertainment, and employment choices in close proximity to one another and the CSUMB campus to reduce per capita VMT (Goals 1.5.1 and 1.5.2). Furthermore, the Proposed Project would also include pedestrian-oriented streetscapes with an intersection density of a minimum 235 intersections per square mile, which would encourage walkability. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan outlines bicycle network and facility standards that would be implemented on all streets in the Plan Area. Every street would be designed to accommodate bicycle traffic, and the on-site bicycle network would be connected to existing and planned bicycle routes in the surrounding area. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan includes private development standards aimed at creating a pedestrian-oriented environment through sidewalk design, building massing and setbacks, and architectural design. By developing an environment that encourages the use of active transportation, the Proposed Project would reduce residents' reliance on automobiles, thereby minimizing mobile source GHG emissions. As a result, the Proposed Project would be consistent with the Healthy Communities policy.</p>

Policy	Consistency
<p>System Preservation and Safety. Preserve and ensure a sustainable and safe regional transportation system.</p>	<p>Consistent The Proposed Project would utilize a complete streets design for the on-site transportation network to ensure that all forms of mobility are considered and that safety is considered for pedestrians and bicyclists alongside safety for vehicle occupants (Policy 1.6.2). Every street would be designed to accommodate bicycle traffic, and the on-site bicycle network would be connected to existing and planned bicycle routes in the surrounding area. The Proposed Project also requires the design of pedestrian-oriented streetscapes with an intersection density of a minimum 235 intersections per square mile, which would encourage walkability. Implementation of these policies would create a multimodal transportation network that would allow residents, employees, and patrons to safely navigate the local area via bicycling and walking, which would reduce reliance on automobiles, thereby minimizing mobile source GHG emissions. As a result, the Proposed Project would be consistent with the System Preservation and Safety policy.</p>

Source: AMBAG 2018a

Table 4.7-6 2004 General Plan Policy Consistency for GHG Emissions

Seaside General Plan Policy	Discussion
Land Use	
<p>Goal LU-5: Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs. Policy LU-5.3: Actively promote water conservation by City residents and businesses. Policy LU-5.4: Promote the use of recycled water for irrigation of parks, golf courses, and public landscaped areas in the community.</p>	<p>Consistent Chapter 5, <i>Infrastructure</i>, of the Campus Town Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to 7th Avenue. Following installation of this recycled water main, recycled water could be used to irrigate public street landscape medians, public parks, and commercial/flex sites. Recycled water may also be provided for domestic (toilet) use by multi-family residential units. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. The Proposed Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. Furthermore, the Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems. The Proposed Project would use water-efficient irrigation systems. Therefore, the Proposed Project would be consistent with the water conservation and recycled water policies of Goal LU-5.</p>

Seaside General Plan Policy	Discussion
<p>Goal LU-7: Collaborate effectively with local providers of solid waste collection and disposal to provide a sufficient level of solid waste disposal.</p> <p>Policy LU-7.1: Participate in local and regional programs that encourage the per capita reduction of solid waste in Seaside in order to meet State mandates for waste reduction.</p>	<p>Consistent</p> <p>The Proposed Project would be required to comply with Section 17.30.110 of the Seaside Municipal Code, which requires minimum storage areas for recyclable materials for multi-family and commercial development. In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste. In addition, Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan contains requirements for the public open space network to install recycling receptacles upon buildout and composting receptacles at such time as composting service becomes available, which would align with the solid waste reduction provisions of Goal LU-7. Therefore, the Proposed Project would be consistent with Goal LU-7.</p>
Circulation	
<p>Goal C-3: Promote the increased use of multi-modal transportation.</p> <p>Policy C-3.3: Promote mixed use, higher density residential, and employment-generating development in areas where public transit is convenient and desirable.</p> <p>Policy C-3.4: Support alternative modes of transportation that encourage physical activity, such as biking and walking.</p>	<p>Consistent</p> <p>The Proposed Project would establish a mixed use area that supports higher-density housing, shopping, services, jobs, office, and open space. The Plan Area is served by five Monterey-Salinas Transit District bus routes that stop in or along the boundary of the Plan Area (Routes 12, 18, 67, 74, and 75). Furthermore, the Proposed Project would be located in a high quality transit corridor as designated in AMBAG’s MTP/SCS (2018b), which would encourage the use of public transit. Therefore, the Proposed Project would be consistent with the vision of Policy C-3.3.</p> <p>The Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by restricting intersection density to a minimum of 235 intersections per square mile. Therefore, the Proposed Project would be consistent with the provisions of Policy C-3.4.</p>
Conservation/Open Space	
<p>Goal COS-1: Provide and maintain a high quality parks and recreation system that meets the varying recreational needs of the community.</p> <p>Policy COS-1.3: Maximize pedestrian, transit, and bicycle access to parks and other local and regional activity centers as an alternative to automobile access.</p>	<p>Consistent</p> <p>The Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by restricting intersection density to a minimum of 235 intersections per square mile. The proposed multimodal transportation network would provide access to the open space network within the Plan Area. Therefore, the Proposed Project would be consistent with Goal COS-1.</p>

Seaside General Plan Policy	Discussion
<p>Goal COS-2: Provide a safe and adequate water supply to meet the needs of the community. Policy COS-2.2: Encourage the production, distribution, and use of recycled water. Policy COS-2.3: Participate in and implement local and regional programs that promote water conservation as a means of improving water supply and water.</p>	<p>Consistent with Mitigation Chapter 5, <i>Infrastructure</i>, of the Campus Town Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water could be used to irrigate public street landscape medians, public parks, and commercial/flex sites. Recycled water may also be provided for domestic (toilet) use by multi-family residential units. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Campus Town Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. The Proposed Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. Furthermore, the Campus Town Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Proposed Project would use water-efficient irrigation systems. Therefore, the Proposed Project would be consistent with the water conservation and recycled water policies of Goal COS-2.</p>
<p>Goal COS-6: Protect and improve local and regional air quality. Policy COS-6.1: Integrate air quality planning with land use, economic development, and transportation planning.</p>	<p>Consistent As noted under Goal C-3, the Campus Town Specific Plan would include a variety of land uses and a transportation network designed with complete streets (Goals 1.4.1, 1.4.5, and 1.4.6 and Policy 1.5.2). Furthermore, the Proposed Project would be located in a high quality transit corridor as designated in AMBAG’s MTP/SCS (2018b), which would encourage the use of public transit. These factors would reduce residents’ reliance on automobiles, thereby minimizing mobile source GHG emissions. In addition, the analysis in this EIR has resulted in mitigation measures that address air quality and greenhouse gas emission impacts as part of the land use planning process. Therefore, the Specific Plan integrates land use, economic development, and transportation planning in such a manner that reduces GHG emissions. As a result, the Proposed Project would be consistent with Goal COS-6.</p>
<p>Goal COS-7: Encourage energy conservation. Policy COS-7.1: Participate in local, regional, and State programs that promote energy conservation.</p>	<p>Consistent Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Campus Town Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency. Therefore, the Campus Town Specific Plan would be consistent with Goal COS-7.</p>

Source: City of Seaside 2004

Table 4.7-7 Draft Seaside 2040 Consistency for GHG Emissions

Draft Seaside 2040 Policy	Discussion
Mobility	
<p>Goal M-2. Mobility Options that Serve the Multi-modal Access and Travel Needs Generated by New Development in a Manner Suitable to the Local Context.</p> <p>To ensure new development includes multi-modal transportation components, and provide mechanisms for new development to pay its fair share of the cost of transportation improvements.</p>	<p>Consistent</p> <p>The Proposed Project includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by restricting intersection density to a minimum of 235 intersections per square mile. As discussed in detail in the Proposed Project’s <i>Transportation Analysis</i>, the Proposed Project developer(s) would implement its fair share of transportation improvements to alleviate additional congestion resulting from buildout of the Proposed Project (Fehr & Peers 2019; refer to Appendix K). Therefore, the Proposed Project would be consistent with Goal M-2.</p>
Parks, Open Space + Conservation	
<p>Goal PO-7. Environmental Sustainability and Awareness at New and Existing Park and Recreational Facilities.</p> <p>Reducing energy and water use, diverting solid waste from the landfill, and capturing stormwater on-site can improve the environmental sustainability of Seaside’s parks and open spaces. This goal seeks to increase the City’s sustainability efforts in parks, using these actions as an opportunity to educate the community about sustainability.</p>	<p>Consistent</p> <p>Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan contains requirements for the public open space network to implement high-efficiency LED lighting or other comparable high-efficiency lighting technology. Therefore, the Proposed Project would reduce energy use at Plan Area Parks.</p> <p>Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area. The Proposed Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. The Proposed Project would therefore reduce water use in Plan Area parks and open space.</p> <p>The Plan Area would be served by GreenWaste Recovery, which provides trash, recycling, and yard waste collection in the City of Seaside (City of Seaside 2019). The Specific Plan contains requirements to install recycling receptacles upon buildout and composting receptacles at such time as composting service becomes available. The Proposed Project would therefore divert solid waste generated at Plan Area parks from the landfill. On-site stormwater capture is not directly or indirectly related to GHG emissions; therefore, this portion of the Goal PO-7 is not addressed in this analysis.</p> <p>Because of the Proposed Project features outlined above, the Proposed Project would be consistent with Goal PO-7.</p>

Draft Seaside 2040 Policy	Discussion
Healthy + Sustainable Community	
<p>Goal HSC-8. Buildings and Landscapes that Promote Water Conservation, Efficiency, and the Increased Use of Recycled Water.</p> <p>To address water supply limitations that significantly affect development opportunities in the City and that have the potential to create water shortages for existing customers. To achieve this, the City will reduce potable water used by buildings and landscapes in Seaside, focusing on water conservation, water efficiency, and recycled water use.</p>	<p>Consistent</p> <p>Chapter 5, <i>Infrastructure</i>, of the Campus Town Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water could be used to irrigate public street landscape medians, public parks, and commercial/flex sites. Recycled water may also be provided for domestic (toilet) use by multi-family residential units. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. Therefore, the Proposed Project would be consistent with Goal HSC-8 by reducing potable water use through water conservation and water efficiency.</p>
<p>Goal HSC-9. Energy Efficiency Buildings that Use Energy from Renewable Sources.</p> <p>To improve energy efficiency and encourage renewable energy that will lower greenhouse gas emissions, support green job creation, and create a more resilient community. Energy efficiency is one of the most cost-effective strategies to reduce energy use, while leading to lower energy costs and healthier homes, schools and businesses. To achieve this, the City will improve community-wide access to renewable energy in a way that meets community needs while positioning the community for a sustainable energy future.</p>	<p>Consistent</p> <p>Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Campus Town Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency and encourages surface parking areas to be covered in solar panels. The Proposed Project would also be required to comply with the 2019 Building Energy Efficiency Standards (or later versions depending on when building permits are submitted), which include mandatory requirement for solar ready buildings. Furthermore, as discussed in Section 4.7.3(a), <i>Methodology and Significance Thresholds</i>, MBCP, which provides carbon-free electricity, would be the default energy provider in the Plan Area and is expected to supply electricity to 97 percent of accounts in the Plan Area. PG&E, which is the provider for those who opt out of MBCP, must provide carbon-free electricity no later than 2045. Therefore, the Proposed Project would be consistent with Goal HSC-9.</p>
<p>Goal HSC-11. New Construction that Meets a High-level of Environmental Performance.</p> <p>To ensure that new homes and businesses in Seaside supports healthy environment design. To achieve this, the City will promote efficient use of energy and water resources, reduce waste and pollution, and protect health. Buildings can create healthy living and working conditions and meet a high-level of environmental performance.</p>	<p>Consistent</p> <p>Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Campus Town Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency and solar-ready features. These features would align with the environmental performance objectives of Goal HSC-11. Furthermore, as noted under Goals HSC-8 and HSC-12, the Proposed Project would reduce potable water use through water conservation and water efficiency and would be consistent with the City’s solid waste reduction goals. Avoidance of “Red List” materials and chemicals to protect public health is not directly or indirectly related to GHG emissions; therefore, this policy of the Goal HSC-11 is not addressed in this analysis. Therefore, the Proposed Project would be consistent with Goal HSC-11.</p>

Draft Seaside 2040 Policy	Discussion
<p>Goal HSC-12. A Zero-waste Program that Increases Recycling and Reduces Food Scraps and Green Waste Sent to the Landfill.</p> <p>To ensure the City provides leadership in waste management services to the community. To achieve this, the City will provide quality services to hard to reach populations, including multifamily and commercial buildings, and work to reduce the negative health and environmental impacts of waste.</p>	<p>Consistent</p> <p>The Proposed Project would be required to comply with Section 17.30.110 of the Seaside Municipal Code, which requires minimum storage areas for recyclable materials for multi-family and commercial development. In addition, Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan contains requirements for the public open space network to install recycling receptacles upon buildout and composting receptacles at such time as composting service becomes available, which would align with the zero-waste target of Goal HSC-12. Therefore, the Proposed Project would be consistent with Goal HSC-12.</p>
Community Facilities and Infrastructure	
<p>Goal CFI-6. A Flexible and Effective System that Reduces Solid Waste and Waste Resources.</p> <p>To reduce solid waste sent to the landfill, divert waste to recycling or green waste programs, and encourage residents and businesses to reduce consumption of materials that are likely to end up in the landfill. To achieve this, the City will follow sustainable waste management practices to ensure that e-waste and hazardous waste are disposed of properly and will use new technology and innovation to help achieve waste reduction goals.</p>	<p>Consistent</p> <p>In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste. Furthermore, Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan contains requirements for the public open space network to install recycling receptacles upon buildout and composting receptacles at such time as composting service becomes available, which would align with the solid waste reduction objectives of Goal CFI-6. Therefore, the Proposed Project would be consistent with Goal CFI-6.</p>

Mitigation Measures

Impacts are less than significant under Impact GHG-2 without mitigation. However, implementation of Mitigation Measures GHG-1(a) through GHG-1(d) under Impact GHG-1 above would further reduce impacts, which are already less than significant.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are felt on a global scale regardless of the location of GHG emission sources. Therefore, greenhouse gases and climate change are, by definition, cumulative impacts. As discussed in Section 4.7.1, *Setting*, the adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a Proposed Project’s contribution towards an impact is cumulatively considerable. Refer to Impact GHG-1 and Impact GHG-2 for a detailed discussion of the Proposed Project’s impacts related to climate change and GHG emissions.

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4.8 Hazards and Hazardous Materials

This section analyzes impacts associated with exposure to hazards and hazardous materials as a result of the implementation of the Proposed Project. Specifically, this analysis addresses impacts related to hazardous materials use and transportation, the accidental release of hazardous materials, new development or re-development on contaminated sites, air traffic hazards, and interference with emergency response and evacuation plans. Impacts associated with wildfire are addressed in Section 4.17, *Wildfire*.

4.8.1 Setting

a. Hazardous Materials

At the time of closure of Fort Ord, which encompasses the Specific Plan Area (Plan Area), the U.S. Army left behind approximately 3,500 buildings that offered little or no use to the civilian community, ranging in age from the early 1900s to the late 1980s. These buildings became dilapidated over time, contained various forms of hazardous materials and are frequently targeted sites for vandalism and illegal dumping in close proximity to various occupied buildings throughout the former base. The Fort Ord Reuse Authority (FORA) has determined that there are no foreseen uses for the remaining dilapidated buildings, and that it has become cost prohibitive to remodel them due to the amount of hazardous materials, health and safety code issues, and engineering challenges they present (FORA 2019a).

In fiscal year 2001-2002, the FORA Board established policy on building removal obligations that has been sustained since that time. Since 1996, FORA has removed over 500 World War II era wooden structures (approximately 4,000,000 square feet [sf]). The building removal programs implemented by FORA include industrial hygienist services, which include general hazmat assessments regarding toxic and hazardous substantive identification, such as, but not limited to lead-based paint, asbestos, underground storage tank leaks, molds, other hazardous materials, wastes, report preparation, site assessments, preliminary plans, working drawings, remediation and disposal. Additional details on building removal are available online at: <https://www.fora.org/BuildingRemoval.html> (FORA 2019a, 2019b).

The Plan Area has remnant hazardous materials from historic military uses at the former Fort Ord base. Between 1917 and closure of the Fort Ord base in 1994, the Plan Area was operated as infantry, artillery, and cavalry training grounds. The entire former Fort Ord base was added to the Superfund program's National Priorities List (NPL) on February 21, 1990 (Seaside 2017). Hazardous and toxic waste materials and sites at the former Fort Ord base consist of a wide variety of materials including: industrial chemicals, petrochemicals, domestic and industrial wastes (landfills), asbestos and lead paint in buildings, above- and underground storage tanks, and ordnance and explosives, including unexploded ordnance. The southeast corner of Seaside, generally east of General Jim Moore Boulevard and south of Eucalyptus Road, is a munitions hazard area. This munitions hazard area is outside of the Plan Area (FORA 1997a).

The identification, remediation, and disposal of hazardous waste associated with the Superfund cleanup process of former Fort Ord takes place under the Federal Facilities Agreement (Seaside 2017). The Army is responsible for conducting the Superfund cleanup process, and the United States Environmental Protection Agency (USEPA) is the lead agency for regulatory enforcement and oversight of Superfund activities. The Army is also required to submit findings to the California EPA

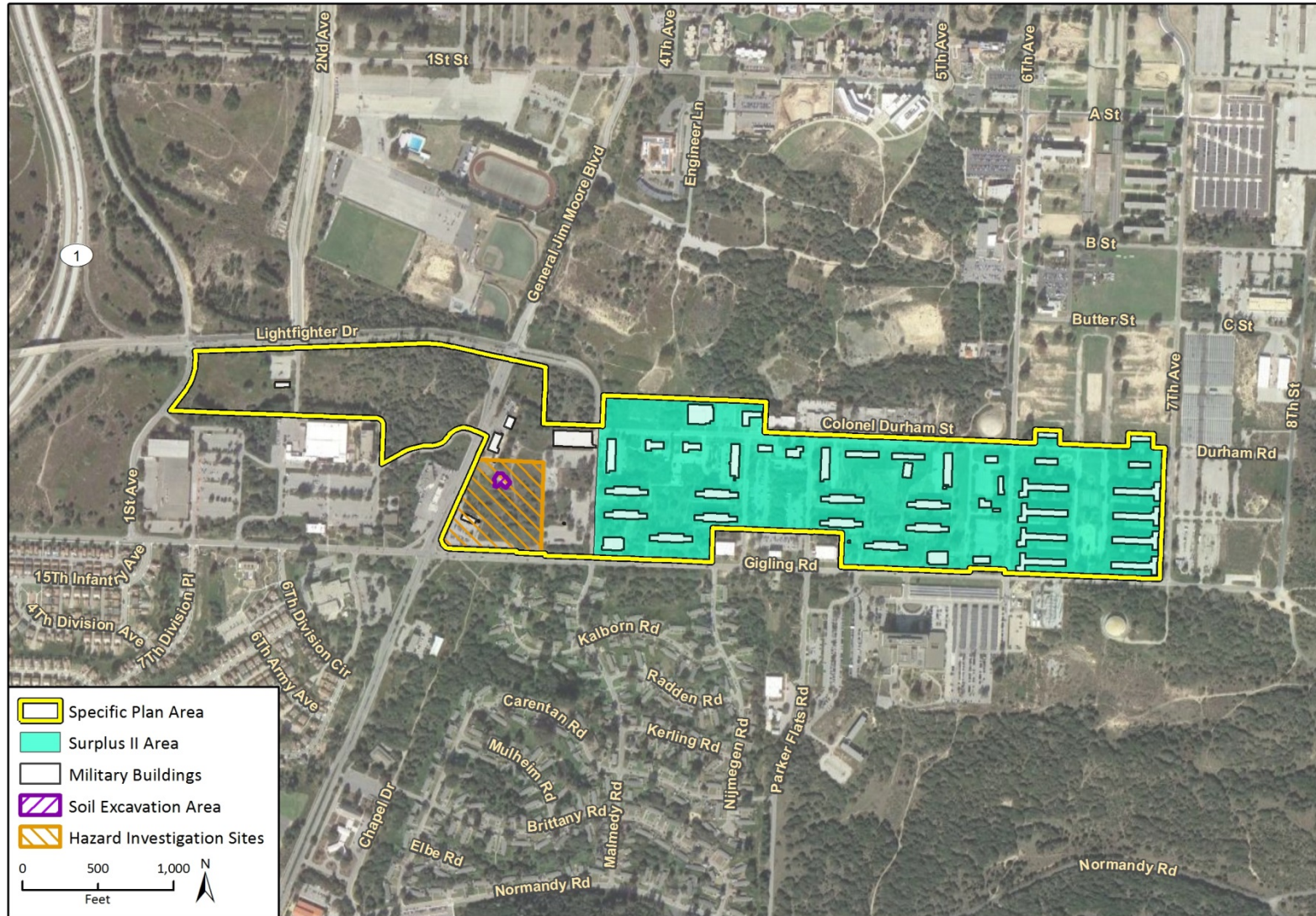
(CalEPA). The base closure hazardous material clearance process for various sites generally must be investigated, characterized, and remediated before disposal and before land is transferred. However, the USEPA may allow the early transfer of property on a Superfund site prior to complete remediation, if it grants deferral of a required covenant indicating that all remedial action necessary to protect human health and the environment has been taken (U.S. Army 2001). In such cases, the Army must issue and USEPA must assent to a Finding of Suitability for Early Transfer (FOSET), which determines that the property transfer will not delay environmental response actions, reuse of the property will not pose a risk to human health or the environment, and the federal government's obligation to perform all necessary remedial actions will not be affected by the early transfer. In December 2001, the Army published a FOSET for the Plan Area which makes these required findings for early property transfer.

The Army's document of record for hazardous material and site remediation is the remedial action ROD (RA-ROD). This document contains plans for engineering, level of clearance, cost analysis, community education, and site maintenance and emergency response plans. Cleaning up contaminated property is a critical part of the legal process for transferring ownership of military property. Successful reuse of the former Fort Ord base requires the Army to clean up each parcel on the base to the level required for its intended use, including residential uses, as designated by the *Fort Ord Base Reuse Plan* (BRP) unless that use is in conflict with other statutes, regulations, and commitments.

The Surplus II Area, a site with mostly abandoned military buildings that contain hazardous materials, occupies the majority of the Plan Area, roughly between Gigling Road, Malmedy Road, Colonel Durham Street, and 7th Avenue. Military buildings, constructed from the 1950s to 1970s, occurring in the Surplus II site include 10 "Rolling Pin" buildings, eight "hammerhead" buildings, two armories, three mess halls, eight classroom spaces, one fire station, one restaurant, two office buildings (approximately 12,000 sf each), one police station, one gym/athletic facility (approximately 50,000 sf), one church (approximately 20,000 sf), streets, driveways, parking lots and utilities. In fiscal year 2001-2002 the FORA Board established a policy regarding building removal obligations that has been sustained since that time. In 2015 FORA approved contracts for the removal of buildings in the Surplus II area. In December 2018 the Army began demolition of these buildings and remediation of the Surplus II Area pursuant to the FORA Capital Improvements Program. During preparation of this EIR, FORA has removed most buildings in the Plan Area that had been identified for demolition (including 10 rolling-pin buildings between Malmedy Road and 6th Avenue, two mess halls, and four armory buildings); the eight hammerhead buildings located north of Gigling Road between 6th Avenue and 7th Avenues have not been demolished (FORA 2019c). Additional details on the building removal process for the Plan Area are available at: <https://www.fora.org/SurplusII.html>.

Figure 4.8-1 shows the location of these military buildings on the Surplus II site with respect to the Plan Area. A *Pre-Demolition Hazardous Materials Survey* prepared by Vista Environmental Consulting in June 2016 investigated areas within 10 feet of the buildings for the presence of hazardous materials. In the Plan Area, FORA is responsible for cleaning up hazardous materials at military buildings on the Surplus II site, as well as at the hazardous investigation site and soil excavation area identified in Figure 4.8-1 to the east of General Jim Moore Boulevard and north of Gigling Road. Several kinds of hazardous materials were identified in the 28 military buildings on the Surplus II site. Asbestos, lead-based paint, universal waste, and polychlorinated biphenyls (PCBs) occur in all buildings (Vista 2016). Universal waste refers to common hazardous wastes that are widely produced by households and many different types of businesses (California Department of

Figure 4.8-1 Surplus II Hazardous Sites in Plan Area



Imagery provided by Google and its licensors © 2018;
Additional data provided by Fort Ord, 2018.

FigX HazMat

Toxic Substances Control [DTSC] 2010). At buildings on the Surplus II site, universal waste includes fluorescent tubes, non-incandescent lamps, batteries in emergency lights, and exit signs. In addition, light ballasts and transformers may contain PCBs. Ozone-depleting chemicals also may occur in water coolers and fountains.

Vista (2016) tested paint on the interior and exterior of each military building, as well as ceramic tiles and mortar beds, for hazardous materials. Table 4.8-1 shows the maximum concentrations of tested contaminants at each series of military buildings, and presents a comparison to State regulatory limits for the determination of whether the materials should be considered to be hazardous waste for the purposes of disposal. Applicable regulatory limits for such waste determinations in the State of California include the Total Threshold Limit Concentration (TTLC), which is the threshold for the total concentration of a contaminant in a material; and the Soluble Threshold Limit Concentration (STLC), which is the concentration used to screen leachable contaminant concentrations (pursuant to the California Code of Regulations, Title 22, Section 66261.24).

Table 4.8-1 Maximum Concentrations of Contaminants Exceeding Thresholds in Paint and Coatings in the Plan Area

Buildings	Concentration			
	Chromium	Lead	Mercury	Zinc
Administration/Armories	1,300 mg/Kg	6,900 mg/Kg 130 mg/L	22 mg/Kg	5,400 mg/Kg
Cafeteria/Gymnasium		520 mg/Kg 10 mg/L		7,400 mg/Kg
Hammerheads		4,600 mg/Kg 210 mg/L	20 mg/Kg	16,000 mg/Kg
Rolling pins		190 mg/L	33 mg/Kg	
TTLC	500 mg/Kg	1,000 mg/Kg	20 mg/Kg	5,000 mg/Kg
STLC	5 mg/L	5 mg/L	0.2 mg/L	250 mg/L

TTLC = State threshold for the total concentration of a contaminant in a material
 STLC = State threshold for the concentration used to screen leachable contaminants
 Source: Vista Environmental Consulting June 2016

As shown in Table 4.8-1, concentrations of chromium, lead, mercury, and zinc in the existing buildings exceed current State thresholds for the determination of whether these structures should be considered to be hazardous wastes for the purposes of disposal. In addition, PCB contamination was identified in ballast capacitor oil in the cafeteria/gymnasium and hammerhead buildings. Removal and off-site disposal of hazardous wastes by the Army is required prior to demolition of existing contaminated buildings. As noted above, the demolition and associated remediation and hazardous materials removal work is a FORA Capital Improvement Program.

Figure 4.8-1 also identifies a soil excavation area to the northeast of General Jim Moore Boulevard and Gigling Road in the Plan Area, where firefighter training included ignition of petroleum hydrocarbons in a 25-foot by 45-foot burn pit (Harding Lawson Associates 1992). Soil contamination at the burn pit included dioxins, arsenic, beryllium, and lead concentrations in excess of Preliminary Remediation Goals (PRGs) (U.S. Army 1995). Approximately 1,451 cubic yards of contaminated soil

at the burn pit were excavated and stored in the Former Fort Ord Soil Treatment Area (DTSC 2007). In 2007, the DTSC found that all soil contamination exceeding Target Cleanup Concentrations established by the U.S. Army was removed except for arsenic; however, remaining arsenic concentrations were below the background threshold concentration of 3.1 mg/Kg. In addition, the California Department of Fish and Game (since renamed the Department of Fish and Wildlife) concurred that no further remedial action was necessary at the burn pit site (DTSC 2007).

Groundwater in and near the Plan Area is tested periodically for contaminants resulting from former military use. One groundwater testing well is located in the Plan Area, to the north of Gigling Road and west of Malmedy Road. The most recent groundwater testing at this well, in 2010 and 2011, identified carbon tetrachloride as the only detectable contaminant (up to 0.18 milligram per liter [mg/L]) (State Water Resources Control Board [SWRCB] 2011). This volatile organic chemical (VOC) was produced “to make refrigerants and propellants for aerosol cans, as a solvent for oils, fats, lacquers, varnishes, rubber waxes, and resins, and as a grain fumigant and a dry cleaning agent” (USEPA 2016). For reference, California’s maximum contaminant level (MCL) for carbon tetrachloride in drinking water is 0.0005 mg/L.

In addition to hazardous materials discovered in Vista’s site investigation, the State’s EnviroStor and GeoTracker databases list two active hazardous materials sites in and near the Plan Area. However, these listed sites (T0605392397) are actually compendiums for miscellaneous documents relating to hazardous materials on the entire former Fort Ord base and are not specific to any particular location. Therefore, hazardous materials databases do not identify additional contamination in the Plan Area other than that identified above.

b. Aviation Hazards

Two airports are located within five miles of the Plan Area. The nearest one, Marina Municipal Airport, is approximately 2.75 miles to the northeast. The Monterey Regional Airport is approximately 4.4 miles to the southwest. The Monterey County Airport Land Use Commission adopted an Airport Land Use Compatibility Plan Update for the Monterey Regional Airport in February 2019 and an update to the plan for the Marina Municipal Airport in May 2019. These plans are intended to protect and promote the safety and welfare of residents near the public use airports in the county, as well as airport users (Monterey County 2019). The safety zones associated with runway activities and airport influence areas for both airports do not overlap with the Plan Area (Monterey County 2019a, 2019b). An airport influence area is where current or future airport-related noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses as determined by an airport land use commission (Monterey County 2019).

4.8.2 Regulatory Setting

a. Federal

The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA)

These acts established a program administered by the USEPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle to grave” system of regulating hazardous wastes and waste generation. Among other things, the use of certain

techniques for the disposal of some hazardous wastes was specifically prohibited by Hazardous and Solid Waste Act.

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (enacted 1980), amended by the Superfund Amendments and Reauthorization Act (SARA) (1986)

This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Among other things, CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous substances at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled revision of the National Contingency Plan (NCP), which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the NPL. Additionally, in compliance with CERCLA, the U.S. Department of Defense conducts environmental restoration activities. In 2001, the Department of Defense established the Military Munitions Response Programs to address sites that are known or suspected to contain exploded ordnance, discarded military munitions, or munitions constituents (U.S. Department of Defense n.d.).

U.S. Department of Transportation. Hazardous Materials Transport Act (49 USC 5101)

The U.S. Department of Transportation, in conjunction with the USEPA, is responsible for enforcement and implementation of Federal laws and regulations pertaining to transportation of hazardous materials. The Hazardous Materials Transportation Act directs the U.S. Department of Transportation to establish criteria and regulations regarding the safe storage and transportation of hazardous materials. Code of Federal Regulations (CFR) 49, 171–180 and Title 13 California Code of Regulations, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazard materials requirements. Carriers are required to report accidental releases of hazardous materials to the U.S. Department of Transportation at the earliest practical moment. Other incidents must be reported include deaths, injuries requiring hospitalization, and property damage exceeding \$50,000. The California Highway Patrol and California Department of Transportation (Caltrans) are the State agencies with primary responsibility for enforcing Federal and State regulations related to transportation within California. These agencies respond to hazardous materials transportation emergencies. Together, these agencies determine container types to be used and grant licenses to hazardous waste haulers for hazardous waste transportation on public roads.

The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

FIFRA (7 USC 136 et seq.) provides Federal control of pesticide distribution, sale, and use. USEPA was given authority under FIFRA not only to study the consequences of pesticide usage, but also to require users (farmers, utility companies, and others) to register when purchasing pesticides. Later amendments to the law required users to take exams for certification as applicators of pesticides. All pesticides used in the United States must be registered (licensed) by USEPA. Registration assures

that pesticides will be properly labeled and that, if used in accordance with specifications, they will not cause unreasonable harm to the environment.

Lead-Based Paint Regulations

Regulations for Lead-Based Paint (LBP) are contained in the Lead-Based Paint Elimination Final Rule, 24 CFR 33, governed by the U.S. Housing and Urban Development (HUD), which requires sellers and lessors to disclose known LBP and LBP hazards to prospective purchasers and lessees. Additionally, all LBP abatement activities must be in compliance with California Occupational Safety and Health Administration (Cal/OSHA) and Federal OSHA and with the State of California Department of Health Services requirements. Only LBP-trained and -certified abatement personnel are allowed to perform abatement activities. All LBP removed from structures must be hauled and disposed of by a transportation company licensed to transport this type of material at a landfill or receiving facility licensed to accept the waste.

Regulations to manage and control exposure to lead-based paint are also described in CFR Title 29, Section 1926.62 and California Code of Regulations Title 8 Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring, and compliance to ensure the safety of construction workers exposed to lead-based materials. Cal/OSHA's Lead in Construction Standard requires project proponents to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA requires 24-hour notification if more than 100 sf of lead-based paint would be disturbed.

United States Environmental Protection Agency

The USEPA is the agency primarily responsible for enforcement and implementation of Federal laws and regulations pertaining to hazardous materials. Applicable Federal regulations pertaining to hazardous materials are contained in the CFR Titles 29, 40, and 49. Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. The management of hazardous materials is governed by the following laws:

- Resource Conservation and Recovery Act of 1976 (RCRA) (42 UUSC 6901 et seq.);
- Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA, also called the Superfund Act) (42 USC 9601 et seq.), as amended by the Superfund Amendments and Reauthorization Act (SARA) (1986);
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) (7 USC 136 et. Seq.);
- Toxic Substances Control Act (15 USC 2601 et seq,)

These laws and associated regulations include specific requirements for facilities that generate, use, store, treat, and/or dispose of hazardous materials. USEPA provides oversight and supervision for Federal Superfund investigation/remediation projects, evaluates remediation technologies, and develops hazardous materials disposal restrictions and treatment standards.

Asbestos Regulations

Asbestos is a naturally occurring fibrous material that was extensively used as a fireproofing and insulating agent in building construction materials before such uses were banned by the USEPA in

the 1970s. Asbestos-containing materials (ACMs) were commonly used for insulation of heating ducts as well as ceiling and floor tiles. Undisturbed ACMs contained within building materials present no significant health risk because there is no exposure pathway. However, once these tiny fibers are disturbed, they can become airborne and become a respiratory hazard. The fibers are very small and cannot be seen with the naked eye. Once they are inhaled, they can become lodged into the lungs, and may cause cancer, lung disease or other pulmonary complications.

The USEPA regulations under Title 40 CFR Part 61 regulate the removal and handling of ACMs. The statute is implemented by the Monterey Bay Air Resources District (MBARD). The federal Occupational Safety and Health Administration also has a survey requirement under Title 29 CFR that is implemented by Cal/OSHA under Title 8 California Code Regulations. These regulations require facilities to take all necessary precautions to protect employees and the public from exposure to asbestos.

The MBARD Asbestos Program regulates the handling of asbestos and operates as a cradle to grave basis through the regulation of all aspects related to the handling of asbestos materials from discovery through removal, transportation, and disposal. The Asbestos Program is in place to protect the public from uncontrolled emissions of asbestos through enforcement of the federal Asbestos Standard and Air District Rule 424 (MBARD 2008). The Program covers most renovation and demolition projects in the North Central Coast Air Basin. Elements of the Program include survey and notification requirements prior to beginning a project, work practice standards, and disposal requirements. The Program operates on a cradle-to-grave basis as it regulates all aspects related to handling ACMs from discovery and removal, through transportation and disposal (MBARD 2013).

b. State

Department of Toxic Substances Control

As a department of the CalEPA, the DTSC is the primary agency in California that regulates hazardous waste, oversees the cleanup of existing contamination, and identifies ways to reduce hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code.

DTSC also administers the California Hazardous Waste Control Law (HWCL) to regulate hazardous wastes. While the HWCL is generally more stringent than RCRA, until the USEPA approves the California program, both State and Federal laws apply in California. The HWCL lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the State Water Resources Control Board (SWRCB), and CalRecycle to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeded specific criteria identified by the DTSC in Title 22, Division 4.5 Section 66261.10, of the California Code of Regulations. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

Cal/OSHA

The Occupational Safety and Health Act of 1970 (Title 8 CCR) is implemented by the Cal/OSHA, which is responsible for ensuring worker safety in the handling and use of chemicals in the workplace. In California, Cal/OSHA has primary responsibility to develop and enforce workplace safety regulations concerning the use of hazardous materials in the workplace, including requirements for employee safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. For example, under Title 8 CCR 5194 (Hazard Communication Standard), construction workers must be informed about hazardous substances that may be encountered. Compliance with Injury Illness Prevention Program (IIPP) requirements (Title 8 CCR 3203) would ensure that workers are properly trained to recognize workplace hazards and to take appropriate steps to reduce potential risks due to such hazards. This would be relevant if previously unidentified contamination or buried hazards are encountered. If additional investigation or remediation is determined to be necessary, compliance with Cal/OSHA standards for hazardous waste operations (Title 8 CCR 5192) would be required for those individuals involved in the investigation or cleanup work. A Site Health and Safety Plan must be prepared prior to commencing any work at a contaminated site or involving disturbance of building materials containing hazardous substances, to protect workers from exposure to potential hazards. Cal/OSHA also enforces hazard communication program regulations, including procedures for identifying and labeling hazardous substances. It requires Material Safety Data Sheets to be available for employee information and training programs.

California Fire Code (2019)

The 2019 Fire Code (24 CCR Part 9) establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare for the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of this code apply to the construction, alteration, movement enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout the State of California.

More specifically, California Fire Code Title 24, part 9, Chapter 7 addresses Fire-Resistances-Rated Construction, California Building Code (Part 2), Chapter 7A addresses Materials and Construction Methods for Exterior Wildfire Exposure, Fire Code Chapter 8 addresses fire related Interior Finishes, and Fire Code Chapter 9 addresses Fire Protection Systems, and Fire Code Chapter 10 addresses fire related Means of Egress, including Fire Apparatus Access Road width requirements. Fire Code

Section 4906 also contains existing regulations for vegetation and fuel management to maintain clearances around structures.

c. Regional

Monterey County Environmental Health Bureau

Monterey County's Environmental Health Bureau, Hazardous Materials Management Services (HMMS) is designated as the local Certified Unified Program Agency (CUPA). This agency is responsible for inspecting facilities in the County to verify proper storage, handling and disposal of hazardous materials and hazardous wastes. The HMMS administers programs for Hazardous Materials Business Plans, hazardous waste generator requirements, underground storage tanks, aboveground petroleum storage, prevention of accidental releases (California Accidental Release Prevention program), and hazardous materials management plans.

Airport Land Use Compatibility Plans

The Section 65302.3 of the Government Code requires general plans and applicable specific plans to be consistent with amended Comprehensive Airport Land Use Plans (CALUP). The Monterey County Airport Land Use Commission has adopted such plans for two airports in the vicinity of the General Plan Area: Marina Municipal Airport and Monterey Regional Airport. The Plan Area is located outside of the safety zones associated with the adopted CALUP (Monterey County 2019a, 2019b).

1997 FORA Base Reuse Plan

FORA adopted the BRP in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. Hazards goals, policies, and programs specific to the City of Seaside are found in the Safety Element. Fire, Flood, and Emergency Management Policy A-1 requires the City to reduce fire hazard risks to an acceptable level by regulating the type, density, location, and/or design and construction of new developments. Fire, Flood, and Emergency Management Policy A-2 also requires the City to provide fire suppression water system guidelines and implementation plans for former Fort Ord lands. In addition, Hazardous and Toxic Materials Safety Policy B-1 requires the City to work with the U.S. Army and all contractors to ensure safe and effective removal and disposal of hazardous materials.

Additionally, the U.S. Army has led groundwater and munitions clean-up efforts with some munitions removal conducted under FORA direction (FORA 2012). Under the 1986 Defense Environmental Restoration Program, the Department of Defense is responsible for cleanup of former munitions sites. The U.S. Army conducted lead removal at the beach firing ranges, and FORA, CSUMB, and others have conducted lead and asbestos removal from buildings. Discovered objects that resemble munitions or explosives on or near former Fort Ord property are to be reported using the Fort Ord Munitions and Explosives of Concern (MEC) incident recording program.

d. Local

2004 City of Seaside General Plan

The current City of Seaside General Plan was adopted by City Council Resolution 04-59 on August 5, 2004. Hazards and Hazardous Materials are addressed in the Safety Element. The goals, policies, and implementation plans include protecting the community from public safety hazards related to human activities, including minimizing public health risks and environmental risks from the use,

transport, storage, and disposal of hazardous materials, and implementing Superfund clean-up activities to eliminate the environmental hazards associated with past military activities at the former Fort Ord. Figure S-6 in the 2004 General Plan designates the following roadways in and near the Plan Area as evacuation routes: Gigling Road, General Jim Moore Boulevard, and Lightfighter Drive.

Draft Seaside 2040

The Safety Element of *Draft Seaside 2040* would, upon adoption by the City Council, establish updated policies to ensure safe and effective remediation of hazardous materials, promote effective emergency response, and minimize fire risks in Seaside. The proposed Safety Element also maps designated fire and tsunami evacuation routes. These routes include Canyon Del Rey Boulevard/State Route 218, Fremont Boulevard, Del Monte Boulevard, State Route 1, Monterey Road, General Jim Moore Boulevard, Lightfighter Drive, and eight other roadways that run in an east-west direction. In the event of a fire or tsunami that requires evacuation for public safety, the City would coordinate the evacuation in accordance with these designated routes.

Seaside Municipal Code (SMC)

In addition to incorporating the California Fire Code and California Building Code standards, SMC Chapter 8.50, Hazardous Materials Registrations, establishes procedures to ensure that newly constructed underground storage tanks meet appropriate standards and that existing tanks be properly maintained, inspected, and tested.

Emergency Response Plans

The City is a party to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (2015), one of the goals of which is to speed recovery and redevelopment following future disaster events. The Monterey Peninsula Regional Emergency Coordination Center (MPRECC) also conducts a wide range of planning activities throughout the year in cooperation with the CSUMB campus and surrounding communities (City of Seaside 2017). The resulting plans coordinate activities between agencies, provide safety information and establish training and exercise goals related to emergency management. In addition, the City maintains a network of evacuation routes designated in its existing General Plan Safety Element (Monterey County 2004). These routes facilitate evacuation in the event of an emergency. However, the City's Local Hazard Mitigation Plan (LHMP) notes that ingress/egress to Seaside is limited to two main transportation corridors (Highway 1 and Route 68), which presents evacuation concerns in response to a major hazard event (Monterey County 2015).

City of Seaside LHMP

As of 2019, the City of Seaside is a participant in the Monterey County Multi-jurisdictional Hazard Mitigation Plan. Prior to 2013, Seaside had previously developed its own single jurisdiction plan (Monterey County 2004). Per the Plan, "The Plan recommends specific actions that are designed to protect people and community assets from losses to those hazards that pose the greatest risk." The intended outcome of the Plan is to "Protect the public health, safety, quality of life, environment, and economy of Monterey County by reducing the long-term risk of damage and loss to known hazards through coordinated planning, partnerships, capacity building, and implementation of effective risk reduction measures."

Countywide mitigation goals include the following: Goal 1 - Promote disaster-resistance and climate adaptation strategies in future development, Goal 2 - Retrofit, reinforce, or otherwise protect

existing community assets, especially critical infrastructure, for hazard resilience, Goal 3 - Encourage natural systems protection through plans and policies; vegetation, debris and sediment control measures; maintenance and restoration programs; ecosystem services; and other activities for areas such as the Salinas and Carmel rivers and the Monterey County coast, Goal 4 - Provide regulatory tools for applicable hazards and integrate hazard mitigation principles into appropriate local plans such as the General Plan during the next General Plan update, Goal 5 - Increase public education and awareness on hazard risks and available mitigation techniques for reducing hazard risk; build and support personal preparedness to enable the public to better prepare for, respond to, and recover from disasters, and Goal 6 - Improve local government capacity for disaster resiliency; facilitate coordination between participating jurisdictions and State and Federal agencies, local utility companies, local businesses, non-profit organizations, and other stakeholders to promote hazard risk reduction.

4.8.3 Impact Analysis

a. Methodology and Significance Thresholds

This section describes the environmental impacts of the Proposed Project relevant to hazards and hazardous materials. The impact analysis is based on an assessment of baseline conditions for the Plan Area, including locations of hazardous materials use and storage, existing contaminated sites, air traffic hazards, and emergency response and evacuation plan requirements. This analysis identifies impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the development that would occur under the Proposed Project.

Impacts related to hazards and hazardous materials would be significant if the Project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed K-12 school;
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Threshold 2:	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact HAZ-1 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS, NOR THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The remaining existing structures in the Plan Area contain hazardous materials such as lead-based paint, ACMs, universal waste, and PCBs. Exposure to lead can cause adverse health effects, including disturbance of the gastrointestinal system, anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases). Lead-based paint and other lead-containing materials associated with the Proposed Project would be handled in compliance with Cal/OSHA regulations regarding lead-based paints and materials. The California Code of Regulations, Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based paints and materials, such that exposure levels do not exceed Cal/OSHA standards. Although demolition of remaining buildings with hazardous materials is included within FORA's Building Demolition process for Surplus II, this analysis conservatively accounts for demolition of these structures. Compliance with applicable standards would ensure impacts related to hazardous materials are less than significant.

Friable ACMs are regulated as a hazardous air pollutant under the Clean Air Act. As a worker safety hazard, they are also regulated under the authority of Cal/OSHA and by MBARD. In structures slated for demolition, any ACMs would be abated in accordance with State and Federal regulations prior to the start of demolition or renovation activities and in compliance with all applicable existing rules and regulations, including MBARD. As discussed above in the Regulatory Setting, many existing structures in the Plan Area have been safely removed by an industrial hygienist service retained by FORA, which included general assessments to identify toxic and hazardous substances, such as lead-based paint, asbestos, underground storage tank leaks, molds, other hazardous materials, wastes, report preparation, site assessments, preliminary plans, working drawings, remediation, and disposal. The MBARD Asbestos Program regulates the handling of asbestos and operates as a cradle to grave basis through the regulation of all aspects related to the handling of asbestos materials from discovery through removal, through transportation and disposal. These programs would ensure that asbestos removal would not result in the release of hazardous materials to the environment that could impair human health. Therefore, the impact related to ACMs would be less than significant.

Fluorescent lighting ballasts manufactured prior to 1978, and electrical transformers, capacitors, and generators manufactured prior to 1977, may contain PCBs. In accordance with the Toxic Substances Control Act and other Federal and State regulations, FORA would be required to properly handle and dispose of electrical equipment and lighting ballasts that contain PCBs during demolition of remaining military buildings in the Plan Area, ensuring that the impact related to PCBs would be less than significant.

The Proposed Project's operations would introduce new residents and workers in the Plan Area who would utilize use, store, and dispose of hazardous materials. As discussed in Section 4.12, *Population and Housing*, it is estimated that the Proposed Project would add approximately 4,900 residents and 751 employees to the Plan Area.

The construction and operation of new residential, commercial, and light industrial development would involve the routine use, storage, and disposal of hazardous materials. Project construction would include the use of construction machinery that would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. Additionally, hazardous materials would be needed for fueling and servicing construction equipment in the Plan Area. These types of hazardous materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by County, State, and Federal regulations and compliance with applicable standards discussed in Section 4.8.2 would ensure impacts from construction-related hazardous materials are less than significant.

Buildout of the Proposed Project would add up to 1,485 housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 sf of retail, dining, and entertainment land uses, and 50,000 sf of office, flex, makerspace, and light industrial/manufacturing land uses (e.g., permissible light industrial/manufacturing uses include bakeries, upholstery, tile-making, screen-printing, craft breweries, distilleries, or similar uses). Because of the mix of land uses in the Plan Area, new commercial and light industrial/manufacturing land uses could use and store limited amounts hazardous materials in proximity to residential uses in the Commercial Center (CC), Central (CE) Special District 2, and University Village (UV) sub-areas. Flex units adjacent to Gigling Road also would potentially combine residential and commercial space. In addition, residents would use minor amounts of hazardous materials for cleaning products and household maintenance. Exposure of persons to hazardous materials could occur from improper handling, use, or disposal particularly by untrained personnel, or from fire, explosion, or other emergencies.

Whether a person exposed to a hazardous substance would suffer adverse health effects depends upon a complex interaction of factors that determine the effects of exposure to hazardous materials: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form (e.g., liquid, vapor) and characteristics (e.g., toxicity) of the material; the frequency and duration of exposure; and the individual's unique biological characteristics such as age, weight, and general health. Adverse health effects from exposure to hazardous materials may be short-term (acute) or long-term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic effects, which may result from long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer. Existing hazardous materials regulations were established at the State level to ensure compliance with Federal regulations in order to reduce the risk to human health and the environment from the routine use of hazardous substances.

Although the overall quantity of hazardous materials and waste generated in the Plan Area would increase, all new development that handles or uses hazardous materials would be required to comply with the regulations, standards, and guidelines established by the USEPA, State, Monterey County, and the City of Seaside related to storage, use, and disposal of hazardous materials.

CalEPA requires all businesses that handle more than specified amounts of hazardous materials to submit business plans through the California Environmental Reporting System (CERS). Specifically, any new business that meets the specified criteria must submit a full hazardous materials disclosure report that includes an inventory of the hazardous materials generated, used, stored, handled, or

emitted; and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The plan needs to identify the procedures to follow for immediate notification to all appropriate agencies and personnel in the event of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. The Monterey County HMMS inspects businesses in Seaside to confirm that their business plan is in order and up to date (Monterey County Health Department 2018).

The U.S. Department of Transportation's Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in CFR Title 49, and implemented by Title 13 of the CCR. The transport of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. It is possible that licensed vendors could bring some hazardous materials to and from new residential and retail-commercial sites in the Plan Area. However, appropriate documentation for all hazardous waste transported in connection with specific Plan Area activities would be provided as required for compliance with existing hazardous materials regulations codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code. In addition, individual developers would be required to comply with all applicable Federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste, including but not limited to, CFR Title 49.

California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable Federal and State laws related to the storage of hazardous materials would maximize containment (through safe handling and storage practices described above) and provide for prompt and effective cleanup if an accidental release occurs.

For those employees that would work with hazardous materials, the amounts of hazardous materials that are handled at any one time are generally relatively small, reducing the potential consequences of an accident during handling. Further, specific Plan Area activities would be required to comply with Federal and State laws to eliminate or reduce the consequence of hazardous materials accidents. For example, employees who would work around hazardous materials would be required to wear appropriate protective equipment, and safety equipment is routinely available in all areas where hazardous materials are used.

Compliance with existing applicable regulations would ensure that risks from routine use, transport, handling, storage, disposal, and release of hazardous materials would be minimized. Oversight by the appropriate Federal, State, and local agencies and compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances. Therefore, impacts from a hazard to the public or the environment through routine transport, use or disposal of hazardous materials or from reasonably foreseeable upset and accident conditions would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed K-12 school?

Impact HAZ-2 THE PROPOSED PROJECT WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL SERVING CHILDREN BETWEEN KINDERGARTEN AND 12TH GRADE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is not located within one-quarter mile of an existing school serving children between kindergarten and 12th grade. The nearest school is the Dual Language Academy of the Monterey Peninsula, a charter school located approximately 0.35 mile south of the Plan Area, on the west side of General Jim Moore Boulevard. The Monterey Bay Charter School has proposed a new school campus adjacent to the northeastern corner of the Plan Area. However, as discussed in Impact HAZ-1, the construction and operation of new land uses under the Proposed Project would not result in substantial exposure to hazardous emissions, materials, substances, or waste with adherence to applicable regulations. Therefore, the impact from exposure of existing and proposed schools to such hazardous materials would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Impact HAZ-3 THE PLAN AREA IS LOCATED ON A SUPERFUND CLEANUP SITE WITH ABANDONED MILITARY BUILDINGS, BUT WOULD BE FULLY REMEDIATED PRIOR TO PROJECT IMPLEMENTATION. THEREFORE, THE IMPACT OF EXPOSURE TO LISTED HAZARDOUS MATERIALS SITES WOULD BE LESS THAN SIGNIFICANT.

The Proposed Project includes redevelopment of the Plan Area, which has remnant hazardous materials from military uses at the former Fort Ord, a federal Superfund cleanup site. In December 2018 the Army began demolition of 28 abandoned buildings containing hazardous materials occur in the Plan Area. As shown in Figure 4.8-1, this collection of buildings (the Surplus II Area) occupies the majority of the Plan Area, roughly between Gigling Road, Malmedy Road, Colonel Durham Street, and 7th Avenue. Maximum concentrations of the following tested contaminants in the Surplus II buildings exceed State regulatory limits for materials to be considered hazardous waste: chromium, lead, mercury, and zinc.

Although hazardous materials such as asbestos, lead-based paint, universal waste, and PCBs are currently present in the remaining hammerhead buildings in the Plan Area, the Army is required to remediate and safely dispose of them as part of the Superfund cleanup process, even though the land has already been transferred for future Campus Town development (FORA 1997b). Demolition and remediation activity in the Surplus II Area has been previously approved pursuant to the FORA Capital Improvements Program. The USEPA oversees the remediation process, and the Army must also submit findings to the CalEPA. Remediation of hazardous materials will occur in accordance

with the RA-ROD. Although the former Fort Ord base is a listed Superfund site, concentrations of contaminants in the Plan Area would not exceed State regulatory limits after this remediation process. Therefore, under implementation of the Proposed Project, residents, employees, visitors, and other people in the Plan Area would not be exposed to hazardous concentrations of remnant materials from the Fort Ord site.

At the time this EIR was being drafted, the Army had removed most of the building in the Plan Area that had been identified for demolition, with the exception of the eight hammerhead buildings. While demolition of the remaining hammerhead buildings is included within FORA's Building Demolition process for Surplus II, this analysis conservatively accounts for demolition of these structures. As discussed under Impact HAZ-1, compliance with applicable standards would ensure that hazardous material impacts associated with continued building removal activities are less than significant. Therefore, the Proposed Project would not result in a significant hazard associated with building removal activities.

The Plan Area also includes a former burn pit associated with firefighter training activities and groundwater contamination. At the burn pit, located to the northeast of General Jim Moore Boulevard and Gigling Road, all contaminated soil exceeding applicable regulatory standards was excavated and removed from the site (DTSC 2007). No further remedial action is necessary at the burn pit site. Periodic groundwater testing in the Plan Area also identified the contaminant carbon tetrachloride at levels exceeding California's MCL in drinking water, at a well to the north of Gigling Road and west of Malmedy Road. However, as discussed in Section 4.15, *Utilities and Service Systems*, new development in the Plan Area would use potable water from the Marina Coast Water District, not from on-site well water. Excavation for new development would not expose people to contaminated groundwater. As discussed in Section 4.5, *Geology and Soils*, a 2018 geotechnical investigation of the Plan Area did not encounter groundwater in soil borings and cone penetrometer locations taken to a maximum depth of 50 feet below ground surface (Berlogar Stevens & Associates 2018). Therefore, development in the Plan Area would be unlikely to expose residents or workers to soil or groundwater contaminants.

Ground disturbance during Proposed Project development would not create a significant hazard to the public or the environment. The impact of exposure to listed hazardous materials sites would therefore be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact HAZ-4 THE PLAN AREA IS LOCATED OUTSIDE OF AN AIRPORT LAND USE PLAN, AND IS NOT WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT. THE PROPOSED PROJECT WOULD NOT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PLAN AREA. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Two airports are located within five miles of the Plan Area. The nearest one, Marina Municipal Airport, is approximately 2.75 miles to the northeast. The Monterey Regional Airport is approximately 4.4 miles to the southwest. The Monterey County Airport Land Use Commission has adopted an update to the Airport Land Use Compatibility Plan Update for the Monterey Regional Airport in February 2019 and an update to the plan for the Marina Municipal Airport in May 2019. The Plan Area is not within the Airport Influence Area or Runway Protection Zone of either airport (Monterey County 2019a, 2019b). Accordingly, the Plan Area is located far enough from both airports that the airport land use compatibility plans provisions relating to noise and safety hazards do not apply to the Project. The Plan Area is located outside the noise contours for both airports and, similarly, safety concerns associated with the need to limit development within runway protection zones are not implicated by the Proposed Project. Therefore, development in the Plan Area would not result in a safety hazard or excessive noise for people in the Plan Area, and this impact would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact HAZ-5 ALTHOUGH PROPOSED PROJECT IMPLEMENTATION WOULD INVOLVE PHYSICAL MODIFICATION OF DESIGNATED EVACUATION ROUTES, THESE CHANGES WOULD NOT SUBSTANTIALLY INTERFERE WITH IMPLEMENTATION OF EMERGENCY RESPONSE PLANS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development of new roadways in the Plan Area would be required to comply with Fire Code Chapter 10 which addresses fire-related Means of Egress, including Fire Apparatus Access Road width requirements. While the Proposed Project includes the potential relocation of the fire station within the Plan Area, this relocation would not occur until there is a new functional fire station, and consequently would not physically interfere with emergency responses. Furthermore, the Proposed Project would increase access to and through the Plan Area with new thoroughfares, and would replace existing deteriorated roadways. The Plan Area is also in proximity to several evacuation routes, including General Jim Moore Boulevard, Lightfighter Drive, and Gigling Road. Two roundabouts would be installed on General Jim Moore Boulevard at Lightfighter Drive and Gigling Road, replacing existing signalized intersections. These roundabouts would be intended to reduce traffic speeds through the Plan Area and the CSUMB campus. The removal of red light cycles at both

intersections could incrementally reduce travel times during emergency evacuations. Nonetheless, proposed physical changes to circulation in the Plan Area would not substantially alter vehicle capacity or traffic flow on evacuation routes in Seaside.

Any work within the existing Caltrans right of way would have to comply with Caltrans permitting requirements. This includes a traffic control plan that adheres to the standards set forth in the California Manual of Uniform Traffic Control Devices (Caltrans 2014, Rev 3). As part of these requirements, there are provisions for coordination with local emergency services, training for flagmen for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles.

In addition, the Seaside Fire Department reviews and approves projects to ensure that emergency access meets City standards. The Seaside Fire Department's review would confirm that the Proposed Project does not interfere with evacuation routes or impede the effectiveness of evacuation plans. The development of new land uses and physical changes to circulation in the Plan Area also would not affect the speed of recovery and redevelopment following future disaster events in accordance with the Monterey County Multi-Jurisdictional Hazard Mitigation Plan and the MPRECC's planning activities. Therefore, the Proposed Project would not impair implementation of or physically interfere with evacuation or emergency response plans. The impact related to emergency response and evacuation plans would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative hazardous materials impacts is limited to projects within 0.25 mile of the Plan Area. This geographic scope is appropriate for hazardous materials because risks associated with hazards and hazardous materials occur largely in a site-specific and localized context as adverse impacts from a hazardous materials release or spill diminish in magnitude with distance. Adjacent development that is considered part of the cumulative analysis includes buildout of the City of Seaside and City of Marina General Plans, and buildout of other areas adjacent to the project site, which includes Monterey Bay Charter School and Storage Facility Buildings projects proposed on the CSUMB campus, the Concourse Auto Dealership, and The Projects at Main Gate Specific Plan projects, which are located adjacent to the Plan Area.

Cumulative residential and commercial development in the Plan Area would gradually increase the population exposed to the use and transport of hazardous materials; the routine use, storage, and disposal of hazardous materials; listed hazardous materials sites; and subject to emergency response and evacuation plans. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual

sites. Implementation of existing laws and regulations, including remedial action on contaminated sites, as discussed with regard to the Proposed Project under Impacts HAZ-1 through HAZ-5, would avoid potential hazard impacts.

Overall, hazards and hazardous materials impacts associated with individual developments are site specific in nature and must be addressed on a case-by-case basis. Since hazards and hazardous materials are required to be examined as part of the permit application and environmental review process, potential impacts associated with individual projects will be adequately addressed prior to permit approval. With adherence to existing regulatory standards for hazardous materials, no significant cumulative human health impacts would occur, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to hazards and hazardous materials.

4.9 Hydrology and Water Quality

This section evaluates the environmental effects related to hydrology and water quality associated with implementation of the Proposed Project. It discusses the regional and local watershed characteristics, including water quality, drainage and infiltration patterns, and flood hazards. The analysis includes a review of surface water, groundwater, flooding, storm water, and water quality. Water supply and wastewater conveyance and treatment are discussed in Section 4.16, *Utilities and Service Systems*. Impacts regarding wetlands and other waters subject to the jurisdiction of the U.S. Army Corps of Engineers and State Water Resources Control Board (SWRCB) or Regional Water Quality Control Board (RWQCB) are discussed in Section 4.3, *Biological Resources*. Water supply is addressed in Section 4.16, *Utilities and Service Systems*, and the Water Supply Assessment included in Appendix M.

4.9.1 Setting

a. Hydrologic Setting

The Specific Plan Area (Plan Area) lies within the Coast Range Geomorphic Province. This province is characterized by parallel northwest trending mountain ranges formed over the past 10 million years or less by active uplift related to complex tectonics of the San Andreas fault/plate boundary system (California Geological Survey [CGS] 2002).

Topography in the Plan Area slopes generally west, toward the Pacific Ocean at the Monterey Bay. The elevation ranges from approximately 160 feet above mean sea level (amsl) at the western boundary of the Plan Area to approximately 350 feet amsl at the eastern boundary. According to the U.S. Geological Survey (1983), there are no streams that flow within the City of Seaside. However, a network of storm drains and drainage ditches do cross the City. Water flow in these drainage ditches is correlated with stormwater runoff, and generally limited to periods during and following precipitation events. All stormwater drainage ditches and storm drains in the City discharge to the Pacific Ocean (City of Seaside 2014).

The Plan Area is characterized by a typical Mediterranean coastal climate, generally dry in the summer with mild, wet winters. The climate is moderated by the marine influence of the Pacific Ocean, which can bring persistent periods of wind and fog, especially during spring and summer months. The Western Regional Climate Center maintains a weather monitoring station in the City of Monterey, just south of the City. According to data collected at this weather station (Western Regional Climate Center 2016), average summer temperatures in degrees Fahrenheit in the area are in the high 50s, with highs in the mid-60s and morning lows in the low 50s. Average winter temperatures are in the low 50s, with daytime highs in the low 60's and morning lows in the mid-40s. Most rainfall occurs between November and March, with an average annual rainfall of approximately 20 inches. The wettest months of the year are December, January, and February, with an average rainfall of 3.32, 4.46, and 3.32 inches, respectively (Western Regional Climate Center 2016).

b. Surface Water

The California Department of Water Resources (DWR) divides surface watersheds in California into 10 Hydrologic Regions (HRs). The Plan Area lies within the Central Coast HR, a large coastal watershed in central California that consists of approximately 7.22 million acres (DWR 2004). The

Hydrologic Region includes all of Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties, most of San Benito County, and parts of San Mateo, Santa Clara, and Ventura counties. Major drainages in the Central Coast Hydrologic Region include the Salinas, Cuyama, Santa Ynez, Santa Maria, San Antonio, San Lorenzo, San Benito, Pajaro, Nacimiento, Carmel, and Big Sur rivers (DWR 2004).

DWR subdivides HRs into Hydrologic Units (HU) that are commonly known as watersheds. In the Central Coast HR, the Plan Area is located in the Monterey Bay HU (DWR 2004). The Central Coast Regional Water Quality Control Board (Central Coast RWQCB) governs basin planning and water quality in the Monterey Bay HU (Central Coast RWQCB 2016).

The City of Seaside includes both undeveloped open space with natural drainage features and urban development with altered drainage systems, such as underground storm water systems and drainage ditches. According to the U.S. Geological Survey National Hydrography Dataset (2018), there are no blue line streams that flow within the Plan Area. The closest surface water bodies are Roberts Lake and Laguna Grande (also known as Laguna Del Rey), which are located in the southwest area of the City of Seaside, approximately 3.8 miles southwest of the Plan Area. Figure 4.9-1 shows the surface waters in the vicinity of the Plan Area.

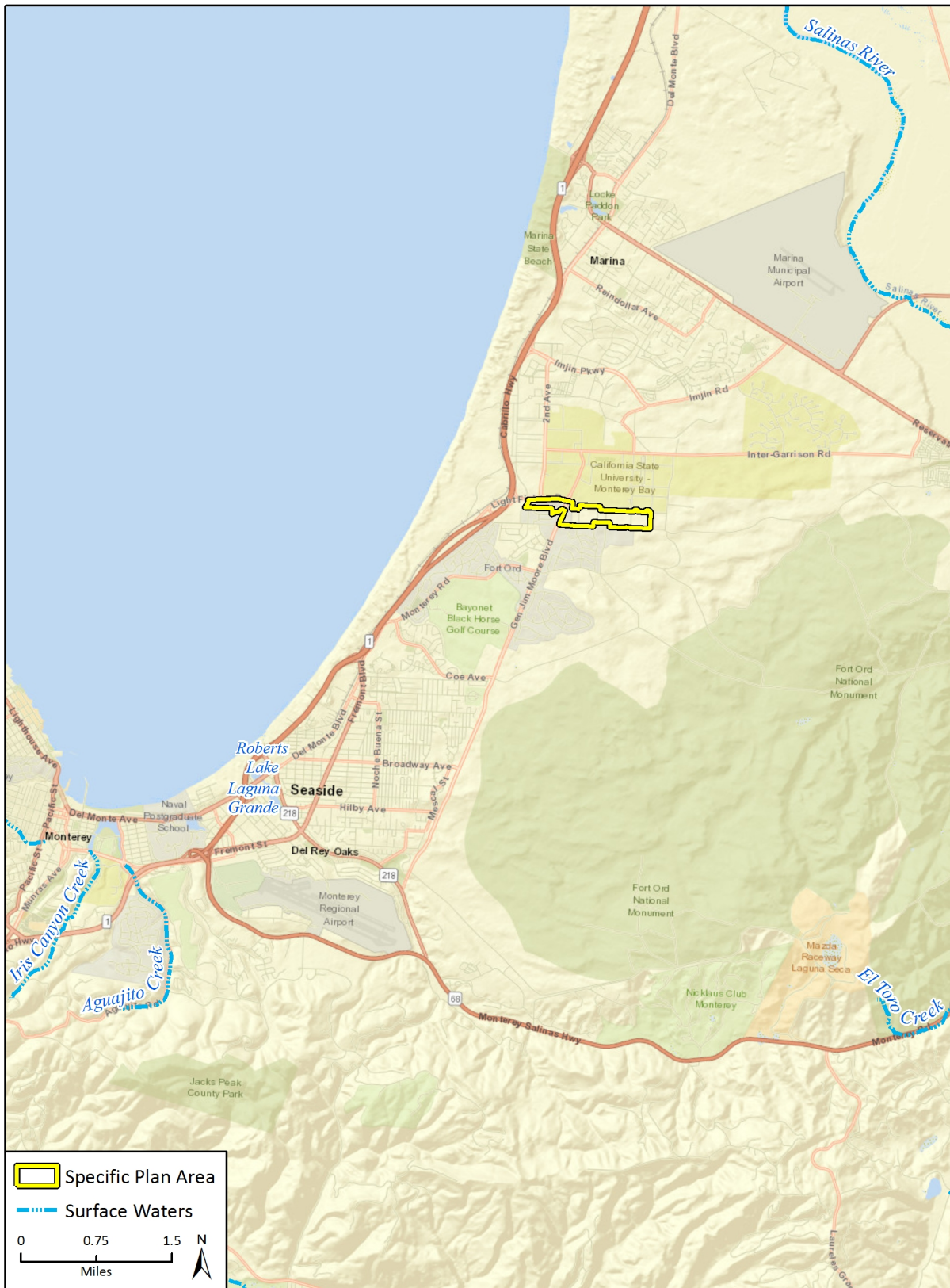
c. Groundwater

The California DWR's Bulletin 118 is the State's official compendium on groundwater, and it defines the boundaries and describes the hydrologic characteristics of California's groundwater basins. The California DWR periodically updates Bulletin 118, which includes revising the basin boundaries as applicable. An interim update of Bulletin 118 occurred in 2003 and again in 2016 (DWR 2004, 2016).

In the 2003 update of Bulletin 118, the Plan Area was underlain by the Seaside Area Subbasin of the Salinas Valley Groundwater Basin. The 2016 update of Bulletin 118 revised the boundary of the Salinas Area Groundwater Basin, and also divided the area that was previously within the Seaside Area Subbasin into two separate Subbasins: the Seaside Subbasin and the Monterey Subbasin. The division was based on hydrologic studies conducted by Harding ESE in 2001 (as cited in Marina Coast Water District [MCWD] 2016) and to match the Bulletin 118 boundaries of the new Seaside Subbasin with those of the adjudicated Seaside Basin in the case California American Water Company v. City of Seaside, Monterey Superior Court, Case No. M66343. These two Subbasins underlie approximately 40 square miles of surface area and are bounded on the west by the shoreline of the Monterey Bay; on the northeast by a drainage divide that separates the Monterey Subbasin from the 180/400 Foot Subbasin; and on the southeast by a drainage divide that separates the Seaside Subbasin from the Corral de Tierra Subbasin. According to the 2016 update of Bulletin 118, the Plan Area is underlain by the Monterey Subbasin (DWR 2016). Figure 4.9-2 shows the Plan Area and the updated groundwater subbasin boundaries (referenced as subarea) of the Seaside Subbasin and Monterey Subbasin.

Groundwater levels have declined across the basin since the 1960s, with a brief respite in the 1980s (Langridge et al 2016). Water level data from a well owned by California-American Water Company (CalAm) show a decline of approximately 40 feet between 1960 and 2002. Between 1995 and 2008, water levels in the Santa Margarita aquifer declined approximately 20 feet (Monterey Peninsula Water Management District [MPWMD] 2008). Long-term water level hydrographs for coastal wells reveal that groundwater levels have declined in the deeper wells, but have stabilized in the shallower Paso Robles aquifer (Langridge et al 2016). Within the amended decision governing the Seaside Basin, the court determined the safe yield for the adjudicated Seaside subarea as a range of approximately 2,581 to 2,913 AFY.

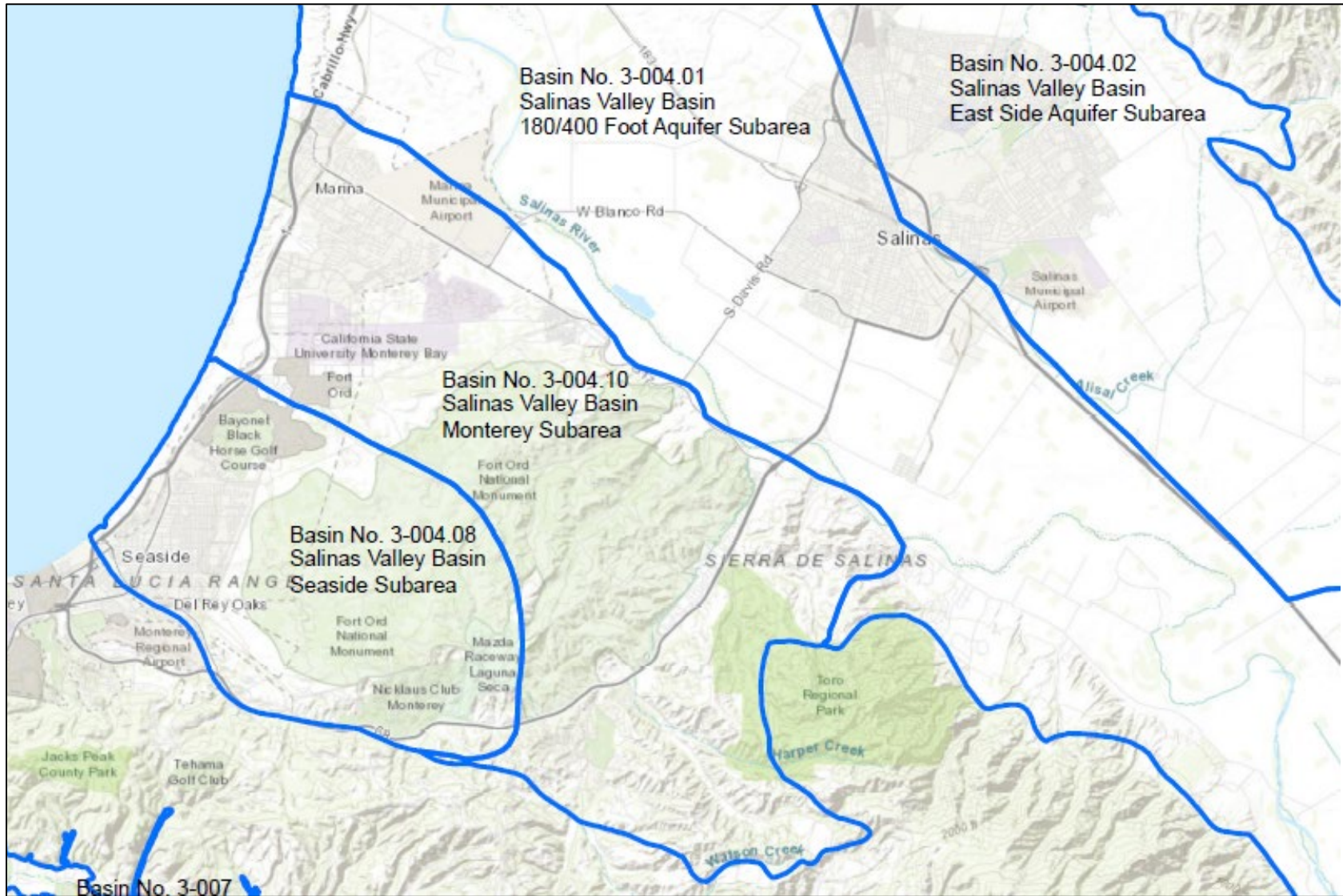
Figure 4.9-1 Surface Water Near Plan Area



Imagery provided by Google, ESRI and their licensors © 2018.
Surface waters data provided by U.S. Geological Survey, 2013, National Hydrography Geodatabase.

FigX Surface Waters

Figure 4.9-2 Groundwater Basin Subareas Near Plan Area



Seawater intrusion is an ongoing problem in the Salinas Valley Groundwater Basin (DWR 2004). The upper aquifers in the Salinas Valley Groundwater Basin (180-foot aquifer and 400-foot aquifer which is North of the Monterey Subbasin) along the coast are experiencing high salinity due to seawater intrusion.¹ MCWD's wells in Central Marina, although near the coast, are in the Deep Aquifer within the Monterey Subbasin (DWR, Bulletin 118, Basin No. 3-004.10) of the broader Salinas Groundwater Basin, which has not experienced signs of seawater intrusion and is considered to have reliable quality.

MCWD's 2015 UWMP concludes that "neither seawater intrusion nor groundwater contamination pose an immediate threat to water supply reliability" (MCWD 2015 UWMP § 5.2, at p. 73). In the Ord Community, the District has one well in the deep aquifer and four wells in the upper aquifers; these five wells are outside the area currently affected by seawater intrusion. MCWD is closely monitoring the quality in these wells. While there "is some concern that the Deep Aquifer may become affected by seawater intrusion," there is a monitoring well that serves as an "early warning system to identify any seawater intrusion..." (MCWD 2015 UWMP Section 4.2.5, at p. 48). In 2003, a study modeled seawater intrusion resulting from increasing pumping from the Deep Aquifer by two to five times the baseline rate, and found that "in the absence of other action to control seawater intrusion, the landward flow of groundwater would increase..." (MCWD 2015 UWMP Section 4.2.5, at p. 50). No increases of such a magnitude in pumping from the Deep Aquifer are expected.

As to the 180-foot and 400-foot Aquifers, the MCWD 2015 UWMP concluded that "[t]he Salinas Valley Water Project has reduced groundwater pumping in the 180/400 Foot Aquifer Subbasin. Therefore, MCWD's groundwater supply is fully available in annual average, single dry year and multiple dry years" (MCWD 2015 UWMP Section 5.1, at p. 72). The Monterey Subbasin is subject to SGMA, but is not designated as critically overdrafted (DWR 2019).²

d. Water Quality

Water quality in the Plan Area is regulated by the Central Coast RWQCB, which sets water quality standards in the Water Quality Control Plan for the Central Coastal Basin (Basin Plan) (Central Coast RWQCB 2016). The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses. The identified beneficial uses and the water quality objectives to maintain or achieve those uses are together known as water quality standards. The Central Coast RWQCB designates beneficial uses for some individual waterbodies in the Central Coast Basin. All other waterbodies not designated individually are assigned the designated uses of municipal and domestic water supply and protection of recreation and aquatic life. Within the City of Seaside, surface waterbodies consist of Roberts Lake and Laguna Grande. Roberts Lake and Laguna Grande are located approximately 3.8 miles southwest of the Plan Area. Table 4.9-1 presents the designated beneficial uses listed in the Basin Plan for these two surface waters.

¹ According to the 2019 Salinas River Long-Term Management Plan, "seawater intrusion extends approximately 7 miles inland within the 180-foot aquifer and 4 miles inland in the 400-foot Aquifer." (Salinas River Long-Term Management Plan 3-41, 3-42, available at http://www.salinasrivermanagementprogram.org/ltmp_doc.html.)

² While the Ord Community water supply come in part from wells in the 400-foot aquifers, these wells are located within the defined boundaries of the Monterey Subbasin. The subbasin referred to as the "180/400 Foot Aquifer" by the Department of Water Resources is defined as overdrafted, but the wells at issue in the WSA are not within the boundaries of that subbasin. (See <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Critically-Overdrafted-Basins/Files/2018CODBasins.pdf?la=en&hash=3014D2F2299AA503C469D41BBC0E8DCFCFE0267F8>.)

Table 4.9-1 Basin Plan Beneficial Uses

Waterbody	Beneficial Uses
Laguna Grande	Municipal and Domestic Supply; Water Contact Recreation; Non-Contact Water Recreation; Wildlife Habitat; Cold Fresh Water Habitat; Warm Fresh Water Habitat; Commercial and Sport Fishing
Roberts Lake	Municipal and Domestic Supply; Water Contact Recreation; Non-Contact Water Recreation; Wildlife Habitat; Cold Fresh Water Habitat; Warm Fresh Water Habitat; Commercial and Sport Fishing

Source: Central Coast RWQCB 2016

The Clean Water Act 303(d) list is a register of impaired and threatened waters which the Clean Water Act requires all states to submit for U.S. Environmental Protection Agency approval. The list identifies all waters where the required pollution control measures have so far been unsuccessful in reaching or maintaining the required water quality standards. Waters that are listed are known as “impaired.” According to the State Water Resources Control Board (SWRCB) (2012), there are no waterbodies in the vicinity of the Plan Area listed as impaired.

In the vicinity of the Plan Area, the sewer system is operated by the Marina Coast Water District (MCWD). Discharged wastewater is ultimately pumped to the Regional Treatment Plant, which is operated by Monterey One Water. Wastewater undergoes primary and secondary treatment at the Regional Treatment Plant before reuse or discharge. Reuse is generally for agricultural applications. Discharge is to the Monterey Bay, approximately two miles from the coastline. The treated water meets and exceeds all State discharge requirements in accordance with the individual NPDES permit issued for discharges from the treatment plant (Monterey One Water 2017a).

e. Flood Hazards

Flood hazards can occur when the amount of rainfall exceeds the infiltration capacity of the surrounding landscape or the conveyance capacity of the storm water drainage system. The Federal Emergency Management Agency (FEMA) delineates regional flooding hazards as part of the National Flood Insurance Program. FEMA identifies flood hazard risks through its Flood Insurance Rate Map (FIRM) program. Higher flood risk zones are called Special Flood Hazard Areas; these areas have a one percent chance or greater of flooding in any given year (also called the 100-year flood). Although a 100-year flood will, on average, occur once every 100 years, the probability of a 100-year flood is one percent for any particular year. Two 100-year floods could occur in the same year or even in the same month, but the likelihood that two 100-year flood events would occur consecutively is very small.

The Plan Area is mapped on Monterey County FIRM Panel 195. The portion of the Plan Area on the western side of General Jim Moore Boulevard is located in a 0.2 percent Annual Chance Flood Hazard Area. The rest of the Plan Area is located in an Area of Minimal Flood Hazard (FEMA 2017a, 2017b, 2017c).

4.9.2 Regulatory Setting

a. Federal

Clean Water Act

The Federal Clean Water Act, enacted by Congress in 1972 and amended several times since, is the primary Federal law regulating water quality in the United States and forms the basis for several State and local laws throughout the country. The Act established the basic structure for regulating discharges of pollutants into the waters of the United States. The Clean Water Act gave the U.S. Environmental Protection Agency the authority to implement federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the Clean Water Act is administered by the U.S. Environmental Protection Agency and U.S. Army Corps of Engineers. At the state and regional levels in California, the act is administered and enforced by the SWRCB and the nine RWQCBs.

Clean Water Act Section 401

Under Section 401 of the Clean Water Act, the RWQCBs have regulatory authority over actions in waters of the United States and/or the State of California through the issuance of water quality certifications, which are issued in conjunction with any federal permit (e.g., permits issued by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act, described above). Section 401 of the Clean Water Act provides the SWRCB and the RWQCBs with the regulatory authority to waive, certify, or deny any proposed activity that could result in a discharge to surface waters of the State. To waive or certify an activity, these agencies must find that the proposed discharge would comply with State water quality standards, including those protecting beneficial uses and water quality. If these agencies deny the proposed activity, the federal permit cannot be issued. This water quality certification is generally required for projects requiring Section 404 authorization involving the discharge of dredged or fill material to wetlands or other waters of the United States.

Clean Water Act Section 402

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into a surface water of the United States must obtain permission under the National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

According to Federal regulations, NPDES permit coverage for stormwater discharges associated with construction activity can be obtained through individual State permits or general permits. Individual permitting involves the submittal of specific data on a single construction project to the appropriate permitting agency that will issue a site-specific NPDES permit to the project. NPDES coverage under a general permit involves the submittal of a Notice of Intent by the regulated construction project that they intend to comply with a general permit to be developed by U.S. Environmental Protection Agency or a state with delegated permitting authority.

In California, the NPDES program is administered by the SWRCB through the RWQCBs and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The Federal Clean Water Act prohibits discharges of stormwater from construction projects unless the discharge is in compliance with an NPDES permit. The SWRCB is the permitting authority in California, and adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). Containment and spill cleanup are also encompassed in the Storm Water Pollution Prevention Plan SWPPP. This includes inspections for spills, a requirement that chemicals be stored in watertight containers with secondary containment to prevent spillage or leakage, procedures for addresses hazardous and non-hazardous spills, including a spill response and implementation procedure, include on-site equipment for cleanup and spills, and spill training for construction personnel.³

The Order applies to construction sites that include one or more acre of soil disturbance. Construction activities include clearing, grading, grubbing, excavation, stockpiling, and reconstruction of existing facilities involving removal or replacement. The Construction General Permit requires that the landowner and/or contractor file permit registration documents prior to commencing construction and then pay a fee annually through the duration of construction. These documents include a notice of intent, risk assessment, site map, stormwater pollution prevention plan (SWPPP), and signed certification statement. The SWPPP must include measures to ensure that: all pollutants and their sources are controlled; non-stormwater discharges are identified and eliminated, controlled, or treated; site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges; and BMPs installed to reduce or eliminate pollutants after construction are completed and maintained. The Construction General Permit specifies minimum BMP requirements for stormwater control based on the risk level of the site. The Permit also specifies minimum qualifications for a qualified SWPPP developer and qualified SWPPP practitioner.

The Monterey Regional Stormwater Management Program is an entity that has developed BMPs for Construction Site Best Management Practices within the City of Seaside (MRSWMP 2014). Such Construction BMPs include material storage including covering of stockpiles during the day, and particularly during rain and wind events, silt fencing, straw wattles, stabilized construction entrances, routine cleaning, equipment drip pans, dust control measures including water trucks.

Discharges from the City of Seaside's storm drain system are permitted under NPDES General Permit for Storm Water Discharges From Small Municipal Separate Storm Sewer Systems (MS4s), Order No. 2013-0001-DWQ (MS4 General Permit) (SWRCB 2013). The permit was issued jointly to the City and seven other local agencies, as well as several regional school districts in Monterey County as part of the Monterey Regional Stormwater Management Program. This regional program was developed in response to the SWRCB's implementation of the NPDES Phase II Stormwater Program. The purpose of this program is to implement and enforce BMPs to reduce the discharge of pollutants from municipal separate storm sewer systems, such as the City's storm drain system. The City is responsible for conducting its stormwater management program in accordance with the terms of the regional program (City of Seaside 2014).

Wastewater treatment in the City of Seaside is provided by Monterey One Water (formerly known as the Monterey Regional Water Pollution Control Agency) at its Regional Wastewater Treatment

³ See https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf

Plant located north of Marina. The minimum initial dilution established in the individual NPDES permit (NPDES No. CA0048551, Waste Discharge Requirements Order R3-2008-0008) at the point of effluent discharge is 1:145 (parts effluent to seawater). The minimum initial dilution is used by the Central Coast RWQCB to determine compliance with the water quality effluent limitations established in the NPDES permit for in-pipe water quality (i.e., prior to discharge) that are based on water quality objectives contained in the SWRCB's Ocean Plan. The effluent limitations in the permit are based on and are consistent with the water quality objectives contained in the Ocean Plan. Further discussion of the Ocean Plan is provided in discussion of State regulations, below.

Clean Water Act Section 404

Under Section 404 of the Clean Water Act, proposed discharges of dredged or fill material into waters of the United States require U.S. Army Corps of Engineers authorization. Waters of the United States generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands (with the exception of isolated wetlands). Federal regulations are currently pending that would revise the definition of "waters of the United States" subject to Section 404 of the Clean Water Act, as further discussed in Section 4.3, *Biological Resources*. The U.S. Army Corps of Engineers (USACE) identifies wetlands using a multi-parameter approach, which requires positive wetland indicators in three distinct environmental categories: hydrology, soils, and vegetation. According to the *Corps of Engineers Wetlands Delineation Manual (1987)*, except in certain situations, all three parameters must be satisfied for an area to be considered a jurisdictional wetland. The *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 2008)* is also used when conducting jurisdictional wetland determinations in areas identified within the boundaries of the arid west.

When an application for a Section 404 permit is made, the applicant must show it has:

- Taken steps to avoid impacts to wetlands or waters of the U.S. where practicable;
- Minimized unavoidable impacts on waters of the U.S. and wetlands; and
- Provided mitigation for unavoidable impacts.

National Flood Insurance Act/Flood Disaster Protection Act

The National Flood Insurance Act of 1968 made flood insurance available for the first time. The Flood Disaster Protection Act of 1973 made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. These laws are relevant because they led to mapping of regulatory floodplains and to local management of floodplain areas according to guidelines that include prohibiting or restricting development in flood hazard zones.

Drinking Water Regulations

The Federal Safe Drinking Water Act was enacted in 1974, and allows the U.S. Environmental Protection Agency to promulgate national primary drinking water standards specifying Maximum Contaminants Levels for each contaminant present in a public water system with an adverse effect on human health. Primary Maximum Contaminants Levels have been established for approximately 90 contaminants in drinking water. The U.S. Environmental Protection Agency also adopts secondary Maximum Contaminants Levels as non-enforceable guidelines for contaminants that may cause cosmetic or aesthetic effects. States have the discretion to adopt them as enforceable standards. U.S. Environmental Protection Agency has delegated to the State Water Resources Control Board the responsibility for administering California's drinking-water program. In 1976, two

years after the Federal Safe Drinking Water Act was passed, California adopted its own safe drinking water act (see *California Safe Drinking Water Act* described in the State regulatory section below).

Federal Emergency Management Agency

FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a one percent chance of occurring in any given year.

Additionally, FEMA has developed requirements and procedures for evaluating earthen levee systems and mapping the areas affected by those systems. Levee systems are evaluated for their ability to provide protection from 100-year flood events and the results of this evaluation are documented in the FEMA Levee Inventory System (FLIS). Levee systems must meet minimum freeboard standards and must be maintained according to an officially adopted maintenance plan. Other FEMA levee system evaluation criteria include structural design and interior drainage.

b. State

California Ocean Plan

The *Water Quality Control Plan for Ocean Waters of California* (or Ocean Plan) (SWRCB 2015) establishes water quality objectives and beneficial uses for waters of the Pacific Ocean adjacent to the California Coast outside of estuaries, coastal lagoons, and enclosed bays. The Ocean Plan establishes effluent quality requirements and management principles for specific waste discharges. The water quality requirements and objectives of the Ocean Plan are incorporated into NPDES permits for ocean discharges, such as permit for discharge of treated wastewater from the Monterey One Water Regional Wastewater Treatment Plant to Monterey Bay.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) is the primary statute covering the quality of waters in California. Under the act, SWRCB has the ultimate authority over the State's water quality policy. SWRCB administers water rights, water pollution control, and water quality functions throughout the state, while the nine RWQCBs conduct planning, permitting, and enforcement activities. The RWQCBs also regulate water quality under this act through the regulatory standards and objectives set forth in Water Quality Control Plans (also referred to as Basin Plans) prepared for each region.

The Plan Area is located in the jurisdiction of the Central Coast RWQCB. The most current version of the Central Coast RWQCB's Basin Plan was adopted in 2016. The Basin Plan has five major components: 1) identifies the waters of the region, including the Monterey Bay; 2) designates beneficial uses of those waters; 3) establishes water quality objectives for the protection of those uses; 4) prescribes an implementation plan; and 5) establishes a monitoring and surveillance program to assess implementation efforts. Water quality objectives of the Basin Plan are incorporated into individual NPDES permits authorized by the Central Coast RWQCB.

California Safe Drinking Water Act

The U.S. Environmental Protection Agency has delegated to the California Department of Public Health the responsibility for administering California's drinking-water program. In 1976, two years after the Federal Safe Drinking Water Act was passed, California adopted its own safe drinking water act (contained in the Health and Safety Code) and adopted implementing regulations (contained in Title 22 California Code of Regulations). California's program sets drinking water standards that are at least as stringent as the Federal standards. Each community water system also must monitor for a specified list of contaminants, and the monitoring results must be reported to the state. Responsibility for the state's Drinking Water Program was transferred from the Department of Public Health to the Division of Drinking Water, which is a division of the SWRCB that was created in July 2014.

California General Plan Law, Government Code 65302

Government Code Section 65302(a) requires cities and counties located within the state to review the Land Use, Conservation, and Safety elements of the general plan "for the consideration of flood hazards, flooding, and floodplains" to address flood risks. The code also requires cities and counties in the state to annually review the land use element within "those areas covered by the plan that are subject to flooding identified by floodplain mapping prepared by FEMA or the California DWR."

Sustainable Groundwater Management Act

In September 2014 the governor signed legislation requiring that California's critical groundwater resources be sustainably managed by local groundwater sustainability agencies (GSAs). The Sustainable Groundwater Management Act (SGMA) gives local agencies the power to sustainably manage groundwater and requires groundwater sustainability plans to be developed for medium- and high-priority groundwater basins.

The Plan Area is located in the Monterey Subbasin. MCWD and the Salinas Valley Basin Groundwater Sustainability Agency are each GSAs within the Monterey Subbasin. The Plan Area, however, is located within MCWD's jurisdictional boundaries where MCWD serves as the GSA. Neither GSA has developed nor adopted a groundwater sustainability plan to date for their respective portions of the subbasin.

c. Regional

Monterey One Water Ordinances

Before the establishment of Monterey One Water (previously named the Monterey Regional Water Pollution Control District), each community in the Monterey Bay area had its own sewage treatment facility. In November 1972, the Monterey, Pacific Grove, and Seaside Sanitation Districts formed the regional system of Monterey One Water. In the late 1980s, a Joint Powers Authority was created consisting of eleven members: representatives from the Monterey County Board of Supervisors, City of Salinas, Boronda County Sanitation District, Castroville Community Services District, City of Del Rey Oaks, City of Monterey, City of Pacific Grove, City of Sand City, City of Seaside, Marina Coast Water District, Moss Landing County Sanitation District, and the U.S. Army as an ex-officio member. Each member municipality is responsible for maintaining and operating its own collection system. In return, Monterey One Water replaced eight older wastewater facilities in Northern Monterey County with a Regional Treatment Plant (Monterey One Water 2017b).

Monterey One Water’s Ordinance 1 (otherwise known as the Hauled Waste Ordinance) establishes regulations for the interception, treatment, and disposal of sewage and wastewater. It prohibits the discharge of earth, oil or other petroleum products, grease, industrial waste, and chemicals or waste related to masonry into the sanitary sewer system. This ordinance enables the agency to comply with the water quality requirements set by the Central Coast RWQCB and all applicable effluent limitations, national standards of performance, toxic and pretreatment effluent standards, and other discharge criteria. Ordinance 15 adopts additional discharge treatment measures for grease and oil wastes from food service establishments.

Central Coast RWQCB Post-Construction Requirements

In July 2013, the Central Coast RWQCB adopted Resolution No. R3-2013-0032, which prescribes new Post-Construction Requirements for projects that create or replace 2,500 square feet or more of impervious area and receive their first discretionary approval for design elements after March 2014 (Central Coast RWQCB 2013). The primary objective of these post-construction requirements is to ensure that the project permittee is reducing pollutant discharges to the maximum extent practicable and preventing stormwater discharges from causing or contributing to a violation of receiving water quality standards in all applicable development projects that require approvals and/or permits. These post-construction requirements complement the MS4 General Permit for the storm drain system because post-construction runoff from project sites in the City of Seaside would generally be captured in the storm drain system. Table 4.9-2 summarizes the post-construction requirements for different categories of projects (Central Coast RWQCB 2013).

Table 4.9-2 Central Coast RWQCB Post-Construction Requirements for Stormwater

Project Category	Performance Requirements
<p>Tier 1 Projects. Projects that create or replace 2,500 square feet or more of impervious surface</p>	<p>Implement One or More Low Impact Design Measures</p> <ul style="list-style-type: none"> ▪ Limit disturbance of natural drainage features; ▪ Limit clearing, grading, and soil compaction; ▪ Minimize impervious surfaces; ▪ Minimize runoff by dispersing runoff to landscape or using permeable pavements
<p>Tier 2 Projects. Projects that create or replace 5,000 square feet or more net impervious surface</p>	<p>Tier 1 Requirements, Plus</p> <ul style="list-style-type: none"> ▪ Treat runoff generated by the 85th percentile 24-hour storm event with an approved and appropriately sized low impact development treatment system prior to discharge from the site
<p>Tier 3 Projects. Projects that create or replace 15,000 square feet or more of impervious surface</p>	<p>Tier 2 Requirements, Plus</p> <ul style="list-style-type: none"> ▪ Prevent offsite discharge from events up to the 95th percentile rainfall event using stormwater control measures
<p>Tier 4 Projects. Projects that create or replace 22,500 square feet or more of impervious surface</p>	<p>Tier 3 Requirements, Plus</p> <ul style="list-style-type: none"> ▪ Control peak flows to not exceed pre-project flows for the 2-year through 10-year events

Source: Central Coast RWQCB 2013

1997 Fort Ord Reuse Authority Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. Goals, policies, and programs pertaining the hydrology and water quality and specific to the City of Seaside are found in the Conservation Element of the BRP. Soils and Geology Policy A-2 requires the City to require developers to prepare and implement erosion control and landscape plans for projects that involve high erosion risk. Pursuant to Soils and Geology Policy A-6, the City shall require implementation of adequate erosion control measures for development of lands having a prevailing slope above 30 percent. Hydrology and Water Quality Policy A-1 requires the runoff from new development is minimized and infiltration is maximized in groundwater recharge areas. Hydrology and Water Quality Policy C-1 requires the City to comply with all mandated water quality programs and establish local water quality programs, as necessary. Hydrology and Water Quality Policy C-2 requires the City to ensure new development includes measures to ensure that project site drainage systems are designed to capture and filter out urban pollutants from runoff. Pursuant to Hydrology and Water Quality Policy C-4, the City must prevent siltation of waterways to the extent feasible. Hydrology and Water Quality Policy C-5 requires the City to support actions necessary to ensure that wastewater treatment facilities operate in compliance with waste discharge requirements of the Central Coast RWQCB. Additionally, Fire, Flood, and Emergency Management Policy B-1 of the Safety Element of the BRP requires that the City identify areas of the former Fort Ord that may be subject to 100-year flooding and restrict construction of habitable structures in these areas.

2005 FORA Storm Water Master Plan

The Storm Water Master Plan was prepared as part of FORA's obligations as defined in the 1997 BRP. The Master Plan summarizes existing infrastructure and hydrologic conditions for the former Fort Ord area and provides guidelines for meeting the FORA obligation for on-site infiltration so that no further discharges occur to the Monterey Bay National Marine Sanctuary.

Seaside Subbasin Groundwater Adjudication

As discussed above, all of MCWD's wells are located within the Monterey Subbasin of the Salinas Valley Groundwater Basin. The Seaside Subbasin is adjacent to, and immediately south of, the Monterey Subbasin. In the 1970s, improved monitoring and data collection in the Seaside Area Subbasin showed declines in the water table and overdrafting in many areas across the basin. In 1995, SWRCB issued Order No. WR 95-10, which found that CalAm was diverting more water from the Carmel River than it was allowed (MPWMD 2014). CalAm was ordered to reduce surface water intake from the Carmel River. As a result, the utility increased coastal groundwater extraction from the Seaside Area Subbasin to supplement its water supplies.

In the early 2000s, MPWMD considered implementing groundwater protection ordinances, and began preparing the Seaside Basin Groundwater Management Plan (GMP). Concerned that MPWMD might be taking steps to curtail its groundwater pumping, in August 2003 CalAm requested an adjudication of a portion of the Seaside Area Subbasin in *California American Water v. City of Seaside et al.*, Monterey Superior Court, Case No. M66343. The utility sought a declaration of rights among parties interested in groundwater production and storage in the basin, and named a number of defendants, including local cities, developers, and landowners that historically extracted groundwater from the basin.

In October 2003, CalAm and a number of defendants executed a stipulated agreement. MCRWA and MPWMD, who had intervened in the adjudication against CalAm and the other parties, did not join in the stipulation. In 2006, the Monterey County Superior Court accepted parts of the stipulation and set forth its findings regarding the Seaside Area Subbasin, including a determination of safe yield, an operating plan, and a determination of water rights.

The court determined that the Seaside Area Subbasin was in overdraft, and that recent groundwater production exceeded the natural safe yield (NSY) of the basin (which was defined as approximately 2,581 to 2,913 AFY) and potentially contributed to seawater intrusion. The court found that total groundwater production in each of the preceding five years was between 5,100 and 6,100 AFY. A physical solution was adopted in order to set pumping limits and establish monitoring and reporting requirements within the basin. The adjudication created a Watermaster, a court-created body with representation of the parties to the adjudication that is tasked with managing the physical solution of the basin. The Seaside Basin Watermaster Board consists of a nine-member board, representing municipal water suppliers, cities, individual pumpers, and water management agencies. A copy of the Amended Decision in the Seaside Basin Adjudication is available online at the Watermaster's website.⁴

The court defined an operation safe yield (OSY) as the maximum amount of groundwater that should be allowed to be produced from the basin in a given year. An initial OSY was set at 5,600 AFY; with overdraft conditions in the basin it was mandated that groundwater pumping from the basin be reduced by 2,600 AFY by 2021, in order to achieve the aforementioned OSY. The court determined each party's water right based on their historical production from the basin. Water rights were established as quantified allocations and as a percentage of the OSY. The physical solution imposed a deliberate and gradual ramp-down of allowed groundwater pumping over time, so as to bring the basin into balance and reduce the risk of seawater intrusion. Cutbacks to the OSY are to be implemented until the OSY was equal to the NSY. The physical solution required a triennial reduction (a reduction every three years) of the OSY.

d. Local

Seaside Municipal Code

Title 8, Chapter 8.46 of the Seaside Municipal Code, also referred to as the Urban Storm Water Quality Management and Discharge Control Ordinance, protects and enhances the water quality of watercourses and water bodies in a manner pursuant to and consistent with the Federal Clean Water Act by reducing pollutants in storm water discharges to the maximum extent practicable and by prohibiting non-storm water discharges to the City's storm drain system. This chapter provides a comprehensive and integrated plan to regulate urban storm water quality management and discharge control. Chapter 8.46 applies to all water entering the storm drain system generated on any developed and undeveloped lands lying within the boundaries of Seaside.

Article II of Chapter 8.46 prohibits discharges into the City's storm drain system or watercourses any materials, including, but not limited to, pollutants or waters containing any pollutants that cause or contribute to a violation of applicable water quality standards, other than storm water. Article III of Chapter 8.46 requires appropriate BMPs to control the volume, rate, and potential pollutant load of storm water runoff from construction sites, and new development and redevelopment projects as

⁴ <http://www.seasidebasinwatermaster.org/Other/Amended%20Decision0207.pdf>.

required by the City's NPDES permit to minimize the generation, transport and discharge of pollutants. The City incorporates such requirements in its land use entitlements and construction or building-related permits to be issued relative to such development or redevelopment. Pursuant to Article III, every entity owning or leasing property through which a watercourse passes must keep and maintain that part of the watercourse within the property reasonably free debris, excessive vegetation, and other obstacles that would pollute, contaminate, or significantly retard the flow of water. Articles IV and V of Chapter 8.46 provides the City Engineer or its designee the authority to inspect erosion and sediment control measures and facilities associated with projects requiring a City permit. The City Engineer or designee is authorized to issue a notice of violation and/or stop work order for violations of the City's grading, erosion control, and stormwater discharge requirements. Violations of the City's discharge prohibitions may be enforced by civil action brought by the City.

Title 15, Chapter 15.28 of the Seaside Municipal Code contains regulations pertaining to development in a floodplain and protection of structures from flood hazards. Regulations related to flood hazards include flood protection measures such as anchoring and waterproofing below the base flood elevation, elevating the lowest floor of new construction above base flood elevations, restrictions on the alteration of natural floodplains, stream channels, and natural protective barriers, controls on filling, grading, dredging, and other development that may increase flood damage, and locating structures on the land-side of mean-high tide to prevent coastal flooding damage. Article V of Chapter 15.28 contains regulations specific to flood hazard areas, including regulations for proposed grading, excavation, new construction and substantial improvements must be adequately designed and protected against flood damages, and must not aggravate the existing hazard.

Title 15, Chapter 15.28 of the Seaside Municipal Code sets forth guidelines, rules, regulations and minimum standards to control excavation, grading, clearing, erosion control and maintenance, including cut and fill embankments. Pursuant to Chapter 15.28, no person or persons shall cause or allow the persistence of a condition on any site that could cause accelerated erosion. All earth cuts and fills must be planted or otherwise protected from the storm runoff erosion within 30 days of the completion of final erosion control and grading work. This chapter requires that the tops and toes of cut and/or filled slopes be set back far enough to prevent encroachment upon streams, floodplains, channels, or waterbodies and to provide and maintain an undisturbed protective strip between the grading and the riparian corridor to prevent degradation of water quality. Section 15.28.170 requires, to the greatest extent possible, that peak storm drainage runoff and sediment rates from new development to not exceed predevelopment rates. A pro rata share of the cost of off-site erosion sediment, and flood control improvements and/or for maintenance to the principal drainageway, may be required by the City Engineer to handle the increased peak runoff and/or sediment generated by the development if greater than predevelopment rates. Runoff from buildings, roads, driveways and the total site area of a development must be controlled by berms, swales, ditches, structures, vegetative filter strips and/or catch basins to prevent the escape of sediment from the site.

2004 Seaside General Plan

The City's 2004 General Plan includes goals and policies aimed at protecting water quality. The General Plan identifies policies to work with agencies to implement mandated water quality programs and increase public awareness about local and regional water quality problems and solutions. Policy LU-8.1 aims to maintain necessary flood control facilities. Policy LU-8.2 encourages

the City to ensure that developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State, and Federal standards.

Draft Seaside 2040

Draft Seaside 2040 contains goals and policies aimed at improving drainage, providing flood control measures, and protecting water quality across the city. Goal CFI-3 promotes clean and sustainable groundwater through policies that aim to optimize groundwater recharge from new and redevelopment projects. Policies contained under Goal CFI-5 in the Draft 2040 General Plan illustrate the City's intent to ensure that development complies with best management practices to capture and treat stormwater. In addition, policies under Goal S-4 aim to provide drainage controls and improvements and require new development to provide adequate stormwater infrastructure for flood control. Goal POC-11 aims to reduce the negative environmental impacts of stormwater runoff on the Monterey Bay, Robert's Lake, Laguna Grande, and other water bodies through policies that encourage the implementation of Low Impact Development (LID) practices and incorporation of stormwater treatment facilities in parks and open spaces.

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

An impact is considered significant if development under the Proposed Project would result in one or more of the following conditions:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
2. Interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:
 - a. result in substantial erosion or siltation on- or off-site,
 - b. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite,
 - c. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or
 - d. impede or redirect flood flows;
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impacts to groundwater supply are also discussed in Section 4.16, *Utilities and Service Systems*.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
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Impact HWQ-1 DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD NOT VIOLATE WATER QUALITY STANDARDS OR WDRs, OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUNDWATER QUALITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction activities associated with the Proposed Project would include road improvements and realignments, installation and realignment of utilities, demolition of existing structures, new development, and the replacement and/or improvement of drainage facilities. Construction activities could result in soil erosion due to earth-moving activities such as excavation, grading, soil compaction and moving, and soil stockpiling. The Plan Area decreases in elevation by approximately 220 feet from east to west. Runoff during storm events can occur as sheet flow across the site. The types of pollutants contained in runoff from construction sites in the Plan Area may include sediment and other existing contaminants such as nutrients, pesticides, herbicides, trace metals, and hydrocarbons that can attach to sediment and be transported downstream through erosion via overland flow and ultimately into the Pacific Ocean, contributing to degradation of water quality.

Construction activities would utilize hazardous materials such as diesel fuel, gasoline, lubricant oils, hydraulic fluid, antifreeze, transmission fluid, cement slurry, and other fluids required for the operation of construction vehicles or equipment. These types of hazardous materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by county, state, and federal regulations and compliance with applicable standards discussed in the Sections 4.9.2 and 3.6.3. Direct contamination of surface water is also unlikely because no defined stream channels or perennial waters are present in the Plan Area.

Development associated with the Proposed Project would be required to comply with State and local water quality regulations designed to control erosion and protect water quality during construction. This includes compliance with the requirements of the SWRCB Construction General Permit, which requires preparation and implementation of a SWPPP for projects that disturb one acre or more of land. Since the Proposed Project is greater than one acre in size, it would be subject to the SWRCB Construction General Permit and would be required to develop a SWPPP. The SWPPP must include erosion and sediment control BMPs that would meet or exceed measures required by the Construction General Permit. Construction BMPs could include inlet protection, silt fencing, fiber rolls, stabilized construction entrances, stockpile management, solid waste management, and concrete waste management. Post-construction stormwater performance standards are also required to specifically address water quality and channel protection events. Implementation of the required SWPPP would reduce the potential for eroded soil and any contaminants attached to that soil to contaminate a waterbody following a storm event.

In addition, the Proposed Project would be subject to the NPDES MS4 Permit as well as Articles III, IV, and V of Chapter 8.46 of the Seaside Municipal Code, which require appropriate BMPs to control stormwater runoff from construction sites and provides the City Engineer or its designee the authority to inspect erosion and sediment control measures and facilities associated with projects requiring a City permit.

Excavation, grading, filling, clearing, and/or erosion control work all require a permit from the City, except under certain exemptions listed in Title 15, Chapter 15.32 of the Seaside Municipal Code. Grading and excavation plans accompanying the permit application, at a minimum, must include several measures pertaining to erosion control. These measures include: a comparison of runoff without project and with project; detailed plans and location of all temporary and permanent erosion and sediment control devices; planned direction and disposition of all storm drainage flow from all buildings, yards, lots, driveways, parking areas, and streets; vegetative erosion control and revegetation measures; and provisions for stockpiling topsoil when necessary for erosion control. Pursuant to the Seaside Municipal Code, all earthen fill must be planted or otherwise protected from the effects of stormwater runoff within thirty days of the completion of final grading. The City may restrict or temporarily halt land disturbance or construction projects between October 15 and April 15, the normal rainy season for the City of Seaside. When construction activities are allowed during the rainy season, temporary erosion control measures must be applied to all soils bared at the end of each day. All cut and fill slopes without established vegetation during the normal rainy season must be mulched.

Compliance with the regulations and policies discussed above would reduce the risk of water degradation from soil erosion and other pollutants related to Proposed Project construction activities. Because violations of water quality standards would be minimized through existing regulations, impacts to water quality from construction activities under the Proposed Project would be less than significant.

Operation

Development of the Proposed Project would result in a net increase of impervious surfaces from approximately 31 to 52 percent of the Plan Area (as detailed in the Preliminary Post-Construction Stormwater Control Plan for Campus Town, Appendix I). On-site development and any associated off-site improvements greater than one acre in size would be required to comply with the NPDES Construction General Permit, which requires the development of a SWPPP. SWPPP implementation would reduce the risk of water degradation on- and off-site from soil erosion and other pollutants related to Project operation because a SWPPP requires the design, installation, and maintenance of post-construction stormwater controls. The Proposed Project would employ LID techniques and stormwater control measures that may include on-lot treatment/retention, pervious pavement, minimizing impervious footprints such as narrowed alley and road widths, providing vegetated drainage swales/open spaces to pre-treat site runoff, preserving natural on-site areas, and disconnecting impervious surfaces. Stormwater facilities would be designed per the guidelines in the FORA Stormwater Master Plan, which stipulates that runoff produced from the 100-year, 24-hour storm event must be infiltrated on-site.

As described in the *Regulatory Setting* above, the City operates its storm drain system under the NPDES General Permit for Storm Water Discharges From Small Municipal Separate Storm Sewer Systems (MS4s), Order No. 2013-0001-DWQ (MS4 General Permit). The MS4 General Permit was issued jointly to the City and seven other local agencies, as well as several regional school districts as part of the Monterey Regional Stormwater Management Program. This regional program was developed in response to the SWRCB's implementation of the NPDES Phase II Stormwater Program. The purpose of this program is to implement and enforce BMPs to reduce the discharge of pollutants from municipal separate storm sewer systems, such as the City's storm drain system.

To achieve compliance with the regional program, and thus conditions of the MS4 General Permit, the City has developed ordinance and regulations to prevent illegal discharges to the municipal

storm drain system. Specifically, Title 8, Chapter 8.46 of the Seaside Municipal Code establishes the discharge requirements of prohibitions to all water entering the storm drain system generated on any developed and undeveloped lands lying within the City.

Pursuant to Title 8, Chapter 8.46 of the Seaside Municipal Code, the City requires BMPs to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as required by the City's MS4 General Permit to minimize the generation, transport and discharge of pollutants. The City incorporates such requirements in any land use entitlement and construction or building-related permit to be issued relative to such development or redevelopment. These requirements may include a combination of structural and nonstructural BMPs, and may include requirements to ensure the proper long-term operation and maintenance of these BMPs, including inspections and right of entry by city staff or its designee to ensure compliance with the requirements.

Additionally, the Proposed Project would be subject to Title 15, Chapter 15.28 of the Seaside Municipal Code. Section 15.28.170 requires, to the greatest extent possible, that peak storm drainage runoff and sediment rates from new development not exceed predevelopment rates. Runoff from buildings, roads, driveways and the total site area of a development must be controlled by berms, swales, ditches, structures, vegetative filter strips and/or catch basins to prevent the escape of sediment from the site. If the Proposed Project causes peak runoff and/or sediment rates to exceed predevelopment rates, the City Engineer may require a pro rata share of the cost of off-site erosion sediment and flood control improvements and maintenance.

In addition to requirements and prohibitions in the Seaside Municipal Code, stormwater runoff management in the Plan Area would adhere to the criteria identified in the Central Coast RWQCB Resolution No. R3-2013-0032, "Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region." Resolution R3-2013-0032 establishes five distinct performance requirements based on the size and location of a project. Future commercial/mixed-use parcels would also be subject to Resolution No. R3-2013-0032 and would therefore be required to provide separate stormwater management facilities and associated stormwater control plans.

A Preliminary Post-Construction Stormwater Control Plan for Campus Town (Campus Town PSWCP) has been prepared to demonstrate how the single-family residential portions of the Proposed Project could comply with the City's current stormwater requirements if the Proposed Project was entitled without further modifications by the approving authority (Appendix I). The Campus Town PSWCP identifies the following five performance requirements:

1. Implement site design and runoff reduction strategies.
2. Provide water quality treatment for the 85th percentile storm event.
3. Prevent offsite discharge from events up to the 95th percentile storm event via optimizing infiltration.
4. Reduce peak flows to pre-project levels for two-year through 10-year storm events.
5. Prevent off-site discharge from events up to the 100-year 24-hour storm event via optimizing infiltration.

The PSWCP includes 85 acres of the Specific Plan Area. Hydraulic modeling was performed using the "Routing Method" as outlined in the Central Coast RWQCB Resolution No. R3-2013-0032. The Campus Town PSWCP identifies specific stormwater control measures, LID site design strategies, and source control measures to reduce runoff volume, peak flow, and pollutant loadings in the Plan

Area to achieve the five performance requirements outlined above. The Proposed Project seeks to manage rainfall at the source by infiltrating stormwater as close to the source as practicable, with an approach that includes on-lot retention for individual lots. All residential and commercial lots would retain stormwater on-site. Runoff generated from streets and public hardscape areas would be tributary to the on-site storm drain system. In addition to the approximately 837 distributed drainage management areas from individual lots, additional drainage management areas have been proposed for runoff retention of street areas. Proposed drainage basins are located at the low points within the Plan Area: at 1st Avenue; in a portion of the “tree save” area; and at the General Jim Moore Boulevard/Lightfighter Drive intersection.

In addition to stormwater runoff, polluted wastewater could be discharged by development under the Proposed Project. The Proposed Project would increase wastewater flows to Monterey One’s regional plant. Monterey One Water’s Ordinance 1 (otherwise known as the Hauled Waste Ordinance) prohibits the discharge of earth, oil or other petroleum products, grease, industrial waste, and chemicals or waste related to masonry into the sanitary sewer system. Ordinance 15 adopts additional discharge treatment measures for grease and oil wastes from food service establishments. Required compliance with these ordinances would ensure that wastewater discharges to the sanitary sewer system and the Regional Treatment Plant are properly and effectively treated to meet or exceed discharge requirements of the NPDES/WDR permit.

In addition, Monterey One Water collects monthly fees from system users for wastewater flows. In 2017, Monterey One Water conducted a comprehensive rate and fee study in order to calculate wastewater rates designed to fund operating and capital needs and recover the cost of wastewater system infrastructure and assets benefitting new development. Development associated with the Proposed Project would be subject to user fees, which would in turn fund any necessary operating and capacity infrastructure needs for wastewater flows.

In addition to compliance with mandatory Clean Water Act (NPDES Construction General Permit and MS4 General Permit) and City of Seaside Municipal Code requirements, implementation of 2004 and 2040 General Plan goals and policies would further reduce the potential for water quality degradation and violations of water quality standards. For example, policies under Goal S-4 of the 2040 General Plan aim to provide drainage controls and improvements and require new development to provide adequate stormwater infrastructure for flood control.

There are no policies contained in the Specific Plan addressing water quality or waste discharge from operation. Individual projects implemented under the Specific Plan would be required to demonstrate compliance with all applicable regulations. Implementation of the regulations, permit requirements, BMPs, and policies described above would prevent or minimize impacts related to water quality and ensure that development and operation of the Proposed Project would not cause or contribute to the degradation of water quality in receiving waters. Construction and operation of the Proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality, and water quality impacts would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact HWQ-2 DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD NOT INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Proposed Project would increase the demand for water, most of which would derive from groundwater sources in the Monterey Subbasin. For the existing conditions of the City's groundwater supply, and the effects of groundwater demand from development, see Section 4.16, *Utilities and Service Systems*. Impact HWQ-2 focuses upon physical interference associated with impervious surfaces.

The Proposed Project would also increase the amount of impervious surfaces within the Plan Area. Implementation of stormwater infiltration features and compliance with existing regulations would ensure that impacts to groundwater supplies would be less than significant, as described below.

As detailed in the Campus Town PSWCP, the single-family residential portion of the Proposed Project would incrementally increase the amount of impervious surface within the Plan Area by approximately 1.5 million square feet, increasing impervious surface coverage from 31 to 52 percent, which could reduce the potential for groundwater recharge from infiltration of precipitation. However, future impervious surfaces would represent a small percentage of the total basin recharge area. Most of the land overlying the Monterey Subbasin is undeveloped. New impervious surface area introduced by the Proposed Project would account for approximately 0.1 percent of the total surface area of the Monterey Subbasin, leaving the majority of the basin undeveloped. Rainfall on undeveloped areas of the Monterey Subbasin would continue to recharge the basin. In addition, the 2004 General Plan and *Draft Seaside 2040* require new construction to use LID techniques such as bioswales and permeable pavement. These techniques would ensure that pervious surfaces are incorporated into the Proposed Project.

The *Due Diligence Level Geotechnical Investigation for the Surplus II – Seaside Residential and Commercial Development, Campus Town (Preliminary Geotechnical Investigation)* (Berlogar Stevens & Associates 2018) did not encounter groundwater during the subsurface exploration up to 50 feet below the ground surface (Appendix H). Construction of permanent structures associated with the Proposed Project, such as residential housing structures or commercial space buildings, may require subsurface support and foundations. Additionally, utility infrastructure serving these uses, such as sanitary sewer pipe and water mains, would be located below ground surface. Although the construction of support and foundations for structures and subsurface infrastructure could contact groundwater in limited instances, the displaced volume would not be substantial relative to the storage volume of the Monterey Subbasin. Additionally, most utility infrastructure and foundations for smaller structures, such as residential development, would not extend to depths of groundwater aquifers and storage. Due to the depth of groundwater, dewatering activities are unlikely to occur. If required, dewatering activities required for construction could also remove groundwater, but the volume of water removed would not be substantial relative to groundwater pumping for water supply. Dewatering would be temporary, and groundwater levels would recover following construction. Water used during construction for cleaning, dust control, and other uses would be nominal. Thus, construction activities would not substantially deplete groundwater supplies nor interfere substantially with groundwater recharge.

Mandatory compliance with the Seaside Municipal Code, FORA Stormwater Master Plan, and Central Coast RWQCB post-construction requirements for stormwater management would reduce the quantity of stormwater runoff that enters the storm drainage system and discharges to the Pacific Ocean, as opposed to infiltrating the ground surface. Although the Proposed Project would incrementally increase the amount of impervious surface by approximately 1.5 million square feet, future impervious surfaces would represent a small percentage of the total basin area. Impacts of impervious surfaces on groundwater recharge would be less than significant.

As discussed in detail in Section 4.16, *Utilities and Service Systems*, the Proposed Project would not substantially decrease groundwater supplies. In addition, with the Proposed Project would not interfere substantially with groundwater recharge. Therefore, groundwater impacts would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Significance After Mitigation

Less than significant.

<p>Threshold 3a: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the additional of impervious surface, in a manner which would result in substantial erosion or siltation on- or off-site?</p> <p>Threshold 3b: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the additional of impervious surface, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</p> <p>Threshold 3c: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the additional of impervious surface, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p>

Impact HWQ-3 DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD ALTER DRAINAGE PATTERNS AND INCREASE RUNOFF IN THE PLAN AREA, BUT WOULD NOT RESULT IN SUBSTANTIAL EROSION OR SILTATION ON OR OFF SITE, RESULT IN INCREASED FLOODING ON OR OFF SITE, EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, OR PROVIDE SUBSTANTIAL ADDITIONAL POLLUTED RUNOFF. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction activities would involve stockpiling, grading, excavation, dredging, paving, and other earth-disturbing activities resulting in the alteration of existing drainage patterns. As described under Impact HWQ-1 above, compliance with SWRCB's NPDES Construction General Permit, NPDES MS4 General Permit, FORA Stormwater Master Plan, and the Seaside Municipal Code would reduce the risk of short-term erosion and increased runoff resulting from drainage alterations during construction. Therefore, impacts would be less than significant.

Operation

Development of the Proposed Project would alter the existing drainage patterns in the Plan Area through introduction of new impervious surfaces and infrastructure. New impervious surfaces could increase the rate and/or amount of surface runoff, redirect runoff to different discharge locations, or concentrate runoff from sheet flow to channelized flow. Surface water runoff rate and amount is determined by multiple factors, including the amount and intensity of precipitation, amount of other imported water that enters a watershed, and amount of precipitation and imported water that infiltrates to the groundwater. Infiltration is also determined by several factors, including soil type, antecedent soil moisture, rainfall intensity, the amount of impervious surfaces in a watershed, and topography. The rate of surface runoff is largely determined by topography. Runoff that does not infiltrate and flows off site would be captured in the City's storm drain system, and ultimately discharge to the Pacific Ocean.

The Proposed Project seeks to manage rainfall at the source by infiltrating stormwater as close to the source as practicable. Sandy dune soils with moderate to high percolation rates underlay most of the site and provide an opportunity to infiltrate on a lot by lot basis. Preliminary modeling, detailed in the Campus Town PSWCP (Appendix K), demonstrates that rainfall runoff up to the 100-year event can be infiltrated on each lot without producing runoff that would normally be tributary to a storm drain system. Nearly all public hardscape would be comprised of detached sidewalks that drain to landscape areas. Such measures would reduce the risk of erosion, siltation, polluted runoff, and flooding by capturing and recharging runoff on-site.

Runoff generated from streets and public hardscape areas within the Plan Area would be tributary to the on-site storm drain system. Drainage basins are proposed in the Plan Area's topographic low points: at 1st Avenue, in a portion of the "tree save" area; and at the General Jim Moore Boulevard/Lightfighter Drive intersection. The proposed storm drain pipe network would collect runoff from all internal residential streets and convey stormwater to these basin areas, which would be designed to provide retention up to the 100-year storm event. As per the Campus Town PSWCP, approximately 39 percent of the site is projected to contribute runoff to the storm drain system. Water that enters the storm drain system would be tributary to an infiltration basin located within the Plan Area. Four infiltration basins would be constructed, with two on either side of General Jim Moore Boulevard. Approximately 840 distributed drainage management areas have been identified for runoff retention of individual lots and street areas in the Plan Area.

Impact HWQ-1 discusses applicable regulations that would limit pollutant discharges, including sediment and silt, from the Proposed Project. As discussed above for Impact HWQ-1, the Seaside Municipal Code requires BMPs to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as a requirement of the MS4 General Permit. The City incorporates such requirements in any land use entitlement and construction or building-related permit to be issued relative to such development or redevelopment. Additionally, as discussed above, projects that create and/or replace more than 2,500 square feet of impervious surface are subject to the Central Coast RWQCB post-construction requirements for stormwater management. The Central Coast RWQCB Resolution R3-2013-0032 establishes five distinct performance requirements based on the size and location of a project. The primary objective of these post-construction requirements is to ensure that the project permittee is reducing pollutant discharges to the maximum extent practicable and preventing stormwater discharges from causing or contributing to a violation of receiving water quality standards. For example, projects located within the Fort Ord redevelopment area are required to construction infiltration systems that retain the 100-year 24-hour design storm.

Stormwater control measures that would be applicable for use in the development of the Proposed Project have been identified in the Campus Town PSWCP; these recommended stormwater control measures are based on the opportunities and constraints identified in Section 1.4 of this plan. As shown on Table 2.1 of the plan, potential stormwater control measures include bioretention facilities, self-treating and self-retaining areas, infiltration basins, and subsurface infiltration facilities. Furthermore, potential source control measures have been identified that could reduce stormwater runoff pollution at the source, and include landscape management, BMP maintenance, litter control, drain inlet inspection, and street sweeping. As described above, the measures outlined in the Campus Town PSWCP ensure that the Proposed Project would meet the performance requirements established by the Central Coast RWQCB, including retaining runoff produced from the 95th percentile 24-hour storm, and fully infiltrating the 100-year 24-hour storm event.

The 2004 General Plan and *Draft Seaside 2040* also include goals and policies that are intended to promote infiltration of stormwater runoff, which would reduce the potential substantial for erosion, siltation, flooding, and polluted runoff on- or off-site. Implementation of these goals and policies would ensure that the runoff from development envisioned in the 2004 and 2040 General Plans do not exceed the capacity of the City's existing and future storm drain system. Impacts would be less than significant.

The Proposed Project would not alter the existing drainage patterns or contribute runoff water in a manner which would result in substantial erosion, siltation, or flooding, nor would it exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Significance After Mitigation

Less than significant.

Threshold 3d: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the additional of impervious surface, in a manner which would impede or redirect flood flows?

Threshold 4: Would the Proposed Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact HWQ-4 DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD ALTER DRAINAGE PATTERNS AND INCREASE RUNOFF IN THE PLAN AREA, BUT WOULD NOT IMPEDE OR REDIRECT FLOOD FLOWS. THE PLAN AREA IS NOT WITHIN AN AREA AT RISK FROM INUNDATION BY FLOOD HAZARD, SEICHE, TSUNAMI, OR MUDFLOW. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As stated in Section 4.9.1, *Setting*, the Plan Area is not within a 100-year flood hazard area. Therefore, the Proposed Project would not impede or redirect flood flows. In addition, the Proposed Project would not be at risk of inundation due to flooding. Further, the Plan Area is not located in a tsunami or seiche zone. Therefore, the Proposed Project would not risk release of pollutants due to project inundation. Impacts related to flood flows and project inundation would be less than significant.

Mitigation Measures

Mitigation measures are not required.

Significance After Mitigation

Less than significant.

Threshold 5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact HWQ-5 DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD AFFECT WATER QUALITY AND GROUNDWATER SUPPLY. IMPACTS WOULD BE SIGNIFICANT WITHOUT MITIGATION. ADHERENCE TO MITIGATION MEASURE UTIL-1 WOULD HELP TO ENSURE THAT THE PROPOSED PROJECT WOULD NOT CONFLICT WITH SUSTAINABLE GROUNDWATER MANAGEMENT PLANNING EFFORTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Water Quality Control Plan

Development under the Proposed Project would affect water quality and groundwater supply through construction and operational activities. This analysis refers to the Basin Plan as the applicable water quality control plan in the Plan Area. The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses. The identified beneficial uses and the water quality objectives to maintain or achieve those uses are together known as water quality standards. As discussed in detail under Impact HWQ-1, compliance with relevant water quality regulations, BMPs, and policies would reduce the risk of water degradation from soil erosion and other pollutants related to Proposed Project construction and operational activities.

The upper aquifers in the Salinas Valley Groundwater Basin (180-foot aquifer and 400-foot aquifer) along the coast are experiencing high salinity due to seawater intrusion (MCWRA 2019).⁵ MCWD's wells in Central Marina, although near the coast, are in the Deep Aquifer within the Monterey Subbasin (DWR, Bulletin 118, Basin No. 3-004.10) of the broader Salinas Groundwater Basin, which has not experienced signs of seawater intrusion and is considered to have reliable quality.

MCWD's 2015 UWMP concludes that "neither seawater intrusion nor groundwater contamination pose an immediate threat to water supply reliability" (MCWD 2015 UWMP § 5.2, at p. 73). In the Ord Community, the District has one well in the deep aquifer and four wells in the upper aquifers; these five wells are outside the area currently affected by seawater intrusion. MCWD is closely monitoring the quality in these wells. While there "is some concern that the Deep Aquifer may become affected by seawater intrusion," there is a monitoring well that serves as an "early warning system to identify any seawater intrusion..." (MCWD 2015 UWMP Section 4.2.5, at p. 48). In 2003, a study modeled seawater intrusion resulting from increasing pumping from the Deep Aquifer by two to five times the baseline rate, and found that "in the absence of other action to control seawater intrusion, the landward flow of groundwater would increase..." (MCWD 2015 UWMP Section 4.2.5, at p. 50). No increases of such a magnitude in pumping from the Deep Aquifer are expected.

⁵ According to the 2019 Salinas River Long-Term Management Plan, "seawater intrusion extends approximately 7 miles inland within the 180-foot aquifer and 4 miles inland in the 400-foot Aquifer." (Salinas River Long-Term Management Plan 3-41, 3-42, available at http://www.salinasrivermanagementprogram.org/ltmp_doc.html.)

The Proposed Project would increase the demand for water, most of which would derive from groundwater sources. For the existing conditions of the City's groundwater supply, and the effects of groundwater demand from development, see Section 4.16, *Utilities and Service Systems*. As discussed therein, the potable water demand for the project would exceed the allocations available to the project, therefore impacts would be significant without mitigation. If groundwater pumping were to be increased to meet this demand without mitigation, this would potentially result in seawater intrusion, which would decrease water quality, by increasing salt concentrations (such as chloride, nitrogen, sodium, etc.). To address the discrepancy between the Proposed Project's 441.6 AFY of potable water demand and the 181.3 AFY of available potable water supply, Mitigation Measure UTIL-1 requires the City to secure water supplies for the Proposed Project by offsetting potable water demands. Because the potable water demands of the Proposed Project would be offset by the City, the Proposed Project would not result in seawater intrusion.

Construction and operation of the Proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Consequently, the Proposed Project would not conflict with or obstruct implementation of the Basin Plan and impacts would be less than significant.

Sustainable Groundwater Management Plan

As discussed in detail under Impact HWQ-2, mandatory compliance with the Seaside Municipal Code, FORA Stormwater Master Plan, and Central Coast RWQCB post-construction requirements for stormwater management would minimize the Proposed Project's interference with groundwater recharge of the underlying Monterey Subbasin.

The Proposed Project would increase the demand for water, most of which would derive from groundwater sources. As discussed in detail in Section 4.16, *Utilities and Service Systems*, within the Ord Community, 6,600 AFY of existing Salinas Valley groundwater supply has been allocated among the land use jurisdictions by FORA. The 6,600 acre-feet per year figure is derived from the 1984 peak and the 1988-1992 average amount of potable water Fort Ord withdrew from the Salinas Basin, not including pumping from a non-potable golf course well. The City has an existing potable water allocation of Salinas Valley Groundwater of 1,012.5 AFY (from the 6,600 AFY regional allocation), and has previously sub-allocated 831.2 AFY to other projects, leaving 181.3 AFY available. Based on the calculations in the WSA, the available water supply of 181.3 AFY is not sufficient to meet the Proposed Project's potable water demand of 441.6 AFY. To address the discrepancy between the Proposed Project's 441.6 AFY of potable water demand and the 181.3 AFY of available potable water supply, Mitigation Measure UTIL-1 requires the City to secure water supplies for the Proposed Project by offsetting potable water demands with in-lieu storage and offset programs. With implementation of these programs, total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection would meet the projected water demand associated with the Proposed Project, in addition to the MCWD's existing and planned future uses.

Two groundwater sustainability agencies have been established for the Monterey Subbasin sub-area: the Salinas Valley Groundwater Sustainability Agency (SVBGSA) (<https://svbgsa.org>) and the District. The SVGSA is developing a comprehensive groundwater sustainability plan for a portion of the subbasin under its jurisdiction for submittal to the California Department of Water Resources by 2020. The plan will address its portion of the Monterey Subbasin together with neighboring subbasins within the Salinas Valley Basin under its jurisdiction. The District will develop a groundwater sustainability plan for the remainder of the Monterey Subbasin, including the areas of

the subbasin where the District's wells are located. Together, these plans will be designed to achieve sustainability throughout the Salinas Valley Basin by 2040.

These groundwater sustainability plans will work to manage the Monterey Subbasin in combination with MCWRA's Long-Term Management Plan for the Salinas River Valley which is incorporated by reference (MCWRA 2019).⁶ This long-term management plan sets forth strategies, both currently employed and future plans, that are designed to manage the Salinas River and its interaction with groundwater resources within the Salinas Valley. Together, the activities of the MCWRA with those of the SVGSA and the District, implementing groundwater sustainability plans, will curtail future seawater intrusion and ensure sustainable management of the Salinas Valley groundwater supplies, and ensure the reliability of the 6,600 AFY. The MCWD wells are not in imminent threat of seawater intrusion, and the actions employed and planned by the MCWRA, the SVGSA, and District will ensure that these wells are able to provide water to serve Fort Ord in perpetuity.

Because the potable water demands of the Proposed Project would be offset by the City, the Proposed Project would not interfere with sustainable groundwater management planning efforts. Impacts related to sustainable groundwater management would be less than significant with mitigation.

Mitigation Measures

UTIL-1 Water Offset Programs

Mitigation Measure UTIL-1 text is included under Impact UTIL-1 in Section 4.16.9.

Significance After Mitigation

Less than significant with mitigation.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative hydrology and water quality impacts is the southern portion of the Monterey Bay HU watershed in which the Plan Area is located, which extends from the slopes of the Fort Ord National Monument on the east to the Pacific Ocean on the west. This portion of the watershed encompasses the cities of Marina, Sand City, Seaside, and Monterey. In this portion of the watershed, water generally flows from east to west or southeast to northwest, downhill towards the Monterey Bay. This geographic scope is appropriate for hydrology and water quality because water quality impacts are localized in the watershed where the impact occurs. Cumulative development within this geographic scope include development envisioned under *Draft Seaside 2040*, as well as buildout of the Marina, Sand City, and Monterey General Plans.

Cumulative development would generally increase impermeable surface area in the southern portion of the Monterey Bay HU watershed. Development would potentially increase peak flood flows, alter drainage patterns, reduce groundwater recharge, and increase pollutants in the regional stormwater. However, cumulative development would also be required to adhere to all applicable

⁶ MCWRA's Long-Term Management Plan for the Salinas River Valley is available online at: http://www.salinasrivermanagementprogram.org/ltmp_doc.html

State and local regulations designed to control erosion and protect water quality, including the Seaside Municipal Code, FORA Stormwater Master Plan, NPDES Construction General Permit, and Monterey One Water's Ordinance 1. All construction sites larger than one acre in size would be required to prepare and submit a SWPPP, thereby reducing the risk of water degradation on- and off-site from soil erosion and other pollutants. In addition, the Central Coast RWQCB post-construction requirements for stormwater management encourage and require for certain projects, on-site treatment and infiltration of stormwater runoff. This would reduce the quantity of stormwater runoff that enters the storm drainage system and discharges to the Pacific Ocean.

In addition, implementation of NPDES and City Municipal Code requirements would reduce the potential for increased pollutants in stormwater and groundwater. The NPDES Construction General Permit requires the implementation of BMPs on all construction sites to limit erosion and sedimentation, thereby minimizing water quality impacts. These requirements would also decrease operational effects of cumulative development because each development proposal would be required to reduce the on-site post-development peak discharges at or below pre-development peak discharge rates by implementing on-site LID features and other groundwater recharge design elements. In addition to compliance with mandatory Clean Water Act (NPDES Construction General Permit and MS4 General Permit) and City of Seaside Municipal Code requirements, implementation of *Draft Seaside 2040* goals and policies would further reduce the potential for water quality degradation and violations of water quality standards as a result of cumulative development. Therefore, cumulative impacts would be less than significant.

As discussed above under Impacts HWQ-1 and HWQ-3, implementation of the Proposed Project would increase impervious surface area in the City and alter drainage patterns. However, compliance with relevant water quality regulations, BMPs, and policies would reduce the risk of water degradation from soil erosion and other pollutants related to Proposed Project construction and operational activities. Construction and operation of the Proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. In addition, as discussed under Impacts HWQ-2 and HWQ-5, the Proposed Project would incrementally increase the amount of impervious surface by approximately 1.5 million square feet. However, future impervious surfaces would represent a small percentage of the total basin area. The Proposed Project's water quality and groundwater recharge impacts would be less than significant. The measures outlined in the Preliminary Post-Construction Stormwater Control Plan ensure that the Proposed Project would comply with NPDES, County, and City requirements related to stormwater runoff and water quality. Consequently, implementation of the Proposed Project would not contribute to cumulative impacts to peak runoff, flooding, groundwater recharge, or water quality. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to water quality.

As discussed under Impact HWQ-4, the Plan Area is not within a 100-year flood hazard area, or a zone at risk of inundation by tsunami or seiche. Cumulative development in other areas in the watershed that are subject to inundation may have localized impacts. However, projects would be analyzed and mitigated on a case-by-case basis, and would be designed to avoid or mitigate potential impacts related to flooding. Cumulative impact related to flooding, seiche, and tsunami would therefore be less than significant with mitigation. Proposed Project would not impede or redirect flood flows or risk release of pollutants due to inundation. Impacts from implementation of the Proposed Project related to flood flows and project inundation would be less than significant. Because flooding is fairly localized and site-specific, the Proposed Project would not have a

cumulatively considerable contribution to a significant cumulative impact related to flood hazard or inundation risks.

As discussed under Impacts HWQ-2 and HWQ-5, the Proposed Project would increase the demand for water, most of which would be derived from groundwater sources. Cumulative development would also increase demands for groundwater supplies. Compliance with applicable regulations and the impending development of groundwater sustainability plans for the Monterey Subbasin would ensure the long-term sustainability of groundwater supplies. Therefore, cumulative development would not result in a significant cumulative impact. To address the discrepancy between the Proposed Project's 441.6 AFY of potable water demand and the 181.3 AFY of available potable water supply, Mitigation Measure UTIL-1 requires the City to secure water supplies for the Proposed Project by offsetting potable water demands. Consequently, the Proposed Project's impacts to groundwater supplies and groundwater management efforts would be less than significant and the Proposed Project would not have a cumulative considerable contribution to a significant cumulative impact related to groundwater.

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4.10 Land Use and Planning

This section analyzes the consistency of the Proposed Project with applicable land use plans, policies, and regulations, and identifies environmental effects that would arise from any inconsistencies.

4.10.1 Setting

a. Existing Land Uses in the Specific Plan Area

The Specific Plan Area (Plan Area) encompasses approximately 122.23 acres at the northern end of the City of Seaside within the Fort Ord Reuse Authority (FORA) *Fort Ord Base Reuse Plan* (BRP) Planning Area (FORA 2018). East of General Jim Moore Boulevard, in what is known as the Surplus II Area, existing land uses within the Plan Area are predominantly vacant, extant buildings originally part of the Fort Ord base that FORA has deemed unfit for reuse. In fiscal year 2001-2002 the FORA Board established a policy regarding building removal obligations that has been sustained since that time. In 2015 FORA approved contracts for the removal of buildings in the Surplus II area. In December 2018 the Army began demolition of these buildings and remediation of the Surplus II Area pursuant to the FORA Capital Improvements Program. FORA has removed most buildings in the Plan Area that had been identified for demolition, with the exception of the eight hammerhead buildings (FORA 2019). While demolition of the eight remaining hammerhead buildings is included within FORA's Building Demolition process for Surplus II, this analysis conservatively includes demolition assumptions for these structures. Additional details on the building removal process for the Plan Area are available at: <https://www.fora.org/SurplusII.html>

Developed woodland/shrubland, consisting of primarily Monterey cypress and Monterey pine, occupies the areas around the unoccupied buildings, which have not been maintained since the base closure. The remaining portion, east of General Jim Moore Boulevard, contains a mix of uses including vacant commercial building, Presidio of Monterey (POM) Fire Department station, Monterey Bay College of Law, and City of Seaside facilities. Existing land uses within the Plan Area west of General Jim Moore Boulevard, south of Lightfighter Drive, includes primarily undisturbed natural oak woodland and scrub communities, and large patches of invasive ice plant. The Plan Area is surrounded by the Main Gate Specific Plan project, Cal State University, Monterey Bay (CSUMB), the Fort Ord Commissary and Army and Air Force Exchange, Ord Community Housing, the U.S. Army Garrison Presidio of Monterey, and the United States Department of Defense Army Hospital. The area is approximately 545-feet east of State Route (SR 1) off-bound ramp and approximately 900 feet east of State Route 1 (SR 1). Refer to Section 2, *Project Description*, for additional details regarding existing land uses.

4.10.2 Regulatory Setting

a. State

Government Code Section 65450

State law (Government Code Section 65450) authorizes cities to adopt specific plans for implementation of their general plans in a defined area. All specific plans must comply with Sections 65450-65457 of the Government Code. These provisions require that a specific plan be consistent

with the adopted general plan and, in turn, that all subsequent subdivisions and development, public works projects and zoning regulations must be consistent with the specific plan. Specific plans are required to include distribution, location and types of uses, development, and improvements to public facilities and infrastructure. Tailored regulations, conditions, programs, standards and guidelines can help implement the vision for long-range development of the Plan Area.

b. Regional

Association of Monterey Bay Area Governments 2040 Regional Transportation Plan/Sustainable Communities Strategy

The Association of Monterey Bay Area Governments (AMBAG) is the federally designated metropolitan planning organization (MPO) for the counties of Monterey, San Benito, and Santa Cruz. AMBAG's Metropolitan Transportation Plan /Sustainable Communities Strategy (MTP/SCS), also known as *Moving Forward Monterey Bay 2040*, was adopted via Resolution No. 2018-05 by the AMBAG Board of Directors on June 13, 2018. The 2040 MTP/SCS is a long-range transportation and land use plan for the Monterey Bay region, and is built on a set of integrated policies, strategies, and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2040. The SCS is a new element of the MTP, as required by SB 375, and is designed to demonstrate how the region would meet the regional greenhouse gas (GHG) reduction targets established by the California Air Resources Board (CARB). For the Monterey Bay region, the targets are a zero percent per capita change by 2020 and five percent per capita reduction by 2035. The AMBAG Board of Directors adopted the following goals and policy objectives:

- **Access and Mobility** – Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region
- **Economic Vitality** – Raise the region's standards of living by enhancing the performance of the transportation system
- **Environment** – Promote environmental sustainability and protect the natural environment
- **Healthy Communities** – Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation
- **Social Equity** – Provide an equitable level of transportation services to all segments of the population
- **System Preservation and Safety** – Preserve and ensure a sustainable and safe regional transportation system

This framework of goals and policy objectives was used to guide the development of the 2040 MTP/SCS. Performance measures were established to evaluate how well the 2040 MTP/SCS performs in each of these areas.

1997 Fort Ord Reuse Authority Base Reuse Plan

FORA adopted the BRP in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. FORA prepared the BRP pursuant to provisions of Senate Bill 899 (Mitchell 2014), and is the guiding policy document for the reuse and redevelopment of the former Fort Ord, with an emphasis on job creation, environmental preservation, education, and a jobs/housing balance. Volume II of the BRP

includes six elements, including: Land Use, Circulation, Recreation and Open Space, Conservation, Noise, and Safety. Each of the elements includes a summary of existing conditions, focused objectives, and policies and programs for each jurisdiction.

The BRP Land Use Element offers a broad discussion of land use issues, constraints, and opportunities for development within former Fort Ord. It reflects the opportunities and constraints affecting land use at the former Fort Ord identified in other elements of the plan. To establish a pattern of land use in the former Fort Ord, the Land Use Element is designed to serve as a guide for future development of this land. The element provides for orderly growth by setting general designations for the location, extent, intensity, and distribution of specified land uses. It inventories existing land uses, discusses potential conflicts between land uses and offers recommendations in the form of policy statements. The Land Use Element sets general standards for intensity of development and to promote a balanced and functional mix of land uses consistent with existing community values. The land use planning concepts, overall goal and objectives, and policies and programs to implement these, were generated from specific issues and requirements identified by each jurisdiction, as well as an overall vision for reuse of the base developed on a more regional level.

The BRP primarily designates the Campus Town Specific Plan Area, referred to as “University Village,” as a Planned Development Mixed Use District with Neighborhood Retail. While the boundaries for this Specific Plan are slightly broader than those of the “University Village” planning area in the BRP, the Specific Plan is fully consistent with the BRP designations. It provides that the Specific Plan Area should provide “for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road” and “encourage a vibrant village with significant retail, personal and business services mixed with housing.” On December 10, 2004 the FORA Board made findings that the 2004 General Plan was consistent with the BRP (FORA 2005).

Under FORA’s procedures, consistency of a legislative land use decision with the BRP is based upon consistency with the provisions of the general plan, certified as consistent with the BRP (FORA 1997).

FORA Regional Urban Design Guidelines

The *FORA Regional Urban Design Guidelines (RUDG)* were developed for FORA as directed by the BRP. They are refinements of existing BRP policy and were completed as a separate implementation action. The FORA Board unanimously adopted the RUDG on June 10, 2016. The RUDG establishes standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance. They provide jurisdictions, developers and the public guidance of matters of visual importance to the former Fort Ord reuse. Under state law, FORA oversees planning, financing, and implementing reuse and recovery programs described in the BRP.

c. Local

2004 City of Seaside General Plan

The current City of Seaside General Plan was adopted by City Council Resolution 04-59 on August 5, 2004, and was certified as consistent with the BRP by FORA on December 10, 2004 (FORA 2005). The City's 2004 General Plan includes broad City-wide goals and policies aimed at promoting a mix of land uses and a balance of jobs; encouraging development that helps the City achieve a target jobs/housing ratio; encouraging regional commercial and visitor-serving commercial development that would enhance the identity of Seaside and attract visitors; providing for a variety of housing that complements the employment opportunities in the community; encouraging consolidation of under-performing and under-utilized commercial properties; and ensuring quality architectural and design themes during redevelopment and revitalization activities.

The Plan area is designated in the 2004 General Plan as Mixed Use (2004 General Plan, Figure LU-2) This designation is "[t]o promote pedestrian and transit oriented activity centers in the community with a mix of residential, commercial, office and civic uses..." (2004 General Plan, Table LU-1). More specifically, Seaside has developed a Mixed Use category as a way to promote pedestrian and transit oriented activity centers that have a mixture of residential, commercial, office, and civic uses. The Mixed Use category is applied in areas such as the Broadway Corridor and adjacent to CSUMB in order to provide additional residential, employment, and services that are conveniently located adjacent to existing population centers. In Mixed Use developments, certain benefits and opportunities occur: residents are readily available to support local businesses; businesses and residential projects have opportunities to share parking, and traffic congestion may ease as more people choose to walk or bicycle to nearby destinations instead of using a car. This designation includes a permissible Floor Area Ratio (FAR) of 2.0 and allows up to 25 dwelling units per acre (du/ac).

Goals and policies from the 2004 General Plan are provided below.

Land Use and Community Design Element Goals and Policies

Goal LU-1: Promote a mixture of land uses and a balance of jobs and housing to support a community in which people can live, work, shop, and play.

Policy LU-1.2: Encourage development that helps the City achieve a jobs/housing ratio of 1.5:1.

Policy LU-1.3: Encourage regional commercial and visitor-serving commercial development that will enhance the identity of Seaside and attract visitors to the community.

Policy LU-1.4: Provide for a variety of housing that complements the employment opportunities in the community.

Policy LU-1.6: Integrate Seaside with North Seaside.

Goal LU-4: Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.

Policy LU-4.1: Require that all new development: 1) funds its share of community services and facilities (e.g., parks, roads, trails and utilities); 2)

uses quality designs and materials; and 3) is compatible with surrounding uses, the site, and available infrastructure.

Goal LU-5: Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs.

Policy LU-5.1: Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.

Policy LU-5.2: Work cooperatively with local and regional water suppliers to ensure adequate water resources.

Policy LU-5.3: Actively promote water conservation by City residents and businesses.

Policy LU-5.4: Promote the use of recycled water for irrigation of parks, golf courses, and public landscaped areas in the community.

Goal LU-6: Ensure that sewer service and facilities are provided and maintained to adequately meet the community's current and future need for sewer collection and treatment.

Policy LU-6.2: Ensure new development and redevelopment projects provide adequate sewage collection infrastructure.

Goal LU-7: Collaborate effectively with local providers of solid waste collection and disposal to provide a sufficient level of solid waste disposal.

Policy LU-7.1: Participate in local and regional programs that encourage the per capita reduction of solid waste in Seaside in order to meet State mandates for waste reduction.

Goal LU-8: Provide a level of flood control and protection that meets the needs of the community.

Policy LU-8.2: Ensure that developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State and Federal standards.

Goal LU-9: Provide a sufficient level of fire protection, public education, and emergency response service (with a response time of five minutes) for all portions of the community.

Policy LU-9.1: Adopt and maintain level of service (e.g., response times, call handling) and staffing standards for the Fire Department.

Policy LU-9.2: Implement and enforce regulations, such as the most recent building codes, minimum street widths, and clearance areas.

Goal LU-10: Provide an effective and responsive level of police protection (including facilities, personnel, and equipment) throughout the Seaside Police Department.

Policy LU-10.1: Adopt and maintain level of service (e.g., response times, call handling) and staffing standards for the Police Department.

Goal LU-11: Cooperate with local school districts and other educational organizations to ensure that a level of public education is provided that meets the community's educational needs.

Policy LU-11.1: Consider impacts of proposed projects on school enrollment and facilities.

Goal LU-12: Provide a level of library facilities and services that meet the needs of the community.

Policy LU-12.1: Develop and maintain a high-quality library system that enhances the cultural life and services as the information center for the community.

Urban Design Element Goals and Policies

Goal UD-3: Provide and maintain a streetscape system that protects views and enhances visual quality and continuity within the community.

Policy UD-3.1: Protect private views of significant natural features, such as the Monterey Bay, Roberts Lake, the Pacific Ocean, the surrounding mountains, and other important viewsheds.

Policy UD-3.2: Preserve the unique public views visible from the Highway 1 Corridor between Fremont Boulevards and the northern boundary of the City as identified in the Fort Ord Reuse Authority (FORA) Plan.

Goal UD-4: Provide civic art and community design that instills pride and creates a sense of place.

Policy UD-4.1: Encourage the provision of civic art into public and private development and redevelopment projects.

Policy UD-4.3: Provide attractive community gathering places that meet the social, civic, cultural, and recreational needs of the community.

Economic Development Element Goals and Policies

Goal ED-1: Establish a diverse and balanced mix of businesses that will generate a stable, long-term stream of revenue to fund city services.

Policy ED-1.1: Encourage the full and efficient use of vacant and underutilized parcels in appropriately designated areas to support the development and expansion of targeted industrial and commercial facilities.

Policy ED-1.4: Create a favorable environment in the Gigling Road/Surplus II Area to establish quality urban development compatible with CSUMB's academic environment, provide employment opportunities with high pay and benefits for community residents, new high density rental and ownership housing opportunities and generate revenue to support City services.

Circulation Element Development Element Goals and Policies

Goal C-1: Provide and maintain a City circulation system that promotes safety and satisfies the demand created by new development and redevelopment in Seaside.

Policy C-1.2: Improve the Seaside circulation system in concert with public and private land development and redevelopment projects to maintain the City standard Level of Service "C."

Policy C-1.5: Use traffic calming methods within residential and mixed use areas where necessary to create a pedestrian-friendly circulation system.

Goal C-2: Provide a local circulation system that is integrated with the larger regional transportation system to ensure the economic well-being of the community.

Policy C-2.2: Support programs that help reduce congestion and encourage alternative modes of transportation.

Goal C-3: Promote the increased use of multi-modal transportation.

Policy C-3-1: Support the provision and expansion of regional transit services and support facilities to serve the City.

Policy C-3-3: Promoted mixed-use, higher density residential and employment-generating development in areas where public transit is convenient and desirable.

Policy C-3-4: Support alternative modes of transportation that encourage physical activity, such as biking and walking.

Conservation/Open Space Development Element Goals and Policies

Goal COS-2: Provide a safe and adequate water supply to meet the needs of the community.

Policy COS-2.1: Work with regional and local water providers to ensure that adequate supplies of water are available to meet existing development and future growth.

Policy COS-2.2: Encourage the production, distribution, and use of recycled water.

Policy COS-2.3: Participate in and implement local and regional programs that promote water conservation as a means of improving water supply and water.

Goal COS-4: Preserve and protect the sensitive habitats and species within the community.

Policy COS-4.1: Preserve ecological and biological resources by maintaining these resources as open space.

Policy COS-4.2: Protect and enhance the creeks, lakes, and adjacent wetlands for their value in providing visual amenity, habitat for wildlife, and recreational opportunities.

Policy COS-4.3: Encourage the preservation and enhancement of oak woodland elements in the natural and built environments.

Goal COS-5: Protect high sensitivity archeological resources, architecturally significant buildings, and historic places.

Policy COS-5.1: Identify and conserve archeological, architectural, and historic resources within Seaside.

Noise Element Goals and Policies

Goal N-1: Provide consistent and effective noise control through proper land use planning.

Policy N-1.1: Ensure that new development and reuse/revitalization projects can be made compatible with the noise environment and existing development.

Goal N-2: Minimize transportation-related noise impacts.

Policy N-2.1: Reduce noise impacts associated with motorized vehicles, aircraft, and trains.

Goal N-3: Minimize transportation-related noise impacts.

Policy N-3.1: Reduce the impacts of noise-producing land uses, activities, and businesses on noise-sensitive land uses.

Draft Seaside 2040

The City of Seaside is currently in the process of updating their General Plan, *Draft Seaside 2040*. *Draft Seaside 2040* covers the entire incorporated area of Seaside, including the Plan Area.

A summary of the *Draft Seaside 2040* vision for the Plan Area is provided below:

Vision and Strategies

The *Draft Seaside 2040* (City of Seaside 2019: page 24):

- Supports a vibrant, proudly diverse, energetic, and safe community
- Provides a socially just and culturally diverse with healthy neighborhoods
- Supports a thriving community in which people can live, work, shop, play in a coastal setting
- Promotes a small-town character that is socially diverse and culturally rich
- Values abundant in natural resources and open space networks

- Strives to be a diverse, peaceful, healthy, and balanced community that welcomes all people
- Economically diverse and prosperous with new innovative industries and strong local businesses
- Fosters a vibrant downtown that attracts residents and visitors to the Peninsula
- Encourage new development on former Fort Ord lands that supports the regional economy and capitalizes on the proximity to Cal State University of Monterey Bay
- Offers education and training for youth
- Supports high-quality job placement opportunities for all residents
- Supports thoughtful, planned growth and well-designed neighborhoods that respect and complement the natural environment
- Offers a variety of housing, recreational, and economic development opportunities
- Provides access to regional serving employment
- Provides a multimodal transportation system that supports land uses and mobility for all residents (City of Seaside 2019)

One of the twelve major strategies of *Draft Seaside 2040* (Strategy 6) is the development of a campus town adjacent to CSUMB:

“A long-term opportunity exists to capitalize on the adjacency of CSUMB to providing campus-supporting uses, including jobs, retail, entertainment, and services for students. This new neighborhood can also provide students with diverse housing options, new community parks, and safe and convenient walking and biking paths with easy access to CSUMB. This area has the potential to expand the number and diversity of jobs in Seaside by attracting R&D, industrial, and ‘makerspace’ uses close to the University”

Land Use Designations

The *Draft Seaside 2040* Land Use and Community Design Element designates the Plan Area primarily as Future Specific Plan (SP), with pockets of Public/Institutional (PI) north of Gigling Road between Malmedy Road and 6th Avenue.

FUTURE SPECIFIC PLAN (SP) DESIGNATION

The intent of the SP land use designation is to: “Establish the intent to prepare a Specific Plan to determine neighborhood character intensities. Allowed land uses, intensity and physical character would be defined through a future Specific Plan process and would include a mixed of Land Use Designations as consistent with the densities defined by the *Draft Seaside 2040* General Plan (City of Seaside 2019: page 48), including:

- Employment designation up to 2.5 FAR
- Mixed Use High allows densities up to 60 du/ac or 3.0 FAR
- Mixed Use Low allowed densities up to 45 du/ac or 2.5 FAR
- Neighborhood High allows 30 to 45 du/ac
- Neighborhood General allows 15 to 30 du/ac
- Neighborhood Medium allows 8 to 15 du/ac
- Neighborhood Low allows up to 8 du/ac

- Parks and Open Space allows up to 0.01 FAR
- Recreation-Open Space allows up to 0.005
- Recreation-Commercial allows up to 0.2
- Public/Institutional allows up to 0.4 FAR

PUBLIC/INSTITUTIONAL (PI) LAND USE DESIGNATION

The intent of the PI land use designation is to: “Reserve areas for public, educational, and institutional uses.” *Draft Seaside 2040* allows a 0.4 FAR within this area, or as determined by Council.

Land Use and Community Design Element Goals and Policies

The specific goals, policies, and actions in *Draft Seaside 2040* related to the Plan Area include:

Goal LUD-1: An urban form and structure that enhances the quality of life of residents, meets the community’s vision for the future, and weaves new growth area together with long-established Seaside neighborhoods.

Intent: To provide an appropriate mix of housing, employment, retail/services, recreation, arts, education and entertainment for the City’s residents and businesses. To grow responsibly and sustainably in a manner which benefits the community now and into the future.

Policy: Balanced Land Uses
Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses on former Fort Ord lands and within long-established Seaside neighborhoods.

Policy: Overall City Structure
Creating a “Campus Town” adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, and active parks and recreation spaces to support CSUMB students and faculty, as well as permanent Seaside residents.

Policy: Connecting New and Old
Connect new growth areas on former Fort Ord lands with existing Seaside neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.

Policy: Contiguous Development
Locate initial new development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.

Goal LUD-2: Increased employment opportunities in Seaside to meet the needs of existing and future residents.

Intent: To ameliorate the jobs-housing balance by expanding current and attracting new businesses in the community, especially those offering high-quality jobs in new, cutting-edge industries.

Policy: Jobs-Housing Ratio
Strive for a jobs-to-housing ratio that has at least a 1 to 1 ratio of jobs per employed residents.

Policy: New Employment Districts
Create at least two new employment-designated areas in new growth areas of the City, with a minimum of one district in both Seaside East and Campus Town in accordance with the terms of the base closure agreement.

Policy: Emerging Industries
Support a diverse mix of light industrial, information, makerspace, boutique food/ wine/ beer processing, local food, and technology uses in order to provide jobs and tax revenues for the community by allowing emerging economic uses and industries within the Mixed-Use and Employment designations.

Policy: Flex spaces
Expand the number of flex facilities on land designated as Employment to accommodate technology, food/light manufacturing, and service tenants and diversify the City's economic base.

Policy: Makerspaces
Encourage collaborative workspaces with tools for the design, prototyping, and creation of manufactured works (makerspace).

Policy: Live/work housing
Protect and allow live/work spaces that meet the changing needs of work, establish artist's spaces, and meet people's desire to live and work in close proximity.

Policy: Home businesses
Support home businesses that meet city planning and permitting requirements and create jobs and opportunities for entrepreneurship, including development of live/work spaces.

Goal LUD-6: Visible and strong arts and cultural identity in Seaside.

Intent: To foster the distinctive character that enriches the City's image and identity, and to support and empower the artist community. To leverage public art for new projects and create destinations.

Policy: New cultural facilities
Seek opportunities to establish new cultural facilities to meet Seaside's desire for art, music, and other cultural activities.

Policy: Art in public places
Promote art that celebrates Seaside's natural environment by increasing art installations in public spaces and by using art as a teaching opportunity related to the natural environment.

Policy: Art in development projects

Promote the creation and/or funding of public art as part of new development and redevelopment projects.

Policy: Artist housing

Allow live/work spaces in Mixed Use and Employment designations that provide artist living quarters.

Goal LUD-7: A community that actively participates and engages in decision-making processes.

Intent: To support effective public engagement, build trust, and make better planning decisions. To achieve this, the City will need to consider innovative approaches to neighborhood-scale planning efforts alongside opportunities for collaboration across the region.

Policy: Area plans

During area planning processes, encourage continuous participation by those who will be affected by the plan, including residents, property owners, and businesses, as well as the general public and interested groups.

Goal LUD-8: A safe urban environment oriented and scaled to pedestrians and bicyclists.

Intent: To foster a welcoming urban environment that promotes health, equity, prosperity, and well-being. To support and increase non-motorized activity and walkability throughout the City.

Policy: Streetscape design

Create pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages.

Policy: Walkable Neighborhoods

Enhance existing neighborhoods with walkable streets, a diverse mix of housing types, and neighborhood services (such as stores, recreational facilities, and child care) within walking distance.

Policy: Pedestrian-supportive building design

Require new and substantially rehabbed commercial and mixed-use projects to follow best practices for pedestrian-supportive design:

- Ensure pedestrian orientation of ground floor uses in new development.
- Place primary building facades and entrances near the front property line or back of sidewalk. In limited cases, allow small plazas and active landscaped areas for social gathering between the building and sidewalk.
- Scale building elements to pedestrian

Goal LUD-9: A City with beautiful and vibrant architecture and building design that reflects the culture and character of Seaside.

Intent: To beautify the City, enhance the image of the community, and encourage integrated urban design.

Policy: Iconic Design

Allow iconic and memorable building designs, particularly on larger non-residential properties in the Main Gate and Campus Town areas.

Policy: Ornamentation

Use building organization and construction to derive scale and articulation rather than surface ornamentation.

Goal LUD-10: A network of pedestrian-oriented, human-scale and well-landscaped streetscapes throughout Seaside.

Intent: To encourage a vibrant public realm and to promote walking as a safe, comfortable, healthy, and viable mode of transportation.

Policy: ADA requirements

All streets should be ADA compliant and meet NACTO standards for sidewalks, street trees and planting strips, and pedestrian-oriented lighting. Street lighting should provide adequate night-time visibility for pedestrians.

Policy: Landscaping and urban forest

Plant new drought tolerant street trees and high-quality landscaping where it is currently lacking.

Policy: Pedestrian amenities

Commercial area streets should have high-quality and attractive pedestrian amenities, including planters, bicycle racks, bus shelters, benches, trash cans, and other similar amenities.

Policy: Street lighting

Commercial area street lighting should be pedestrian-oriented, attractively-designed and provide for visibility and security.

Policy: Improved connections

Improve pedestrian and bicycle mobility by identifying opportunistic connections within the City's neighborhoods to increase access to local parks, open space, schools, neighborhood centers, and neighborhood gathering spaces.

Policy: CPTED

Rely upon CPTED principles when designing streetscapes.

Goal LUD-17: Abundant and high-quality natural open space on former Fort Ord lands.

Intent: To leverage the undeveloped Fort Ord lands to provide new active and passive open space for the Seaside community. To create connected open space and habitat corridors that maximize ecological quality.

Policy: Open space corridors

Balance the need to create more housing, employment, retail, and entertainment uses on former Fort Ord lands with open space corridors that support natural

vegetation communities, scenic vistas, and sensitive habitats within new growth areas. Open space corridors should connect to formal and informal trailheads in the National Monument, where possible.

Goal LUD-18: Design new Seaside neighborhoods on former Fort Ord lands sustainably by linking land use, transportation, and infrastructure development to increase non-automobile travel, protect sensitive habitat, and reduce infrastructure costs.

Intent: To expand the City in a sustainable, smart growth manner that minimizes the carbon footprint of new development, while also benefiting the existing community.

Policy: Diverse neighborhoods
Create diverse mixed-income neighborhoods with a range of residential housing types for different economic levels, household sizes, and age groups.

Policy: Job Generation
Create a least two new employment-designated areas, with a minimum of one district in both Seaside East and Campus Town, in accordance with the terms of the base closure agreement.

Policy: Access to amenities
Strive to create development patterns such that the majority of residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, churches, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, natural areas, and similar uses.

Policy: New urban spaces
Require new developments to provide public parks, plazas and squares that provide interesting urban spaces in planned districts and neighborhoods. Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Policy: Expand mobility
Ensure new development supports non-automobile mobility by providing safe, comfortable, and convenient pathways for pedestrians and bicyclists and waiting areas for transit.

Policy: Internal connectivity
Require development projects to have a high-level of internal connectivity (minimum 150 intersections per square mile) and to be well-connected to the surrounding area.

Policy: Traffic modeling
Ensure future traffic study methodologies balance automobile, transit, walk, and bike mode shares.

Goal LUD-19: Seamlessly connect new growth areas on former Fort Ord lands with the rest of the City.

Intent: To create a unified city where eastward growth does not diminish or ignore the existing city fabric, but rather reinforces and expands upon it.

Policy: Visual connections

Provide visual connections, including wayfinding, between existing development and new development, and between open space on former Fort Ord lands.

Policy: Physical connections

Require future development projects to better integrate with existing development by physically connecting new development on former Fort Ord lands with frequent streets, transit, bicycle, and pedestrian connections to ensure easy access from historic Seaside.

Policy: Contiguous expansion

Locate initial new development on former Fort Ord lands adjacent to Seaside's built environment and CSUMB to create a contiguous expansion of the City.

Goal LUD-20: New development supports the preservation or enhancement of the City's natural resources.

Intent: To protect the most valuable natural areas and species in former Fort Ord lands.

Policy: Low-impact development

Require new construction and redevelopment projects to use low-impact development techniques to improve stormwater quality and reduce run-off quantity.

Policy: Native species

Encourage new development to support a diversity of native species and manage invasive species.

Goal LUD-21: Resilient neighborhoods on former Fort Ord lands.

Intent: To ensure new development is not unduly threatened by natural hazards and the worsening impacts of climate change.

Policy: Wildfire risk

Require that all future developments on former Fort Ord lands take steps to reduce wildfire risk as part of the site review process.

Policy: Hazard mitigation

Support plans and policies that mitigate existing hazards and reduce the risk of urban and wildfire threats.

Policy: Resource efficiency

Through more stringent water and energy standards, require new development to be more water and energy efficient and use fewer natural resource in order to increase long-term neighborhood resilience.

Goal LUD-23: Transform the City’s northern area into a mixed-use, economically-vibrant Campus Town that serves the student population and leverages its geographic adjacency to CSUMB.

Intent: To build a stronger rapport with CSUMB by housing and servicing its students, improving physical connections to the University, establishing areas for high-tech research and development, and redeveloping old derelict military areas into a higher and better use.

Policy: Coordination with CSUMB
Strengthen the relationship between the City and Cal State University-Monterey Bay, Marina, and other regional partners. Hold regular meetings with CSUMB to discuss plans for the “campus town” area.

Policy: High Density and Mixed-use
Establish a coordinated, mixed use area that supports higher-density housing, shopping, services, jobs, offices, and open space. Future development shall accommodate the following uses:

- High-density residential development, with some developments targeting students and/or CSUMB staff, as appropriate.
- New R&D, flex space, live/work, and “makerspaces” close to CSUMB, to expand the number and diversity of jobs in Seaside.
- A minimum of 1 to 2 acre community gathering space surrounded by retail and entertainment uses.
- Dynamic research and development uses (including labs and light manufacturing) with easy access to the university. These uses will accommodate new public-private ventures and entrepreneurial activities.
- Active recreation and gathering places, trails, and new parks, plazas and ground level landscaped open spaces to serve students, employees and residents.

Policy: Pedestrian-Supportive Design
Require new projects to follow best practices for pedestrian-supportive design. Ground floors should be active along all primary frontages.

Policy: FORTAG Trail
Support implementation of the FORTAG regional trail and coordinate with FORTAG about trail design and connectivity, and art opportunities.

Policy: Intersection Density
Design street and block patterns to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists. Intersection density should be at least 300 intersections per square mile (including both motorized and non-motorized segments).

Policy: Connectivity
Improve access and connections for all modes to CSUMB.

Policy: Area-wide Coordination

Promote coordinated design and development between plans, new projects, and existing uses and properties.

Policy: Gateway Points

Signage and gateway elements should be implemented by new development to draw visitors to the Dunes State Beach and the National Monument. At these entry points, visitor-serving amenities, such as restaurants, bike and water sport rentals, and lodging are encouraged.

Housing Element Goals and Policies

Goal H-3: Ample new housing affordable available to extremely low, very low, low, and moderate-income households in Seaside.

Intent: While Seaside has more affordable housing inventory compared to other communities in the Monterey Peninsula, rising costs in recent years have compelled many, especially those with lower incomes, to live in inadequate housing. Expanding affordable housing opportunities will benefit many, including young professionals looking to remain or relocate to Seaside, first-time buyers, or senior looking to downsize, among others.

Policy: Multifamily Housing Construction

Encourage the construction of high-quality, well-designed multifamily housing and residential mixed-use projects along Broadway Avenue, Fremont Boulevard, the City's existing multifamily neighborhoods, Campus Town, and Seaside East Specific Plan Areas.

Goal H-9: An open process that facilitates community involvement in the development of housing policies and programs and enhance accountability.

Intent: The City values the opinions and contributions of its residents in trying to address the community's housing issues. This goal seeks to maintain open channels of communication and engage in collaborative planning efforts with the community and developers.

Policy: Community engagement by developers.

Encourage developers of any major project to have neighborhood meetings with residents early in the process to undertake early problem solving and facilitate a more informed, efficient, and constructive development review process.

Healthy and Sustainable Community Element Goals and Policies

Goal HSC-8: Buildings and landscapes that promote water conservation efficiency, and the increased use of recycled water.

Intent: To address water supply limitations that significantly affect development opportunities in the City and that have the potential to create water shortages for existing customers. To achieve this, the City will reduce potable water used by buildings and landscapes in Seaside, focusing on water conservation, water

efficiency, and recycled water use. Additional water policies are included in the Community Facilities and Infrastructure Element.

Policy: Water innovation

Encourage innovative water recycling techniques such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy: Conservative design requirements

Continuously update and improve water conservation and landscaping requirements for new development.

Goal HSC-9: Energy efficient buildings that use energy from renewable sources.

Intent: To improve energy efficiency and encourage renewable energy that will lower greenhouse gas emissions, support green job creation, and create a more resilient community. Energy efficiency is one of the most cost-effective strategies to reduce energy use, while leading to lower energy costs and healthier homes, schools and businesses. To achieve this, the City will improve community-wide access to renewable energy in a way that meets community needs while positioning the community for a sustainable energy future.

Policy: Renewable Energy

Encourage the installation of renewable energy generation sources in the design and development of new development to reduce energy costs and support resource conservation.

Goal HSC-11: New construction that meets a high-level of environmental performance.

Intent: To ensure that new homes and businesses in Seaside supports healthy environment design. To achieve this, the City will promote efficient use of energy and water resources, reduce waste and pollution, and protect health. Buildings can create healthy living and working conditions and meet a high-level of environmental performance.

Policy: Solar-Ready Buildings.

Require commercial, mixed-use, and multifamily buildings to be solar ready by providing a solar zone and infrastructure such as solar panel standoffs and conduit.

Policy: Passive Solar Techniques.

Encourage new development to reduce building energy use by:

- Maximizing interior daylighting.
- Using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.

Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.

Goal HSC-12: A Zero-Waste Program that increases recycling and reduces food scraps and green waste sent to the landfill.

- Intent:** To ensure the City provides leadership in waste management services to the community. To achieve this, the City will provide quality services to hard to reach populations, including multifamily and commercial buildings, and work to reduce the negative health and environmental impacts of waste. Additional solid waste policies are included in the Community Facilities and Infrastructure Element.
- Policy: Commercial and multifamily recycling.**
Promote GreenWaste Recovery’s recycling programs expanding outreach to commercial and multifamily residences, including programs that convey the lifecycle effects from green purchasing and recycling.
- Policy: Waste containers.**
Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.
- Policy: Recycled and locally-sourced materials.**
Encourage new construction projects to use recycled and locally-sourced building materials in projects.
- Policy: Salvage and recycle construction materials.**
Ensure construction demolition achieves the State’s 50 percent target for material salvage and recycling of non-hazardous construction materials.

Community Facilities and Infrastructure Element Goals and Policies

Goal CFI-6 A flexible and effective system that reduced solid waste and water resources.

- Intent:** To reduce solid waste sent to the landfill, divert waste to recycling or green waste programs, and encourage residents and businesses to reduce consumption of materials that are likely to end up in the landfill. To achieve this, the City will follow sustainable waste management practices to ensure that e-waste and hazardous waste are disposed of properly and will use new technology and innovation to help achieve waste reduction goals.
- Policy: Construction demolition**
Require construction demolition to meet or exceed the State’s 50 percent targets for material salvage and recycling of nonhazardous construction materials.

Parks and Open Space Element Goals and Policies

Goal PO-7 Environmental Sustainability and Awareness at New and Existing Park and Recreational Facilities.

- Intent:** Reducing energy and water use, diverting solid waste from the landfill, and capturing stormwater onsite can improve the environmental sustainability of Seaside’s parks and open spaces. This goal seeks to increase the City’s sustainability

efforts in parks, using these actions as an opportunity to educate the community about sustainability.

Policy: Conservation and efficiency

Increase energy and water efficiency at new and existing park and recreation facilities.

Policy: Stormwater infiltration

Design future parks to use natural processes to capture, treat, and infiltrate stormwater.

Policy: Solid waste diversion

Promote solid waste diversion at City parks and recreation facilities through recycling and composting.

Mobility Element Goals and Policies

Goal M-1 A citywide network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

Intent: To make travel safe for users, including bicyclists, pedestrians, motorists, and transit vehicles, an access for riders and people of all ages and abilities. Complete Streets principles are incorporated into the General Plan, consistent with the California Complete Streets Act (AB 1358).

Policy: Planning for all modes and transportation/land use integration

Design streets holistically, using a complete streets approach, which considers pedestrians, bicyclists, motorists, transit users, and other modes together to adequately serve future land uses.

Policy: Roundabouts

Consider installation of roundabouts as shown on Figure 23, provided the cost of roundabouts does not result in overspending on motor vehicle traffic improvements at the expense of other modes.

Goal M-2 Mobility options that serve the multi-modal access and travel needs generated by new development in a manner suitable to the local context.

Intent: To ensure new development includes multi-modal transportation components, and provide mechanisms for new development to pay its fair share of the cost of transportation improvements.

Policy: Coordination with new development

Improve the Seaside circulation system in concert with public and private land development and redevelopment projects.

Policy: Parking Standards

Maintain efficient and updated parking standards to ensure development provides adequate parking, while reducing reliance on automobiles.

- Policy: Greenhouse gas emissions and vehicle miles traveled (VMT) reductions**
Support development and transportation improvements that help reduce greenhouse gas emissions and VMT. Strive to reduce VMT below regional averages on a “per resident” and “per employee” basis.
- Policy: Traffic calming**
Consider the implementation of traffic calming measures to reduce speeding and make streets user-friendly for all modes of transportation, including pedestrians and bicyclists.
- Policy: Multi-modal connectivity**
Promote pedestrian and bicycle improvements that improve connectivity between existing and new development.
- Policy: Pedestrian amenities**
Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping, and employment destinations throughout the City.
- Policy: Landscape treatments**
Encourage landscape strips between streets and sidewalks on all new and/or improved streets, when feasible.
- Goal M-3 Pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.**
- Intent:** To prioritize the provision of pedestrian improvements and ensure that adequate pedestrian access is provided to land uses and destinations.
- Policy: Pedestrian paths and sidewalks**
Provide adequate sidewalk widths and clear paths of travel based on the street classifications.
- Policy: Pedestrian amenities**
Widen sidewalks in areas of high pedestrian activity to provide space for streetscape improvement and amenities, as appropriate and feasible.
- Policy: Pedestrian access to land uses**
Provide pedestrian access to all land uses in Seaside.
- Policy: Crossing at barrier locations**
Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as highways and road barriers.
- Goal M-4 Accessible regional connections to parks, recreational facilities, and open space.**
- Intent:** To ensure that mobility network planning is coordinated with related planning efforts pertaining to parks, recreational facilities, and coastal access.

Policy: FORTAG trail.

Support implementation of the FORTAG regional walking and bicycling trail.

Policy: Connections to Fort Ord National Monument.

Promote the development of safer routes and trails connecting Seaside to the National Monument, and support provision of visitor serving amenities that complement bicycling.

Goal M-10 Environmentally sustainable transportation.

Intent: To augment the complete streets goals and policies with mobility policies focused on sustainability components.

Policy: **Electric vehicle charging stations.** Support the development of a network of electric vehicle charging stations throughout Seaside.

Land Use and Urban Design Implementation Program

LUD4 SPECIFIC PLANS

Create Specific Plans to bridge the policies of the General Plan with the standards of the zoning code for subareas of the City. Plans should address key opportunities for the area and include the following:

- The location, phasing, and amount of designated land uses, including parks and recreational uses
- Urban design standards, consistent with the Regional Urban Design Guidelines
- Circulation network, including a comprehensive and connected trails plan
- Open space and sensitive habitat
- Demand for new infrastructure and utility services
- An implementation program for public and private development

Plans should include a broad community engagement process tailored to surrounding neighbors, property owners, businesses, tenants, and other key community members and stakeholders. New Specific Plans should be created for Seaside East, Campus Town, Main Gate and Fremont Boulevard.

Mobility Implementation Program

M12 CAMPUS TOWN COMPLETE STREETS NETWORK & PEDESTRIAN IMPROVEMENT FOCUS AREA

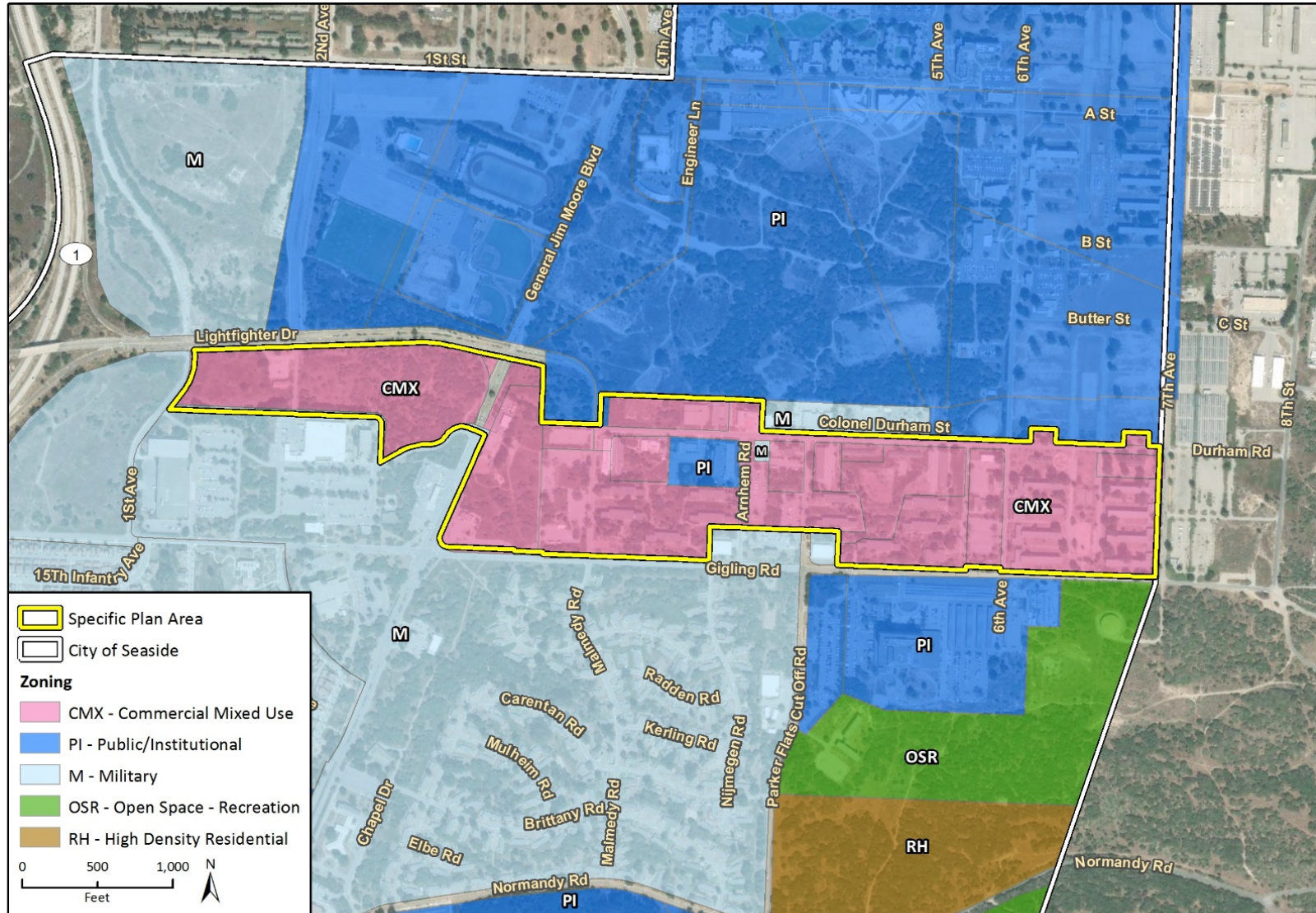
Construct the complete street improvements to serve Campus Town, concurrent with, and primarily funded by, new development.

Seaside Zoning Ordinance

The City's Zoning Ordinance in the Seaside Municipal Code identifies specific zoning districts within the City and development standards that apply to each district. Three zone districts currently exist within the Plan Area, as shown in Figure 4.10-1. These zones are:

- **Commercial Mixed Use (CMX):** for commercial areas identified by the 2004 General Plan as appropriate for pedestrian- and transit-oriented activity centers. The CMX zone is intended

Figure 4.10-1 Existing Zoning in the Specific Plan Area



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 Additional data provided by City of Seaside, GIS 2010; last revised 5/11/10.

FigX Existing Zoning in the Specific Plan Area

to accommodate retail stores, offices, theaters, restaurants, and other similar and related uses together with residential units in the context of mixed use, pedestrian-oriented development, although mixed use development is not required. The maximum allowable residential density within the CMX zone for the residential component of a mixed use project is 25 dwelling units per acre; the maximum FAR is 2.0. The CMX zone implements and is consistent with the Mixed Use (MX) land use designation of the 2004 General Plan.

- **Public/Institutional (PI):** for sites of existing and proposed public buildings and facilities, utility facilities, and similar and related facilities. The PI zone implements and is consistent with the PI land use designation of the 2004 General Plan.
- **Military (M):** for areas that remain under the jurisdiction and ownership of the United States government for ongoing military activities within the former Fort Ord boundary. Allowable uses include military housing, schools, day care centers, meeting facilities, reserve unit training, exchange retail activities, and motor pool activities. The M zone implements and is consistent with the Military (M) land use designation of the 2004 General Plan.

In lieu of generic zoning standards, the proposed Specific Plan would utilize a Form-Based Code. The Specific Plan regulations would be in addition to those set forth in the Seaside Municipal Code; where there is a conflict, the Campus Town Specific Plan would supersede. Ultimately, the City's Zoning Ordinance would be amended to incorporate Campus Town Specific Plan regulations.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

Impacts related to land use and planning would be significant if the Proposed Project would:

1. Physically divide an established community;
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The plan consistency analysis describes existing regional and local plans and policies and is intended to fulfill the requirements of *CEQA Guidelines* Section 15125(d). The emphasis of the analysis is on plan inconsistency and potential conflicts between the Proposed Project and existing applicable land use plans, and whether any inconsistencies are significant environmental effect. The Proposed Project is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the applicable plans. A given project need not be in perfect conformity with each and every policy nor does state law require precise conformity of a proposed project with every policy or land use designation. Courts have also acknowledged that general and specific plans attempt to balance a range of competing interests, and that it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. Additionally, in reaching such consistency conclusions, the City may also consider the consequences of denial of a project, which can also result in other policy inconsistencies. For example, Gov. Code Section 65589.5 explains that the potential consequences of limiting the approval of housing are...reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.

For an impact to be considered significant, any inconsistency would also have to result in a significant adverse change in the environment not already addressed in the other resource chapters of this EIR.

The analysis below provides a brief overview of the most relevant policies from the various planning documents. However, the City's consistency conclusions are based upon the planning documents as a whole.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project physically divide an established community?

Impact LU-1 THE PROPOSED PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Campus Town Specific Plan is comprised of six sub-areas: two mixed-used village centers and four residential neighborhoods. Consistent with the RUDG, the nodes of concentrated activity are located to serve and induce multi-modal transit and cultivate a diversity of uses and users. The underlying purpose of the Proposed Project is to implement the policy direction in the BRP, in particular Program C-1.4 which states: "The City of Seaside shall prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road. This is designated a Planned Development Mixed Use District to encourage a vibrant village with significant retail, personal and business services mixed with housing."

Under baseline conditions, the Plan Area contains predominantly vacant, extant buildings originally part of the Fort Ord base that FORA has deemed unfit for reuse. The existing pedestrian network in the Specific Plan Area has many gaps, including missing sidewalks. Arterial streets such as Lightfighter Drive and Gigling Road currently have inconsistent pedestrian sidewalks where in some areas sidewalks are not provided on both sides of the street. Many local streets within and near the Campus Town Specific Plan Area have no sidewalks resulting in gaps in the pedestrian network. In addition, several local streets have sidewalks only along one side of the street. In some areas, the natural topography results in sidewalks with moderately steep slopes. Under existing conditions, some pedestrian crossings at intersections also do not have ADA-accessible curb ramps. Distances between some existing destinations are beyond a 10-minute walk.

The Proposed Project would improve physical connections to CSUMB by extending an important 6th Avenue spine on the CSUMB campus south along 6th Avenue between Colonel Durham Street and Gigling Road. This area is referred to in the Specific Plan as Sub-Area UV: University Village. The University Village sub-area would serve the CSUMB community by focusing development on student, faculty, and staff amenities. Additionally, as described in Specific Plan Policy 1.6.8, the Proposed Project ensures a pedestrian-friendly design through increased intersection density. As also shown in Figure 2.2 of the Specific Plan, the Retail, Dining, and Entertainment sub-areas have been located to maximize the number of residences within a 5-minute walk, providing for increased pedestrian access.

The multimodal design of the Proposed Project would allow vehicles, bicyclists, and pedestrians to travel safely through the Plan Area. Proposed improvements include complete streets, roundabouts, traffic signals, multiuse paths, and pedestrian crossings. Refer to Section 3.2, *Thoroughfare Network*, in the Specific Plan. Furthermore, by implementing the Fort Ord BRP, the 2004 Seaside General Plan, and *Draft Seaside 2040*, the Proposed Project would result in improved street network connectivity. For comparison, the existing Plan Area only contains 15 intersections, or 80 intersections per square mile. The Proposed Project would achieve a motorized intersection density of 238 intersections per square mile for motorized intersections, and 540 intersections per square mile for combined motorized and non-motorized intersections.

As described above, implementation of the Proposed Project would improve physical connections for multiple users within the former Fort Ord area, adjacent to CSUMB, and within the surrounding community. As such, the Proposed Project would not physically divide an established community. This impact would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact LU-2 THE PROPOSED PROJECT WOULD NOT RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN AND POLICY; THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Several regionally- and locally-adopted land use plans, policies, and regulations apply to the Proposed Project. These include the 2040 MTP/SCS, the Monterey Bay Air Resources District (MBARD) *2012-2015 Air Quality Management Plan (2015 AQMP)*, the Fort Ord BRP, Habitat Conservation Plan, Natural Community Conservation Plan, water quality control plan, groundwater management plan, 2015 Urban Water Management Plan, 2014-2023 Regional Housing Needs Assessment, the 2004 Seaside General Plan, *Draft Seaside 2040*, and the City's Zoning Ordinance. As discussed in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*, the Proposed Project would be consistent with the 2015 AQMP and 2040 MTP/SCS. As discussed in Section 4.3, *Biological Resources*, the Proposed Project would be consistent with adopted Habitat Conservation Plans and Natural Community Conservation Plans. As discussed in Section 4.9, *Hydrology and Water Quality*, the Proposed Project would be consistent with adopted water quality control plans or groundwater management plans following implementation of Mitigation Measure UTIL-1. As discussed in Section 4.16, *Utilities and Service Systems*, the Proposed Project would be consistent with the 2015 Urban Water Management Plan. As discussed in Section 4.12, *Population and Housing*, the Proposed Project would be consistent with the 2014-2023 Regional Housing Needs Assessment. Furthermore, according to the FORA BRP, "each land use jurisdiction approving development within the former Fort Ord would need to adopt General Plan Elements or Master Plans consistent with the Reuse Plan" (Page 16, FORA 2001). The 2004 General Plan was reviewed for consistency with the BRP and certified by FORA as consistent, and *Draft Seaside 2040* is required to be consistent with the Fort Ord BRP. As discussed in greater detail below, the Proposed Project is consistent with 2004 General Plan and *Draft Seaside 2040* goals and policies; therefore, the Proposed Project is presumed consistent with the Fort Ord BRP. Further detail regarding the Proposed Project's consistency with the 2015 AQMP and 2040 MTP/SCS can be found in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*, respectively.

The Proposed Project's consistency with the 2004 Seaside General Plan and *Draft Seaside 2040* are discussed below, with specific policy consistency analysis presented in Table 4.10-1 and Table 4.10-2. The Project's consistency with the City's Zoning Ordinance is also discussed below. In accordance with the scope and purpose of this EIR, the policy consistency analysis focuses on goals and policies

that relate to avoiding or mitigating an environmental effect. Only goals and policies relevant and applicable to the Proposed Project are included. Goals and policies that are redundant between elements are omitted, as well as goals and policies that call for City actions that are independent of review and approval or denial of the Proposed Project. The Proposed Project is determined to be either “consistent” or “inconsistent” with the identified goals and policies. If an inconsistency is identified, that inconsistency is evaluated to determine whether that inconsistency would result in a potentially significant environmental effect. The ultimate determination of whether the Proposed Project is consistent with these policies ultimately rests with the City Council.

2004 Seaside General Plan

The 2004 General Plan Land Use Element identifies Specific Plan areas for properties that have locational or other advantages that may help the community establish and maintain its identity as the “Gateway to the Monterey Peninsula.” As stated therein, the adoption and implementation of Specific Plans would encourage development that meets both the urban design and economic development goals of the City. As identified on Figure LU-3 in the Land Use Element, the Gigling Road Specific Plan area, a 118-acre site situated between General Jim Moore Boulevard, Gigling Road, and the City’s eastern boundary, is designated Mixed Use with a Specific Plan overlay. The majority of the Proposed Project, specifically the area east of General Jim Moore Boulevard to 7th Street, is within the Gigling Road Specific Plan area. According to the 2004 General Plan, this area should primarily consider encouraging land uses that are compatible and complementary to the CSUMB campus and operations; and should also provide opportunities for additional affordable housing, retail, and services for the CSUMB campus population, and other existing and planned land uses in North Seaside. The Economic Development Element of the 2004 General Plan states that the City would strive to develop this area with businesses that generate high paying jobs for community residents. Furthermore, high density rental and ownership units with community serving retail and services are appropriate land uses for this area. The Proposed Project serves to implement these 2004 General Plan policies. Additional detail regarding the Project’s consistency with specific, relevant 2004 General Plan policies that avoid or mitigate an environmental effect is provided in Table 4.10-1.

Draft Seaside 2040

The *Draft Seaside 2040* land use designation for most of the Plan Area is Future Specific Plan (SP). Some small parcels east of Malmedy Road between Colonel Durham Road and Gigling Road in the Plan Area are designated Public/Institutional. With adoption of the Specific Plan, *Draft Seaside 2040* may be amended such that these land uses would be superseded, and the entirety of the Plan Area would have the land use designation of SP.

According to *Draft Seaside 2040*, the intent of the SP designation is to “establish neighborhood character intensities and uses in Surplus II, 26-Acre areas and Seaside East,” and is to be regulated by a Specific Plan. *Draft Seaside 2040* also calls for the creation of a Campus Town on the north side of the community to enhance and strengthen Seaside’s relationship with CSUMB. The Proposed Project would implement *Draft Seaside 2040* major strategy six, as described under Impact LU-1. Furthermore, the Proposed Project would implement Policy Overall City Structure under Goal LUD-1, which calls for the creation of a Campus Town adjacent to CSUMB.

Implementation Program LUD-4 requires Specific Plans to be created to bridge the policies of the General Plan with the standards of the zoning code for subareas of the City. Program LUD-4 calls for completion of a “New Specific Plan” that includes the location, phasing, and amount of designated

land uses; a circulation network; open space and sensitive habitat; demand for new infrastructure and utility services; and an implementation program for public and private development. In order to implement the General Plan's vision for the Plan Area under Program LUD-4, the Specific Plan creates a Form-Based Code, which is customized development standards focused on character as much as capacity. Thoroughfare (street) types, frontage types, building types, and open space types are the primary elements of the Specific Plan that would define the character of the Plan Area. Allowable land uses enjoy flexibility within limits described in the Specific Plan. In addition to these elements are general building design and façade standards and guidelines, lighting, signage, service, and landscape standard and guidelines. The proposed Vesting Tentative Map would implement the standards and guidelines of the proposed Specific Plan.

Based on the above summary, the Proposed Project is generally consistent with *Draft Seaside 2040*. Additional detail regarding the Project's consistency with specific, relevant *Draft Seaside 2040* policies that avoid or mitigate an environmental effect is provided in Table 4.10-2. Furthermore, as shown in Table 4.7-8, Section 4.7, *Greenhouse Gas Emissions*, the Proposed Project would be consistent with goals and policies of *Draft Seaside 2040* relevant to reducing GHG emissions.

Seaside Zoning Ordinance

The City's Zoning Ordinance text and map amendment to designate the Plan Area Campus Town Specific Plan and to incorporate the Campus Town Specific Plan regulations into the Zoning Ordinance. The Form Based Code would regulate street design, Land Use, Building Types, Frontage Types, architectural qualities, building massing and orientation, parking, fencing, lighting, and signage, among other components of the Proposed Project. The Specific Plan regulations would be in addition to those set forth in the Seaside Municipal Code (i.e., includes the Seaside Zoning Ordinance); where there is a conflict, the Campus Town Specific Plan would supersede. The Proposed Project would be consistent with the Zoning Ordinance, as amended.

Table 4.10-1 Policy Consistency with 2004 Seaside General Plan

General Plan Policy	Discussion
Land Use Element	
Goal LU-1: Promote a mixture of land uses and a balance of jobs and housing to support a community in which people can live, work, shop, and play.	
<p>Policy LU-1.2: Encourage development that helps the City achieve a jobs/housing ratio of 1.5:1.</p>	<p>Consistent. The City’s jobs/housing ratio is addressed on a citywide basis. The Proposed Project provides a diverse mix of uses and housing types consistent with the Mixed Use designation for the Plan Area under the 2004 General Plan. This includes single-family homes, multi-family homes, affordable homes under the City’s inclusionary housing ordinance, within walking distance of the CSUMB campus, as well as up to 150,000 square feet of Retail, Dining, Entertainment, 50,000 square feet of Office, Flex, Makerspace, and Light Industrial, 250 hotel rooms and 75 youth hostel beds. This would add approximately 751 new employees to the Plan Area. While the Proposed Project would not independently achieve the City-wide job housing balance, this policy is not intended to be fulfilled by every individual project, which have their own unique goals and policies, based upon the underlying land use designations. Including the underlying policy direction from FORA BRP Program C-1.4 to prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road.</p> <p>In addition, the Proposed Project meets the policy intent of creating an environment in which people can both live and work within walking distance of the CSUMB campus, thereby reducing commute lengths and associated environmental effects. This intention is evidenced by the goal this policy is designed to help achieve, which is to “promote a mixture of land uses...to support a community in which people can live, work, shop, and play” (Goal LU-1). As discussed in Section 4.14, <i>Transportation</i>, of this EIR, because the Proposed Project includes residential development near regional destinations like the CSUMB campus and other nearby potential job sites, it results in a lower average VMT rate than the average region-wide VMT rate, as well as a lower regionwide boundary VMT per service population under all scenarios studied. As such, the Proposed Project would reduce trip lengths, in part because of the proposed mix of land uses available within the Plan Area, as well as through the provision of a variety of housing types to serve a diverse population in the Monterey Bay area.</p>
<p>Policy LU-1.3: Encourage regional commercial and visitor-serving commercial development that will enhance the identity of Seaside and attract visitors to the community</p>	<p>Consistent. As discussed in Section 2, <i>Project Description</i>, of this EIR the Proposed Project would create up to 150,000 square feet of retail, dining, and entertainment uses as well as up to 250 hotel rooms and 75 youth hostel beds that would attract visitors from the region. Furthermore, Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan would require a streetscape design that would establish a unique identity that fosters a lively environment for pedestrians and bicyclists. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan would require architectural elements and techniques that should be employed to articulate the Building Façade to strengthen the building character and identity.</p>
<p>Policy LU-1.4: Provide for a variety of housing that complements the employment opportunities in the community.</p>	<p>Consistent. As discussed in Section 2, <i>Project Description</i>, of this EIR the Proposed Project would provide up to 1,485 housing units, including a variety of housing types. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan, permits the following residential types within each of the six Sub-Areas: rowhouses, townhouses, multi-family housing, housing for rent or sale, student housing, and senior housing.</p>

General Plan Policy	Discussion
<p>Policy LU-1.5: Provide for a large-scale commercial recreational facility.</p>	<p>Consistent. As shown on Figure 3.17, Open Space Types Plan, and listed in Table 3.1, Open Space Types, in the Specific Plan, the Proposed Project would provide two sports fields. Specifically, sports fields (Shown as “3” on Figure 3.17 of the Specific Plan) are planned north of Gigling between Malmedy Road and Arnhem Road and west of 7th Avenue. This goal is City-wide and other locations for a large-scale commercial recreational facility are being considered. The Proposed Project would not inhibit the City meeting this goal utilizing other identified sites.</p>
<p>Policy LU-1.6: Integrate Seaside with North Seaside.</p>	<p>Consistent. The Proposed Project would enhance connectivity to developed areas within Seaside by providing multi-modal transportation improvements. See Section 3.3, <i>Thoroughfare Types and Standards</i>, of the Specific Plan, which depicts the proposed road and sidewalk sections that would enhance the vehicular and pedestrian connectivity within the City. The Campus Town Specific Plan provides for physical connections between the Plan Area and existing Seaside neighborhoods with frequent street connections and crosswalks, as well as a seamless connection with the Fort Ord Recreation Trail and Greenway (FORTAG) project.</p>
<p>Goal LU-2: Increased employment opportunities in Seaside to meet the needs of existing and future residents.</p>	
<p>Policy LU-2.2: Use expanded code enforcement and property maintenance programs to improve the appearance of commercial areas.</p>	<p>Consistent. The Proposed Project is a new build out and is not impacted by code-enforcement issues. FORA would demolish approximately 28 abandoned, blighted military buildings in the Surplus II Area, which is located in the Plan Area (Refer to Figure 4.8, Surplus II Hazardous Sites in the Plan Area in Section 4.8, <i>Hazards and Hazardous Materials</i>, of this EIR). Section 4.7.1 of the architectural standards states that proposed buildings in the Plan Area shall be varied to create a unique and attractive Campus Town and avoid a uniform and monotonous urban form. Buildings are required to be composed of a variety of forms and contrasting shapes and should employ attractive and complementary building materials and architectural features.</p>
<p>Policy LU-2.4: During redevelopment and revitalization activities, ensure quality architectural and design themes.</p>	<p>Consistent. The Specific Plan and Form-Based code require the developer to provide quality design and provides guidelines for architecture, lighting, and building design. Implementation of the Proposed Project under Chapter 6, <i>Implementation</i>, of the Specific Plan requires consistency with the Section 4.7, <i>Architectural Standards and Guidelines</i>, of the Specific Plan.</p>
<p>Policy LU-2.5: Eliminate non-conforming signs.</p>	<p>Consistent. The Proposed Project is a new development that would conform with require conforming signage pursuant to Seaside Municipal Code, Chapter 17.40, Signs. The Specific Plan Section 4.8, <i>Sign Standards and Guidelines</i>, which provides supplemental regulations and special allowances to ensure the successful design of signs in a pedestrian-oriented environment. The Proposed Project also would be subject to Seaside Municipal Code, Chapter 17.40, Signs, to the extent not in conflict with the Specific Plan.</p>
<p>Goal LU-3: Revitalize existing residential areas.</p>	
<p>Policy LU-3.1: Guarantee that all residential areas have needed infrastructure improvements.</p>	<p>Consistent: The Proposed Project requires the provision of new and upgraded utility infrastructure to meet the needs of the residents and tenants. Improvements include water, sewer, storm drain, electrical, natural gas, and communications infrastructure.</p>

General Plan Policy	Discussion
<p>Policy LU-3.2: Improve the physical appearance of residential neighborhoods.</p>	<p>Consistent: The Proposed Project would replace a blighted area, known as Surplus II, on the former Fort Ord with a new urban village including housing, retail, services and flexible work space. The Proposed Project would be required to implement public and private standards and guidelines outlined in the Specific Plan. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan establishes standards and guidelines for thoroughfare networks, bicycle networks and facilities, open space networks, landscape, and streetscape. Chapter 4, <i>Private Realm Standards and Guidelines</i>, identifies land use standards, urban standards, and architectural standards. Implementation of these standards and guidelines would improve the physical appearance of residential neighborhoods in the Plan Area, consistent with this policy.</p>
<p>Goal LU-4: Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.</p>	
<p>Policy LU-4.1: Require that all new development: 1) funds its share of community services and facilities (e.g., parks, roads, trails, and utilities); 2) uses quality design and materials; and 3) be compatible with surrounding uses, the site, and available infrastructure.</p>	<p>Consistent. The Proposed Project is a new development and would not displace existing multi-family residential housing. However, the Proposed Project would also provide new housing choices within the City, including affordable units.</p>
<p>Policy LU-4.3: Protect and preserve existing conforming and non-conforming multifamily residential buildings in order to continue to provide low cost and alternative housing options for Seaside residents.</p>	<p>Consistent: The Proposed Project is a new development and would not displace existing multi-family residential housing. However, the Proposed Project would also provide new housing choices within the City, including affordable units.</p>
<p>Goal LU-5: Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs.</p>	
<p>Policy LU-5.1: Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.</p>	<p>Consistent. The Proposed Project would utilize recycled water to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. Additionally, the Proposed Project would be designed to meet modern water conservation. As described in Section 4.16, <i>Utilities and Service Systems</i>, of this EIR the utilization of recycled water by the Proposed Project would ensure water supplies are preserved, and upgrading or expanding water infrastructure facilities would not be required.</p>
<p>Policy LU-5.2: Work cooperatively with local and regional water suppliers to ensure adequate water reserves.</p>	<p>Consistent. The Marina Coast Water District has provided a Water Supply Assessment of the Proposed Project and have determined that by implementing strategies to increase recycled water use that the Proposed Project can be built in such a way that additional water reserves are provided.</p>

General Plan Policy	Discussion
<p>Policy LU-5.3: Actively promote water conservation by City residents and businesses.</p>	<p>Consistent. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. Furthermore, the Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Proposed Project would utilize recycled water to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. The Project would use water-efficient irrigation systems. Therefore, the Proposed Project would be consistent with Policy LU-5.3.</p>
<p>Policy LU-5.4: Promote the use of recycled water for irrigation of parks, golf courses, and public landscaped areas in the community.</p>	<p>Consistent. Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to 7th Avenue. Following installation of this recycled water main, recycled water could be used to irrigate public street landscape medians, public parks, open space, and landscaping for commercial/flex sites and residential front yards. Recycled water may also be provided for domestic (toilets, floor sinks, and other applicable uses allowed under the California Building Code) use by multi-family residential units. Therefore, the Proposed Project would be consistent with Policy LU-5.4.</p>
<p>Goal LU-6: Ensure that sewer service and facilities are provided and maintained to adequately meet the community's current and future need for sewer collection and treatment.</p>	
<p>Policy LU-6.1: Maintain the existing sewer system to provide a high level of service to community neighborhoods.</p>	<p>Consistent. As discussed in Section 5.4, <i>Conceptual Sanitary Sewer System</i>, of the Specific Plan, the Proposed Project would connect to existing trunk lines in 1st Avenue north of Lightfighter Drive. Sanitary sewer mains would be sized to accommodate the Proposed Project and placed in street/alley rights-of-way, replacing the old pipe network. Gravity-fed mains that once connected to CSUMB's sanitary system in 6th Avenue and 7th Avenue would be disconnected from this system, and joined to the new pipe network that feeds to 1st Avenue. Furthermore, a new sewer network would be installed and would include connections to existing mains from outside the Plan Area that serve the U.S. Army Main Exchange and the Defense Department complex. With these improvements, the Project would maintain the sewer system to provide a high level of service, consistent with this policy.</p>
<p>Policy LU-6.2: Ensure new development and redevelopment projects provide adequate sewage collection infrastructure.</p>	<p>Consistent: As described above and Section 5.4, <i>Conceptual Sanitary Sewer System</i>, of the Specific Plan, the Proposed Project would replace old sanitary sewer lines and provide new sanitary line connections where needed. Sanitary sewer mains would be sized to accommodate the Proposed Project, thereby providing adequate sewer collection infrastructure, consistent with this policy.</p>

General Plan Policy	Discussion
<p>Goal LU-7: Collaborate effectively with local providers of solid waste collection and disposal to provide a sufficient level of solid waste disposal.</p>	
<p>Policy LU-7.1: Participate in local and regional programs that encourage the per capita reduction of solid waste in Seaside in order to meet State mandates for waste reduction.</p>	<p>Consistent. The Proposed Project would be required to comply with Section 17.30.110 of the Seaside Municipal Code, which requires minimum storage areas for recyclable materials for multi-family and commercial development. In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste. In addition, Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan contains requirements for the public open space network to install recycling receptacles upon buildout and composting receptacles at such time as composting service becomes available, which would align with the solid waste reduction provisions of Policy LU-7.1.</p>
<p>Goal LU-8: Provide a level of flood control and protection that meets the needs of the community.</p>	
<p>Policy LU-8.2: Ensure that developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State, and Federal standards.</p>	<p>Consistent. As discussed in Section 4.9, <i>Hydrology and Water Quality</i>, of this EIR the Proposed Project would be required to demonstrate compliance with applicable regulations related to stormwater runoff. The Seaside Municipal Code requires BMPs to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as a requirement of the MS4 General Permit. In addition, measures outlined in the Preliminary Post-Construction Stormwater Control Plan ensure that the Proposed Project would meet the performance requirements established by the Central Coast RWQCB, including retaining runoff produced from the 95th percentile 24-hour storm and fully infiltrate the 100-year 24-hour storm event. The Proposed Project would be required to comply with these requirements, which would ensure that the Project includes proper retention/detention facilities and BMPs that regulate runoff and siltation, consistent with this policy.</p>
<p>Goal LU-9: Provide a sufficient level of fire protection, public education, and emergency response service (with a response time of five minutes) for all portions of the community.</p>	
<p>Policy LU-9.1: Adopt and maintain level of service (e.g., response times, call handling) and staffing standards for the Fire Department.</p>	<p>Consistent. According to Section 4.13, <i>Public Services and Recreation</i>, of this EIR with an estimated 4,900 residents at buildout, the Proposed Project would require an additional 4.9 firefighters to maintain adequate service ratios. In order to provide the additional fire station staffing required to meet the standard, for both the current population of Seaside, as well as additional future population from buildout of the Specific Plan, expansion of the either the existing SFP fire station or the POM Fire Department station or construction of a new fire station could be required. While no specific site or development plan has been selected for this fire station, a new fire station, if constructed, would be completed and operational before the closure of the existing fire station. Therefore, while the Proposed Project would generate additional demand, either the existing POM fire Department would be expanded potentially or a new fire station would be built that would provide sufficient resources to maintain the level of service and staffing standards for the Seaside Fire Department. The environmental impacts of the potential new fire station are discussed through the Environmental Impact Analysis sections of this EIR. Furthermore, As stated in Section 6.4, <i>Implementation Measures</i>, of the Specific Plan, it is expected that tax revenue generated as a result of the Proposed Project would support any new fire services that are necessary.</p>

General Plan Policy	Discussion
<p>Policy LU-9.2: Implement and enforce regulations, such as the most recent building codes, minimum street widths, and clearance areas.</p>	<p>Consistent: The Campus Town Specific Plan requires compliance with all relevant building codes, street widths and clearance areas.</p>
<p>Goal LU-10: Provide an effective and responsive level of police protection (including facilities, personnel, and equipment) through the Seaside Police Department.</p>	
<p>Policy LU-10.1: Adopt and maintain level of service (e.g., response times, call handling) and staffing standards for the Police Department.</p>	<p>Consistent. As discussed in Section 4.13, <i>Public Services and Recreation</i>, of this EIR in order to maintain the existing ratio of 1.2 officers per 1,000 residents, the Proposed Project would require 5.9 new police officers to be added to the SPD. The population generated by the Proposed Project would contribute to increased police service demands. In order to provide the additional SPD staffing for both the current population of Seaside, as well as additional future population from buildout of the Proposed Project, expansion of the existing SPD facilities or construction of a new SPD facility could be required (refer to Section 4.13, <i>Public Services and Recreation</i>, of this EIR). As stated in Section 6.4, <i>Implementation Measures</i>, of the Specific Plan, it is expected that tax revenue generated as a result of the Proposed Project would support any new police services that are necessary.</p>
<p>Goal LU-11: Cooperate with local school districts and other educational organizations to ensure that a level of public education is provided that meets the community’s educational needs.</p>	
<p>Policy LU-11.1: Consider impacts of proposed projects on school enrollment and facilities.</p>	<p>Consistent. The impact of the Proposed Project on school enrollment and facilities is discussed in Section 4.13, <i>Public Services and Recreation</i>, of this EIR. As stated therein, the Proposed Project would generate approximately 931 students, which could be accommodated at existing MPUSD schools. In addition, the Project proponent would be required by law to pay development impact fees at the time building permits are issued. Therefore, impacts to schools were determined to be less than significant without mitigation.</p>
<p>Circulation Element</p>	
<p>Goal C-3: Promote the increased use of multi-modal transportation.</p>	
<p>Policy C-3.3 Promote mixed use, higher density residential, and employment-generating development in areas where public transit is convenient and desirable.</p>	<p>Consistent. The Proposed Project would establish a mixed use area that supports higher-density housing, shopping, services, jobs, office, and open space. The Plan Area is served by five Monterey-Salinas Transit District bus routes that stop in or along the boundary of the Plan Area (Routes 12, 18, 67, 74, and 75).</p>

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Policy C-3.4: Support alternative modes of transportation that encourage physical activity, such as biking and walking.

Consistent. The Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by restricting providing motorized intersection density to a minimum of 235 238 intersections per square mile. Therefore, the Proposed Project would be consistent with the provisions of Policy C-3.4.

Performance Standards

Intersection Level of Service Standard – Signalized Intersections.* The City has established Level of Service (LOS) C as the level of service standard for signalized intersections. A significant impact would occur if an intersection operating at LOS A, B, or C degrades to LOS D, E, or F. For intersections already operating at unacceptable LOS D, a significant impact would occur if a project increases average delay more than 2.0 seconds. If the intersection is already operating at LOS E or F, a significant impact would occur if the project results in an increase of more than 1.0 second in average delay.

Intersection Level of Service Standard – Unsignalized Intersections.* The level of service standard for unsignalized intersections is LOS C for the average delay for all entering traffic at most locations. In addition to average delay for all entering traffic, the standard for side street Level of Service is E or F, in conjunction with peak hour signal warrants described in the most recent version of the Caltrans Traffic Manual.

* The State Office of Planning and Research acknowledges that given the long-term nature of a general plan, its diagrams and text should be general enough to allow a degree of flexibility in decision-making as times change” (Office of Planning and Research 2017 General Plan Guidelines, page 52). Since the initial adoption of

Partial Inconsistency with Non-Mandatory Vehicular LOS Standards. LOS deficiencies (i.e. intersection operating below existing vehicular LOS policies) are addressed in the Campus Town Specific Plan Transportation Analysis (Fehr & Peers 2019; refer to Appendix K). The Proposed Project would result in transportation deficiencies at three intersections under *Existing with Plan Conditions*, five intersections under both *Background No Dunes with Plan Conditions* and *Background with Plan Conditions*, and nine intersections under *Cumulative with Plan Conditions*. The nine deficient intersections include:

- Intersection #2: Lightfighter Drive/Second Avenue
- Intersection #3: Lightfighter Drive/General Jim Moore Boulevard
- Intersection #4: Colonel Durham Street/Malmedy Road
- Intersection #5: Gigling Road/General Jim Moore Boulevard
- Intersection #6: Gigling Road/Malmedy Road
- Intersection #7: Gigling Road/Parker Flats Cut Off Road
- Intersection #8: Normandy Road/General Jim Moore Boulevard
- Intersection #9: Coe Avenue/General Jim Moore Boulevard
- Intersection #10: Colonel Durham Street/Seventh Avenue

As discussed in greater detail in Appendix K (Section 7), while there may be some potential roadway capacity improvements, these have not been recommended because they would reduce the efficacy of non-vehicular modes of transportation.

However, pursuant to the updated provisions of CEQA, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” (Pub. Res. Code Section 21099(b)(2); *CEQA Guidelines* Section 15064.3(a)). Consequently, this partial inconsistency with the vehicular LOS policy would not result in a significant adverse environmental impact.

Furthermore, this partial inconsistency does not preclude finding the Proposed Project consistent with the General Plan as a whole. General Plan consistency cannot be determined by identifying isolated General Plan policies. Policies relating to LOS standards cannot be elevated above all other policies. Perfect conformity with each and every Plan policy is an impossible and inappropriate task given the wide range of competing interests that a general plan attempts to promote. As a matter of law, strict consistency with each and every Plan policy is not required when reviewing a project for consistency with a general plan. See *Families Unafraid to Uphold Rural Etc. County v. Board of Supervisors*, 62

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<p>the City’s General Plan Circulation Element in 2004, the legislature has adopted the Complete Streets Act (AB1358 [2008])) which requires that General Plan Circulation Elements “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways” including “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.” Similarly, SB 743 [2013] explains “It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs” (Gov. Code § 65088.4(a)). Consequently, given all of these legislative changes, including those required by the Complete Streets Act, the City interprets its existing LOS policy as a non-mandatory policy, which allows the City to balance this policy with its other policy directives, including its multimodal goals and policies.</p>	<p>Cal.App.4th 1332, 1336 (1998). Because the various policies promoted by a general plan attempt to balance a range of competing interests, the governmental decisionmaker must be allowed to weigh and balance a plan’s policies when applying them, and it has broad discretion to construe its policies in light of the plan’s purposes. <i>See Families Unafraid</i>, 62 Cal.App.4th at 1336. Consequently, the law provides that a project is consistent with a general plan if it is in overall harmony with the plan, furthers one or more plan policies and does not conflict with mandatory plan policies. <i>See Sequoyah Hills Homeowners Ass’n v. City of Oakland</i>, 23 Cal.App.4th 704 (1993). <i>See also Naraghi Lakes Neighborhood Preservation Assn. v. City of Modesto</i> 204 Cal.Rptr.3d 67 (2016).</p> <p>This vehicular policy language needs to be balanced against the City’s other multimodal goals and policies which would be furthered by the Proposed Project. More specifically, the City’s existing Circulation Element states that “[i]ncreasing the use of alternative transportation modes will produce a number of community benefits including reduced traffic, less need for costly roadway improvement projects, and improved air quality. Facilities for biking and walking provide recreational opportunities as well...” Policies C-2.2, C-3.1, C-3.3, and C-3.4 direct the City to support programs that help reduce congestion and encourage alternative modes of transportation. Similarly, Policy C-1.5 directs the City to use traffic calming methods within residential and mixed-use areas where necessary to create a pedestrian-friendly circulation system. Additionally, Policy C-1.4, contemplates providing adequate access to the University, which includes providing access in Gov. Code Section 65589.5, explains that among the consequences of limiting the approval of housing are...reduced mobility, urban sprawl, excessive commuting, and air quality deterioration. The Proposed Project is designed to cater to the adjacent CSUMB campus, which will continue to grow in enrollment regardless of the Proposed Project. If housing and related uses are not provided adjacent to the campus, those individuals would continue to reside elsewhere resulting in increased regional vehicular Level of Service deficiencies.</p>
<p>Conservation/Open Space Element</p>	
<p>Goal COS-1: Provide and maintain a high quality parks and recreation system that meets the varying recreational needs of the community.</p>	
<p>Policy COS-1.3: Maximize pedestrian, transit, and bicycle access to parks and other local and regional activity centers as an alternative to automobile access.</p>	<p>Consistent. The Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by providing motorized intersection density of 238 intersections per square mile. The proposed multimodal transportation network would provide access to the open space network within the Plan Area.</p>

General Plan Policy	Discussion
Goal COS-2: Provide a safe and adequate water supply to meet the needs of the community.	
<p>Policy COS-2.2: Encourage the production, distribution, and use of recycled water.</p>	<p>Consistent. Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water would be used to irrigate public street landscape medians, public open space, and landscaping in commercial/flex sites and residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code.</p>
<p>Policy COS-2.3: Participate in and implement local and regional programs that promote water conservation as a means of improving water supply and water.</p>	<p>Consistent. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Proposed Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. Furthermore, the Campus Town Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures.</p>
Goal COS-6: Protect and improve local and regional air quality.	
<p>Policy COS-6.1: Integrate air quality planning with land use, economic development, and transportation planning.</p>	<p>Consistent. The Campus Town Specific Plan sets goals of creating a mixed-use urban village that contains a diverse and complete neighborhood with a variety of housing opportunities and retail and employment opportunities that allow residents to live, work, and shop without need of a motor vehicle (Goals 1.4.1, 1.4.5, and 1.4.6). In addition, the Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets (Policy 1.5.2). Implementation of these goals and policies would reduce residents' reliance on automobiles, thereby minimizing mobile source GHG emissions. Therefore, the Specific Plan integrates land use, economic development, and transportation planning in such a manner that protects and improves local and regional air quality by reducing GHG emissions.</p>
Goal COS-7: Encourage energy conservation.	
<p>Policy COS-7.1: Participate in local, regional, and State programs that promote energy conservation.</p>	<p>Consistent. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Campus Town Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency. Furthermore, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, planting shade trees on south- and west-facing sides of buildings, requiring that five percent of unrequired parking spaces be equipped for charging of electric vehicles only, and requiring that an electrical conduit be installed at the time of construction to facilitate the future of EV charging stations to at least 10 percent of parking spaces.</p>

Table 4.10-2 Policy Consistency with *Draft Seaside 2040*

General Plan Policy	Discussion
Land Use and Community Design Element	
Goal LUD-1. An urban form and structure that enhances the quality of life of residents, meets the community’s vision for the future, and weaves new growth area together with long-established Seaside neighborhoods.	
<p>Policy: Balanced Land Uses. Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses on former Fort Ord lands and within long-established Seaside neighborhoods.</p>	<p>Consistent. The Proposed Project would create a mixed-use urban village with a variety of housing opportunities and retail, entertainment, and employment opportunities in close proximity to one another and the CSUMB campus. The Proposed Project would also expand the City’s retail and employment opportunities. By providing a variety of land uses in the Plan Area, the Proposed Project would maintain a balanced land use pattern, consistent with this policy.</p>
<p>Policy: Overall City Structure. Creating a “Campus Town” adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, and active parks and recreation spaces to support CSUMB students and faculty, as well as permanent Seaside residents.</p>	<p>Consistent. The Campus Town Specific Plan is intended to serve residents, visitors, and students in a “new urbanist” community. Key elements of development in the area would be focused on providing arts and entertainment, retail, housing, visitor lodging, and employment space for the University student population to increase the overall economic opportunity available in the region. The Proposed Project is located south of the CSUMB campus. Therefore, the Proposed Project would create a Campus Town adjacent to CSUMB that provides uses that would support CSUMB students and faculty, as well as permanent Seaside residents.</p>
<p>Policy: Connecting New and Old. Connect new growth areas on former Fort Ord lands with existing Seaside neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.</p>	<p>Consistent. The Campus Town Specific Plan provides for physical connections between the Plan Area and existing Seaside neighborhoods with frequent street connections and crosswalks, as well as a seamless connection with the Fort Ord Recreation Trail and Greenway (FORTAG) Bicycle network. The Proposed Project would be designed around a network of complete streets that are designed to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. The Proposed Plan provides open space corridors that connect to formal and informal trailheads in the National Monument. Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan includes 4.6.1 Large Lot Standards that requires that large development to be composed of multiple structures and/or be designed to have the appearance of multiple independent buildings and that there are a sufficient number of vehicular and pedestrian connections through the blocks or parcels. Section 6.3, <i>Development Process</i>, of the Specific Plan requires Landscape Plans to include location, dimensions, type, and use for all exterior signs including wayfinding. Therefore, the Proposed Project would connect the former Ford Ord lands of Campus Town with existing Seaside neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.</p>

General Plan Policy	Discussion
<p>Policy: Contiguous Development. Locate initial new development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.</p>	<p>Consistent. The Plan Area is located on the former Fort Ord adjacent to Seaside’s built environment and CSUMB. Specifically, the Plan Area is bounded to the north by CSUMB and to the south by Ord Community Commissary, Army and Air Force Exchange Service, Ord Military Community housing, the Ord Military Community Recreation Center, and the General Stilwell Community Center of the U.S. Army Garrison Presidio of Monterey. The Proposed Project, specifically the University Village Sub-Area, would extend 6th Avenue from CSUMB to the Plan Area, thereby providing direct access to development that has the potential for student and faculty housing; office; and research and development space, eating establishments, and entertainment venues. Therefore, the Proposed Project would be a contiguous development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.</p>
<p>Goal LUD-2. Increased employment opportunities in Seaside to meet the needs of existing and future residents.</p>	
<p>Policy: Jobs-Housing Ratio. Strive for a jobs-to-housing ratio that has at least a 1 to 1 ratio of jobs per employed residents.</p>	<p>Consistent. Although the City’s jobs/housing ratio is addressed on a citywide basis, the Proposed Project helps the City achieve its jobs/housing goals. The Proposed Project provides a diverse mix of uses and housing types consistent with the Future Specific Plan and Public/Institutional designations under <i>Draft Seaside 2040</i>. This includes single-family homes, multi-family homes, affordable homes under the City’s inclusionary housing ordinance, within walking distance of the CSUMB campus, as well as up to 150,000 square feet of Retail, Dining, Entertainment, 50,000 square feet of Office, Flex, Makerspace, and Light Industrial, 250 hotel rooms and 75 youth hostel beds. This would result in an estimated 751 new jobs. While the Proposed Project would not independently achieve the City-wide job housing balance, this policy is not intended to be fulfilled by every individual project, which have their own unique goals and policies, based upon the underlying land use designations.</p> <p>In addition, the Proposed Project meets the policy intent of creating an environment in which people can both live and work within walking distance of the CSUMB campus, thereby reducing commute lengths and associated environmental effects. This intention is evidenced by the goal this policy is designed to help achieve, which is to “promote a mixture of land uses...to support a community in which people can live, work, shop, and play” (Goal LU-1). As discussed in Section 4.14, <i>Transportation</i>, of this EIR, the Proposed Project results in a lower average VMT rate than the average region-wide VMT rate, as well as a lower regionwide boundary VMT per service population under all scenarios studied. As such, the Proposed Project would reduce trip lengths, in part because of the proposed mix of land uses available within the Plan Area, as well as through the provision of a variety of housing types to serve a diverse population in the Monterey Bay area.</p>
<p>Policy: New Employment Districts. Create at least two new employment-designated areas in new growth areas of the City, with a minimum of one district in both Seaside East and Campus Town in accordance with the terms of the base closure agreement.</p>	<p>Consistent. The Specific Plan would be comprised of six sub-areas, including two mixed-use village centers. The Commercial Center (Sub-area CC) east of General Jim Moore Boulevard between Lightfighter Drive and Gigling Road would be defined by a typical main street with street-facing retail. Anchoring the eastern portion of the site, the University Village (Sub-area UV) would draw on the growing hub on the CSUMB campus at 6th Street, extending south to the site with a mixed-use, multi-modal environment that embraces a range of experiences and activities. Both Sub-area CC and Sub-area UV would provide 751 new jobs, resulting in a new employment district. Therefore, the Proposed Project would result in the development of at least two new employment-designated areas.</p>

General Plan Policy	Discussion
<p>Policy: Emerging industries. Support a diverse mix of light industrial, information, maker, boutique food/wine/beer processing, and technology uses in order to provide jobs and tax revenues for the community by allowing emerging economic uses and industries within the Mixed-Use and Employment designations.</p>	<p>Consistent. As shown in Table 2-3, Chapter 2, <i>Project Description</i>, of this EIR the Specific Plan would allow up to 50,000 square feet of office, flex, makerspace, and light industrial uses. These uses would provide jobs and tax revenues for the community by allowing emerging economic uses and industries, potentially including those listed in the policy. Therefore, the Proposed Project would support emerging industries.</p>
<p>Policy: Flex spaces. Expand the number of flex facilities on land designated as Employment to accommodate technology, food/light manufacturing, and service tenants and diversify the City’s economic base.</p>	<p>Consistent. The Proposed Project would allow flex spaces. Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan allows a flex block, a small footprint freestanding building designed for commercial uses on the ground floor; and flex shed, a building designed for occupancy by light manufacturing, workshop, and warehouse uses. The flexibility offered by the Form-Based Code would foster diversification of the City’s economic base</p>
<p>Policy: Makerspaces. Encourage collaborative workspaces with Form-Based Code tools for the design, prototyping, and creation of manufactured works (makerspace).</p>	<p>Consistent. Specific Plan Policy 1.6.10 encourages a variety of Building Types within proximity to one another, including types that may not yet exist in the area, such as Live/Work or makerspaces. Allowing a variety of Building Types within proximity can foster collaboration among these workspaces and support home businesses. Therefore, the Proposed Project would encourage makerspaces.</p>
<p>Policy: Live/work housing. Protect and allow live/work spaces that meet the changing needs of work, establish artists/ spaces, and meet people’s desire to live and work in close proximity.</p>	<p>Consistent. Specific Plan Policy 1.6.10 encourages a variety of Building Types within proximity to one another, including types that may not yet exist in the area, such as Live/Work or makerspaces. Allowing a variety of Building Types within proximity can foster collaboration among these workspaces and support home businesses. Therefore, the Proposed Project would allow live/work spaces to meet the needs of work, establish artists/spaces, and allow people to live and work in close proximity.</p>
<p>Policy: Home businesses. Support home businesses that meet city planning and permitting requirements and create jobs and opportunities for entrepreneurship, including development of live/work spaces.</p>	<p>Consistent. Specific Plan Policy 1.6.10 encourages a variety of Building Types within proximity to one another, including types that may not yet exist in the area, such as Live/Work or makerspaces. Live/Work allows an integrated work space within a residence; ground-floor office space with residential living spaces above. Allowing a variety of Building Types within proximity can foster collaboration among these workspaces and support home businesses.</p>

General Plan Policy	Discussion
Goal LUD-6. Visible and strong arts and cultural identity in Seaside.	
<p>Policy: New cultural facilities. Seek opportunities to establish new cultural facilities to meet Seaside’s desire for art, music, and other cultural activities.</p>	<p>Consistent. Section 4.5, <i>Land Use Standards and Guidelines</i>, of the Specific Plan allows civic and cultural facilities, including but not limited to libraries, public recreation facilities, museums, art galleries, movie theaters, and auditoriums.</p>
<p>Policy: Art in public places. Promote art that celebrates Seaside’s natural environment by increasing art installations in public spaces and by using art as a teaching opportunity related to the natural environment.</p>	<p>Consistent. The Campus Town Public Development Standards encourage a variety of public art types, such as painted sidewalks, murals, and installations. Public art, garden sculptures, and installations, are encouraged specifically along paths within the linear parks along Gigling Road from General Jim Moore Boulevard to the Sports Park at 7th Avenue. Section 3.6.4, <i>Public Art</i>, of the Specific Plan states that consideration should be given to the incorporation of public art throughout the Plan Area, especially at mixed-use areas and open spaces. Partnerships with CSUMB and local arts organizations are encouraged for the commission and installation of art pieces that highlight the creativity and passion of the local artist community.</p>
<p>Policy: Art in development projects. Promote the creation and/or funding of public art as part of new development and redevelopment projects.</p>	<p>Consistent. As described in Section 3.6, <i>Streetscape Guidelines</i>, of the Specific Plan, consideration should be given to the incorporation of public art throughout Campus Town, especially at mixed-use areas and open spaces, such as painted crosswalks and garden sculptures. Partnerships with CSUMB and local arts organizations are encouraged for the commission and installation of art pieces that highlight the creativity and passion of the local artistic community.</p>
<p>Policy: Artist housing. Allow live-work spaces in Mixed Use and Employment designations that provide artist living quarters.</p>	<p>Consistent. As described in Section 4.5, <i>Land Use Standards and Guidelines</i>, of the Specific Plan Live/Work is an allowed use in five out of the six Sub-areas within the Specific Plan. Allowable Live/Work is defined as including the following: an integrated work space within a residence with ground-floor office space with residential living spaces above.</p>
Goal LUD-7. A community that actively participates and engages in decision-making processes.	
<p>Policy: Area plans. During area planning processes, encourage continuous participation by those who will be affected by the plan, including residents, property owners, and businesses, as well as the general public and interested groups.</p>	<p>Consistent. The Campus Town Specific Plan was designed with a robust community engagement process that included several public meetings, a week-long design charrette open to everyone, and an open-house for two-days a week, every other week in the City’s satellite planning and economic development office, known as “Seaside Creates.”</p>

General Plan Policy	Discussion
Goal LUD-9. A safe environment oriented and scaled to pedestrians and bicyclists.	
<p>Policy. Streetscape design. Create pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages.</p>	<p>Consistent. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and to create a walkable community by providing motorized intersection density of 238 intersections per square mile. The Specific Plan includes development standards to encourage a unified approach. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan would ensure new development in the private realm exhibits to have high standards of urban design, architecture, and landscaping. These private standards are intended to maintain a consistent street frontage throughout the subareas with uniform building placement and frontage along the street, to create a built environment that emphasizes pedestrian scale and variety by using Fenestration, awnings, and frequent building entries. In the Specific Plan Section 3.5, <i>Landscape Standards and Guidelines</i>, specific, allowable street trees and landscape planting types would be determined by their location and function. Section 3.6, <i>Streetscape Guidelines</i>, of the Specific Plan would require streetscape design elements, such as specific paving palette, street furniture, street lighting, and public art as a function of street type.</p>
<p>Policy. Walkable neighborhoods. Enhance existing neighborhoods with walkable streets, a diverse mix of housing types, and neighborhood services (such as stores, recreational facilities, and child-care) within walking distance.</p>	<p>Consistent. The Proposed Project features a tightly woven and highly walkable gridded network of complete streets and paths, a diverse mix of uses and housing types, and ample parks and plazas. Sub-Area CE: Central, which runs from General Jim Moore Boulevard in the west to 7th Street in the east, would serve the greatest variety of building types and uses. This Sub-Area is characterized by mixed-use development of varying residential and commercial opportunities. Other sub-areas that includes mixed-use development include Sub-Area UA: University Village and Sub-Area: Commercial Center. The Proposed Project would provide an urban form and structure that enhances the quality of life of residents, and weaves new growth areas together with long established Seaside neighborhoods.</p>
<p>Policy. Pedestrian-supportive building design. Require new and substantially rehabbed commercial and mixed-use projects to follow best practices for pedestrian-supportive design:</p> <ul style="list-style-type: none"> ▪ Ensure pedestrian orientation of ground floor uses in new development. ▪ Place primary building facades and entrances near the front property line or back of sidewalk. In limited cases, allow small plazas and active landscaped areas for social gathering between the building and sidewalk. ▪ Scale building elements to pedestrian scale. ▪ Design new buildings along corridors to provide for a rear building transition between the 	<p>Consistent. The Specific Plan would result in pedestrian-oriented streetscapes by utilizing best practices for pedestrian-supportive design including pedestrian orientation of ground floor uses in new development. The Plan identifies six sub-areas whose character is intended as very walkable with a diverse mix of Building Types and supportive of mixed uses. Streets and spaces would be appropriately framed by human-scaled buildings with clearly identifiable entries. The Standards and Guidelines would support the enhancement and expansion of the pedestrian realm by ensuring building placement and frontage along the street; maintaining a consistent street frontage or “street” wall throughout the subareas; creating a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using fenestration, awnings, and frequent building; and ensuring that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level. As specified in Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan Urban Blocks designed for occupancy by a variety of uses such as retail, hotel, and service uses do not require minimum parking; however, if parking is provided than it would be provide in an underground garage, surface lot behind the building, tuck-under, a mid-block shared above ground garage of a combination of. Section 4.6.1, <i>Large Lot Standards and Guidelines</i>, of the Specific Plan would require that streets</p>

General Plan Policy	Discussion
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primary arterials and any adjacent low-density residential neighborhoods.

- Require parking internal to buildings that face primary arterials or side streets to use appropriate design (such as faux facades, green walls, public murals, etc.) to minimize its visual impact.
- Require that new development include wide sidewalks, trees, pedestrian furniture, safe pedestrian crossings and direct connections to the front entrances of retail and services.
 - Encourage new commercial developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety.

are pedestrian-friendly and lined with building fronts while still accommodating surface parking lots required by Large Format Uses. The Proposed Project would include complete streets that allow for multiple modes of travel to travel safely throughout the Plan Area. Improvements under the Proposed Project would include wide sidewalks for pedestrians and bike lanes on selected streets. Section 3.3, *Thoroughfare Types and Standards*, of the Specific Plan requires sidewalks, street trees, and landscaped parkways for individual thoroughfare types as depicted on Figure 3.1 in the Specific Plan. A High-Intensity Activated crosswalk Beacon, or HAWK Beacon would be installed across General Jim Moore Boulevard at Colonel Durham Street. A curb bump out and a median refuge area would also be installed contributing to a safe pedestrian crossing.

Goal LUD-10. A City with beautiful and vibrant architecture and building design that reflects the culture and character of Seaside.

Policy: Iconic Design. Allow iconic and memorable building designs, particularly on larger non-residential properties in the Main Gate and Campus Town areas.

Consistent. The Specific Plan includes Section 4.7, *Architectural Standards and Guidelines*, of the Specific Plan that allows for iconic and memorable building design. Section 4.7.1 of the architectural standards states that proposed buildings in the Plan Area shall be varied to create a unique and attractive Campus Town and avoid a uniform and monotonous urban form. Buildings are required to be composed of a variety of forms and contrasting shapes and should employ attractive and complementary building materials and architectural features.

Policy: Ornamentation. Use building organization and construction to derive scale and articulation rather than surface ornamentation.

Consistent. Specific Plan Policy 1.6.4 states that development in the Plan Area would be required to use building organization and construction to derive scale and articulation rather than surface ornamentation. According to Section 4.7.1 of the architectural standards, the massing, scale, and architectural style of proposed buildings in the Plan Area would be required to be varied to create a unique and attractive Campus Town. The standards require the overall scale, massing, roof form, materials, and architectural style of new structures to provide a variety of forms, depth and texture, and encourage a cohesive neighborhood character by building structures at a scale that is appropriate to the street.

General Plan Policy	Discussion
<p>Goal LUD-11. A network of pedestrian-oriented, human-scale and well-landscaped streetscapes throughout Seaside.</p>	
<p>ADA requirements. All streets should be ADA compliant and meet National Association of City Transportation Officials (NACTO) standards for sidewalks, street trees, and planting strips, and pedestrian-oriented lighting. Street lighting should provide adequate night-time visibility for pedestrians.</p>	<p>Consistent. The Proposed Project would be required to meet ADA requirements pursuant to Title 24 of the California Code of Regulations. The Campus Town Specific Plan Chapter 3, <i>Public Realm Standards and Guidelines</i>, provides a hierarchy of street types (refer to Figure 3.1) that provides a key to the individual street type sub-sections. Each street type sub-sections requires standards widths for sidewalks, planted parkways, etc. The Specific Plan Form Based Code, Section 3.5, <i>Landscape Standards and Guidelines</i>, of the Specific Plan requires specific street trees and landscape planting types, the location of which would be determined by their location and function. As discussed in Section 4.1, <i>Aesthetics</i>, of this EIR, the Proposed Project would minimize the effect of new lighting on nighttime ambient light levels by the design of light fixtures and by adherence to development standards set forth in the City’s Municipal Code regarding lighting. The City’s Zoning Ordinance (SMC Chapter 17.30, Standards for all Development and Land Uses) regulates the maximum height, energy efficiency, position, maximum illumination, and other parameters of lighting fixtures throughout the City. Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan summarizes specific ADA standards where applicable, or simply notes that ADA accessibility standards apply. For example, Section 4.6.3.C of the Specific Plan, Shopfronts may be raised no more than 18 inches in height, measured from the adjacent Sidewalk grade, provided there is ADA accessibility into the space and subject to the review and approval of the Zoning Administrator. Specific Plan sidewalk, street tree, planting strip, and lighting requirements meet NACTO standards.</p>
<p>Policy. Landscaping and urban forest. Plant new drought-tolerant street trees and high-quality landscaping where it is currently lacking.</p>	<p>Consistent. Specific Plan Section 3.5, <i>Landscape Standards and Guidelines</i>, requires specific street trees and landscape planting types, the location of which would be determined by their location and function. In accordance with RUDG landscape palettes, the appropriate incorporation of suitable street trees and vegetation were selected to provide visibility at the street level, ornamental or seasonal aesthetic value, shade and density, and climate suitability. Minor street trees have been selected for their drought tolerance, growth rate, and low maintenance. The allowable landscape palette, shown in Table 3.3 of the Specific Plan, indicates the Water Use Classification of Landscape Species (also known as the WUCOLS Rating) of each planter tree/tree-shrub. With the exception of one species, which has a moderate water WUCOLS Rating, the remainder of allowable plant species have either a very low or low WUCOLS rating.</p>
<p>Policy. Pedestrian amenities. Commercial area streets should have high-quality and attractive pedestrian amenities, including planters, bicycle racks, bus shelters, trash cans, and other similar amenities.</p>	<p>Consistent. The Specific Plan, Chapter 3, <i>Public Realm Standards and Guidelines</i>, requires Main Street/6th Avenue and General Jim Moore Boulevard to include street furniture. Curb extensions along Main Street are also required to be furnished with pedestrian or bicycle facilities or both. Section 3.6, <i>Streetscape Guidelines</i>, of the Specific Plan provides an appropriate palette of street furniture; these include: bus shelters, waste/recycling receptacles, bike racks, benches, and other similar amenities. Palettes presented in this section provide an overall design intent that may be added to or modified based on City direction. Furthermore, Section 4.7.15, <i>Service and Auxiliary Equipment</i>, of the Specific Plan requires trash areas visible from public streets or other properties to be enclosed by walls their entrances enclosed by a door. All these standards would ensure a high-quality and attractive pedestrian amenities in commercial portions of the Plan Area.</p>

General Plan Policy	Discussion
<p>Policy. Street lighting. Commercial area street lighting should be pedestrian-oriented, attractively-designed and provide for visibility and security.</p>	<p>Consistent. Specific Plan Section 3.6.3, <i>Street Lighting</i>, provides a palette for street lighting, scaled to either the pedestrian or roadway as appropriate. Streetscape standards and guidelines contained within the Specific Plan would ensure attractively-designed lighting for both visibility and security. Refer also to the CPTED policy discussion below for more discussion about security. As discussed in Section 4.1, <i>Aesthetics</i>, of this EIR, the Proposed Project would minimize the effect of new lighting on nighttime ambient light levels by the design of light fixtures and by adherence to development standards set forth in the City’s Municipal Code regarding lighting. The City’s Zoning Ordinance (SMC Chapter 17.30, Standards for all Development and Land Uses) regulates the maximum height, energy efficiency, position, maximum illumination, and other parameters of lighting fixtures throughout the City.</p>
<p>Policy. Improved connections. Improve pedestrian and bicycle mobility by identifying opportunistic connections within the City’s neighborhoods to increase access to local parks, schools, neighborhood centers, and neighborhood gathering spaces.</p>	<p>Consistent. The Proposed Project features an urban form with a tightly woven and highly walkable gridded network of complete streets and paths that would improve pedestrian and bicycle mobility through the Plan Area. The Specific Plan would form an urban environment of streetscapes oriented and scaled to pedestrians and bicyclists.</p>
<p>Policy. CPTED. Rely upon CPTED principles when designing streetscapes.</p>	<p>Consistent. As discussed in Section 4.13, <i>Public Services and Recreation</i>, of this EIR development of the Proposed Project would be required to conform to the Specific Plan’s Form-Based Code standards that require utilization of Crime Prevention Through Environmental Design (CPTED). CPTED is aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks would be implemented, and thus, a proportional increase in the number of incidences is not anticipated. As an example, the plan’s urban form would result in a safe urban environment oriented and scaled to pedestrians and bicyclists. The standards in the proposed Specific Plan would result in pedestrian-oriented streetscapes by utilizing best practices for pedestrian-supportive design including pedestrian orientation of ground floor uses in new development.</p>
<p>Goal LUD-18. Abundant and high-quality natural open space on former Fort Ord lands.</p>	
<p>Open space corridors. Balance the need to create more housing, employment, retail, and entertainment uses on former Fort Ord lands with open space corridors that support natural vegetation communities, scenic vistas, and sensitive habitats within new growth areas. Open space corridors should connect to formal and informal trailheads in the National Monument, where possible.</p>	<p>Consistent. The Proposed Project would provide housing, employment, and retail uses, while also providing for physical connections between the Plan Area and established areas of Seaside with street connections and crosswalks, as well as a connection to FORTAG trail spurs. As shown in Section 3.4, <i>Open Space Network and Type Standards</i>, of the Specific Plan, Open Space Network and Type Standards, a series of open spaces link the central east-west street, forming a green network that unites the Plan Area. Linear parks along Gigling Road also provide a green link that runs from General Jim Moore Boulevard to 7th Avenue, connecting to a variety of open spaces along the way.</p>

General Plan Policy	Discussion
<p>Goal LUD-19. Design new Seaside neighborhoods on former Fort Ord lands sustainably by linking land use, transportation, and infrastructure development to increase non-automobile travel, protect sensitive habitat, and reduce infrastructure costs.</p>	
<p>Policy: Diverse neighborhoods. Create diverse mixed-income neighborhoods with a range of residential housing types for different economic levels, household types for different economic levels, household sizes, and age groups.</p>	<p>Consistent. The Proposed Project features a diverse mix of uses and housing types. Each of the six sub-areas are unique and would allow a variety of housing types to support various income levels and age groups (i.e., the nearby CSUMB campus and residents of Seaside). Allowable residential housing types include single-family dwellings, rowhouses, townhouses, multi-family housing for rent or sale, student housing, and senior housing.</p>
<p>Policy: Job Generation. Create a least two new employment-designated areas, with a minimum of one district in both Seaside East and Campus Town, in accordance with the terms of the base closure agreement.</p>	<p>Consistent. The Proposed Project would be comprised of six sub-areas, including two mixed-use village centers. The Commercial Center (Sub-area CC) east of General Jim Moore Boulevard between Lightfighter Drive and Gigling Road would be defined by a typical main street with street-facing retail. Anchoring the eastern portion of the site, the University Village (Sub-area UV) would draw on the growing hub on the CSUMB campus at 6th Street, extending south to the site with a mixed-use, multi-modal environment that embraces a range of experiences and activities. Both Sub-area CC and Sub-area UV would provide 751 new jobs, resulting in a new employment district. Therefore, the Proposed Project would result in the development of at least two new employment-designated areas.</p>
<p>Policy: Access to amenities. Strive to create development patterns such that the majority of residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, churches, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.</p>	<p>Consistent. The Proposed Project would provide an urban form and structure and a tightly woven and highly walkable gridded network of complete streets and paths that would provide access to a diverse mix of uses and housing types. Sub-Area CE: Central, which runs from General Jim Moore Boulevard in the west to 7th Street in the east, would serve the greatest variety of building types and uses. This Sub-Area is characterized by mixed-use development of varying residential and commercial opportunities. Other sub-areas that includes mixed-use development include Sub-Area UA: University Village and Sub-Area: Commercial Center. As shown on Figure 2.10 of the proposed Specific Plan, the majority of residents would be located within one-half mile of neighborhood-serving uses.</p>
<p>Policy: New urban spaces. Require new developments to provide public parks, plazas and square that provide interesting urban spaces in planned districts and neighborhoods.</p>	<p>Consistent. Specific Plan Section 3.4, <i>Open Space Network and Type Standards</i>, includes a system of open space that is categorized into seven Open Space Types, which range from verdant recreationally-activated Greens to hardscaped civic Plazas capable of hosting community events such as farmers markets and seasonal fairs.</p>
<p>Policy: Expanded mobility. Ensure new development supports non-automobile mobility by providing safe, comfortable, and convenient pathways for pedestrians and bicyclists and waiting areas for transit.</p>	<p>Consistent. The Specific Plan’s urban form would result in a safe urban environment oriented and scaled to pedestrians and bicyclists. Specific Plan Chapter 4, <i>Private Realm Standards and Guidelines</i>, supports the enhancement and expansion of the pedestrian realm by providing connections within blocks and better integrating a green network. Sidewalk widths would be appropriate to their context and sufficient to support strolling, café seating, and other amenities found in a pedestrian-oriented environment. Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan provides standards for providing pedestrian paths to increase</p>

General Plan Policy	Discussion
	<p>accessibility throughout the development. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan provides standards for sidewalk widths based on street type. As stated in Chapter 3 of the Specific Plan every street is designed to accommodate bike traffic. The majority of new streets are designed for slow-moving traffic with one travel lane in each direction. Section 3.6, <i>Streetscape Guidelines</i>, of the Specific Plan provides an appropriate palette of street furniture, including bus shelters and other similar amenities.</p>
<p>Policy: Internal connectivity. Require development projects to have a high-level of internal connectivity (minimum 150 intersections per square mile) and to be well-connected to the surrounding area.</p>	<p>Consistent. The Proposed Project achieves a high level of internal connectivity with than 238 motorized intersections per square mile, exceeding the internal connectivity policy of 150 motorized intersections per square mile. Furthermore, the Proposed Project would exceed a combined motorized and non-motorized intersection density of 300 intersections per square mile. This would increase the Plan Area’s connections to the surrounding area.</p>
<p>Policy: Traffic modeling. Ensure future traffic study methodologies balance automobile, transit, walk, and bike mode shares.</p>	<p>Consistent. The Campus Town Specific Plan Transportation Analysis (Fehr & Peers 2019; refer to Appendix K) contains a transit, bicycle, and pedestrian evaluation in addition to consideration of vehicle miles travelled (VMT) and transportation deficiencies and improvements via a level of service (LOS) analysis of intersections and freeway segments. As such, the analysis considers a variety of transportation modes, consistent with this policy. Refer to Appendix K and Section 4.14, <i>Transportation</i>, of this EIR for more information.</p>
<p>Goal LUD-20. Seamlessly connect new growth areas on former Fort Ord lands with the rest of the City.</p>	
<p>Policy: Visual connections. Provide visual connections, including wayfinding, between existing development and new development, and between open space on former Fort Ord lands.</p>	<p>Consistent. The Proposed Project provides for visual connections between the existing context and new development; for example, with open space and street connections along Gigling Road and through the standards that require the housing and mixed development along all of the major perimeter streets to front these thoroughfares.</p>
<p>Policy: Physical connections. Require future development projects to better integrate with existing development by physically connecting new development on former Fort Ord lands with frequent streets, transit, bicycle, and pedestrian connections to ensure easy access from historic Seaside.</p>	<p>Consistent. The Specific Plan provides for physical connections between the Plan Area and the existing land uses with frequent street connections and crosswalks, as well as a connection with FORTAG. Furthermore, the Proposed Project would be designed to create a transit oriented corridor at Lightfighter Drive and General Jim Moore Boulevard at 6th Avenue and Gigling. Additionally, the Fort Ord Base Reuse Plan contemplates a transit center on the border of the City of Seaside and the City of Marina at Second Avenue near Lightfighter Drive. Between these Transit Oriented Development areas.</p>
<p>Policy: Contiguous expansion. Locate initial new development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.</p>	<p>Consistent. The Proposed Project would be located adjacent to Seaside’s built environment and CSUMB. The Specific Plan ensures contiguous expansion by locating Phase 1 between General Jim Moore Boulevard and SR 1, and directly connecting the Plan Area to the Main Gate site by extending 2nd Avenue. Furthermore, Phase 2 includes the University Village, which would draw on the growing hub on the CSUMB campus at 6th Street, down to the Plan Area with a mixed-use, multi-modal environment that embraces a range of experiences and activities.</p>

General Plan Policy	Discussion
Goal LUD-21. New development supports the preservation or enhancement of the City’s natural resources.	
<p>Policy: Low-impact development. Require new construction to use low-impact development techniques to improve stormwater quality and reduce run-off quantity.</p>	<p>Consistent. As described in the <i>Preliminary Post-Construction Stormwater Control Plan for Campus Town</i>, the Proposed Project would provide a low-impact development approach that includes on-lot retention for individual lots. Sandy dune soils with moderate to high percolation rates underlay most of the site and provide an opportunity to infiltrate on a lot by lot basis. Rainfall runoff, up to the 100-year event, can be infiltrated on each lot without producing runoff that would normally be tributary to a storm drain system. This approach results in approximately 837 distributed drainage management areas (i.e., 243 west and 594 east). These LID techniques would improve stormwater quality and reduce run-off quantity.</p>
<p>Policy: Native species. Encourage new development to support a diversity of native species and manage invasive species.</p>	<p>Consistent. As specified in Specific Plan Section 3.5, <i>Landscape Standards and Guidelines</i>, the Specific Plan encourages a diversity of native grasses and shrubs to enhance the landscape character of the Monterey Bay region. In addition, Proposed Project development would remove non-native invasive species currently found within the Plan Area, including ice plant mats. By replacing non-native invasive species with primarily native plantings, the Proposed Project would be consistent with this policy.</p>
Goal LUD-22. Resilient neighborhoods on former Fort Ord lands.	
<p>Policy: Wildfire risk. Require that all future developments on former Fort Ord lands take steps to reduce wildfire risk as part of the site review process.</p>	<p>Consistent. According to Section 4.17, <i>Wildfire</i>, of this EIR the Proposed Project would not exacerbate existing fire risk. The Plan Area has historically been built out, and the Proposed Project would increase the density of development within the Plan Area, with new structures and infrastructure which are constructed to modern fire and code and safety standards. Furthermore, as noted above in the regulatory setting, increases in density, such as those from the Proposed Project have also been shown to reduce fire risk. As shown in Figure 1.12 of the Specific Plan, throughout the development of the Fort Ord base and its subsequent closure, a patchwork of utility systems (i.e., electric, communications, gas, water, storm, and sewer) have been installed to serve the Plan Area. Development implemented under the Proposed Project would replace this older patchwork infrastructure with new modern power, telephone, cable, and natural gas plans, which would be submitted concurrent with final tract maps and improvement plans per phase. New development and infrastructure would be subject to statewide standards for fire safety in the California Fire Code, as incorporated by reference in SMC Section 15.04.170. Furthermore, the Plan Area would increase access to and through the Plan Area with new thoroughfares, and would replace existing deteriorated roadways.</p>
<p>Policy: Hazard mitigation. Support plans and policies that mitigate existing hazards and reduce the risk of urban and wildfire threats.</p>	<p>Consistent. As discussed in Section 4.17, <i>Wildfire</i>, of this EIR the Plan Area is located in an urbanized area that is outside of a CAL FIRE-designated Very High Fire Hazard Severity Zone. Therefore, preparation of a project emergency evacuation plan is not required. Development of new roadways in the Plan Area would be required to comply with Fire Code Chapter 10 which addressed fire related Means of Egress. The Plan Area would increase access to and through the Plan Area in the county with new thoroughfares and would replace existing deteriorated roadways. Therefore, the Proposed Project would support plans and policies that mitigate existing hazards and reduce the risk of wildfire.</p>

General Plan Policy	Discussion
<p>Policy: Resource efficiency. Through more stringent water and energy standards, require new development to be more water and energy efficient and use fewer natural resources in order to increase long-term neighborhood resilience.</p>	<p>Consistent. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings. Chapter 4 also requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency and encourages surface parking areas to be covered in solar panels. The Proposed Project would also be required to comply with the 2019 Building Energy Efficiency Standards, which include mandatory requirement for solar ready buildings.</p> <p>Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water would be used to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible.</p> <p>These water and energy standards would ensure that the Proposed Project is water and energy efficient, consistent with this policy.</p>
<p>Goal LUD-23. Transform the City’s northern area into a mixed-use, economically-vibrant Campus Town that serves the student population and leverages its geographic adjacency to CSUMB.</p>	
<p>Policy: Coordination with CSUMB. Strengthen the relationship between the City and Cal State University-Monterey Bay, Marina, and other regional partners. Hold regular meetings with CSUMB to discuss plans for the “campus town” area.</p>	<p>Consistent. The Specific Plan was conceived in coordination with CSUMB during a public design charrette. CSUMB faculty, students, and administrative personnel participated in the public design charrette. Additionally, the proposed Specific Plan was presented to the University community at CSUMB’s Student Center to receive additional feedback.</p>
<p>Policy: High Density and Mixed-Use. Establish a coordinated, mixed use area that supports higher-density housing, shopping, services, jobs, offices, and open space. Future development shall accommodate the following uses: High-density residential development, with some developments targeting students and/or CSUMB</p>	<p>Consistent. The Proposed Project provides for mixed-use development and identifies several areas for high density and mixed-use development, including:</p> <ul style="list-style-type: none"> ▪ Some of the high-density that would be targeted to students and/or CSUMB staff, as appropriate. ▪ One of the mixed-use areas that could house R&D spaces is located along 6th Avenue, which would provide direct access to CSUMB. In addition, live-work development is allowed throughout the Plan Area. ▪ A one-acre community gathering space, surrounded by retail and entertainment uses, would be provided, as well as an additional 1/3-acre space also surrounded by retail/dining opportunities.

General Plan Policy	Discussion
<p>staff, as appropriate. New R&D, flex space, live/work, and “makerspaces” close to CSUMB, to expand the number and diversity of jobs in Seaside. A minimum of 1 to 2 acre community gathering space surrounded by retail and entertainment uses. Dynamic research and development uses (including labs and light manufacturing) with easy access to the university. These uses will accommodate new public-private ventures and entrepreneurial activities. Active recreation and gathering places, trails, and new parks, plazas and ground level landscaped open spaces to serve students, employees and residents.</p>	<ul style="list-style-type: none"> ▪ Additional park spaces are provided for active recreation and gathering places, while a new trail is provided along Gigling Road. ▪ Research and development space over ground-floor retail in the University Village.
<p>Policy: Pedestrian-Supportive Design. Require new projects to follow best practices for pedestrian-supportive design. Ground floors should be active along all primary frontages.</p>	<p>Consistent. The Specific Plan follows best practices for pedestrian-supportive design. The Specific Plan Section 4.7, <i>Architectural Standards and Guidelines</i>, would ensure that there are active uses along primary streets in the form of an urban block to avoid exposing blank walls on street fronts.</p>
<p>Policy: FORTAG Trail. Support implementation of the FORTAG regional trail and coordinate with FORTAG about trail design and connectivity, and art opportunities.</p>	<p>Consistent. The design of Campus Town included coordination with FORTAG during the design charrette. FORTAG trail spurs and separately planned bicycle infrastructure improvements would connect with the proposed bikeways within the Plan Area. Figure 2.9 in the proposed Specific Plan includes a conceptual bicycle and trails network diagram, including the FORTAG proposed bicycle trail and where connections to FORTAG trail would occur within the Plan Area. The sports field at Gigling and 7th Avenue would include a distinctive gateway element to the National Monument and public restroom facilities at the edge or within 500 feet of the sports field area.</p>
<p>Policy: Intersection Density. Design street and block patterns to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists. Intersection density should be at least 300 intersections per square mile (including both motorized and non-motorized segments).</p>	<p>Consistent. The Proposed Project would achieve a high level of internal connectivity with a combined motorized and non-motorized intersection density of at least 300 intersections per square mile. In addition, the plan is well-connected to the surrounding area.</p>

General Plan Policy	Discussion
<p>Policy: Connectivity. Improve access and connections for all modes to CSUMB.</p>	<p>Consistent. The Proposed Project provides for expanded mobility by providing for wide sidewalks on both sides of every street, plus additional pedestrian and bike trails. Several streets also include bike lanes. In addition, anchoring the eastern portion of the site, the University Village would draw on the growing hub on the CSUMB campus at 6th Street, down to the Plan Area with a mixed-use, multi-modal environment that embraces a range of experiences and activities.</p>
<p>Policy: Area-wide Coordination. Promote coordinated design and development between plans, new projects, and existing uses and properties.</p>	<p>Consistent. The Specific Plan was developed as part of an effort in area-wide coordination. This includes coordination with the City regarding design and development of the following: Main Gate at the intersection of 2nd Avenue and Lightfighter Drive, the Presidio on potential redevelopment of the fire station and the design of General Jim Moore Boulevard, as well as CSUMB as described above.</p>
<p>Policy: Gateway Points. Signage and gateway elements should be implemented by new development to draw visitors to the Dunes State Beach and the National Monument. At these entry points, visitor-serving amenities, such as restaurants, bike and water sport rentals, and lodging are encouraged.</p>	<p>Consistent. The Proposed Project includes a neighborhood park at the Plan Area’s southeastern corner, which among other things acts as an informal gateway to the Dunes State Beach west of SR 1 and the Proposed Project, and the Fort Ord National Monument southeast of the Proposed Project. A gateway feature in the Sub-Area EE: East End would provide a gateway feature to promote the Fort Ord National Monument.</p>
<p>Goal H-3: Ample new housing affordable available to extremely low, very low, low, and moderate-income households in Seaside.</p>	
<p>Policy: Multifamily Housing Construction. Encourage the construction of high-quality, well-designed multifamily housing and residential mixed-use projects along Broadway Avenue, Fremont Boulevard, the City’s existing multifamily neighborhoods, Campus Town, and Seaside East Specific Plan Areas.</p>	<p>Consistent. The Proposed Project would provide for high-quality multi-family housing in The Commercial Center Sub-Area along General Jim Moore Boulevard and the University Village Sub-Area along 6th Avenue. The Commercial Center would include multifamily housing and residential mixed-use development, including permitted uses such as rowhouses, townhouse, flex lofts, and carriage houses. At least 60 percent of the required ground-floor frontages must have office or residential uses above.</p>
<p>Goal H-9: An open process that facilitates community involvement in the development of housing policies and programs and enhance accountability.</p>	
<p>Policy: Community engagement by developers. Encourage developers of any major project to have neighborhood meetings with residents early in the process to undertake early problem solving and facilitate a more informed, efficient, and constructive development review process.</p>	<p>Consistent. The Specific Plan was designed with a robust community engagement process led by the City, Specific Plan consultant, and developer that included several public meetings, a week-long design charrette open to everyone, and an open-house for two-days a week, every other week in the City’s satellite planning and economic development office, known as “Seaside Creates.”</p>

General Plan Policy	Discussion
Goal HSC-8. Building and landscapes that promote water conservation, efficiency, and the increased use of recycled water.	
<p>Policy: Water innovation. Encourage innovative water recycling techniques such as rainwater capture, use of cisterns, and installation of greywater systems.</p>	<p>Consistent. Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to 7th Avenue. Following installation of this recycled water main, recycled water would be used to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible.</p>
<p>Policy: Conservation design requirements. Continuously update and improve water conservation and landscaping requirements for new development.</p>	<p>Consistent. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible.</p>
Goal HSC-8. Building and landscapes that promote water conservation, efficiency, and the increased use of recycled water.	
<p>Policy: Water innovation. Encourage innovative water recycling techniques such as rainwater capture, use of cisterns, and installation of greywater systems.</p>	<p>Consistent. Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water could be used to irrigate public street landscape medians, public parks, and commercial/flex sites. Recycled water may also be provided for domestic (toilet) use by multi-family residential units. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. Therefore, the Proposed Project would be consistent with Goal HSC-8 by reducing potable water use through water conservation and water efficiency.</p>
<p>Policy: Conservation design requirements. Continuously update and improve water conservation and landscaping requirements for new development.</p>	<p>Consistent. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. Therefore, the Proposed Project would be consistent with this policy by reducing potable water use through water conservation and water efficiency.</p>

General Plan Policy	Discussion
<p>Goal HSC-9. Energy efficiency buildings that use energy from renewable sources.</p>	
<p>Policy: Renewable Energy. Encourage the installation of renewable energy generation sources in the design and development of new development to reduce energy costs and support resource conservation.</p>	<p>Consistent. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency and encourages surface parking areas to be covered in solar panels. The Proposed Project would also be required to comply with the 2019 Building Energy Efficiency Standards, which include mandatory requirement for solar ready buildings. Furthermore, Monterey Bay Community Power (MBCP), which is the default energy provider in the Plan Area, provides carbon-free electricity, and PG&E, which is the provider for those who opt out of MBCP, must provide carbon-free electricity no later than 2045. Because of these energy saving features, the Proposed Project would reduce energy costs, consistent with this policy.</p> <p>Regarding the installation of renewable energy generation sources, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings. These features would align with the environmental performance objectives of Goal HSC-11.</p>
<p>Goal HSC-11. New construction that meets a high-level of environmental performance.</p>	
<p>Policy: Solar-Ready Buildings. Require commercial, mixed-use, and multifamily buildings to be solar ready by providing a solar zone and infrastructure such as solar panel standoffs and conduit.</p> <p>Policy: Passive Solar Techniques. Encourage new development to reduce building energy use by:</p> <ul style="list-style-type: none"> ▪ Maximizing interior daylighting. ▪ Using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain. <p>Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.</p>	<p>Consistent. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency and solar-ready features.</p> <p>Consistent. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. Furthermore, Chapter 4 requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings. These features would align with the environmental performance objectives of Goal HSC-11.</p>

General Plan Policy	Discussion
Goal HSC-12. A Zero-Waste Program that increases recycling and reduces food scraps and green waste sent to the landfill.	
<p>Policy: Commercial and multifamily recycling. Promote GreenWaste Recovery’s recycling programs expanding outreach to commercial and multifamily residences, including programs that convey the lifecycle effects from green purchasing and recycling.</p>	<p>Consistent. As discussed in Section 4.16, <i>Utilities and Service Systems</i>, of this EIR the Proposed Project would be required to adhere to <i>Draft Seaside 2040</i>. Goal CFI-6 of the General Plan aims to reduce solid waste sent to the landfill. Increased recycling and waste diversion would reduce rates of solid waste disposal. In addition, the City of Seaside is required by AB 939 to divert 50 percent of solid waste from landfills. The Materials Recovery Facility is capable of recovering up to 75 percent or more of the mixed waste stream from both commercial and multi-family sources, single-stream recyclables, as well as construction and demolition loads (Monterey Regional Waste Management District 2018).</p>
<p>Policy: Waste containers. Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.</p>	<p>Consistent. Section 3.4.2, <i>Open Space Types</i>, of the Specific Plan states requires that the public open space network be equipped with recycling receptacles in addition to waste receptacles. Composting receptacles would be required to be installed at such time composting service becomes available. Section 3.6.2, <i>Street Furniture</i>, of the Specific Plan provides an initial palette of appropriate street furniture selections, including separate containers for waste and recycling.</p>
<p>Policy: Recycled and locally-sourced materials. Encourage new construction projects to use recycled and locally-sourced building materials in projects.</p>	<p>Consistent. The proposed Specific Plan does not require nor prohibit the Proposed Project to use recycled and locally-source building materials. The developer may choose to use such materials, and the City may encourage the developer to use such materials, consistent with this policy.</p>
<p>Policy: Salvage and recycle construction materials. Ensure construction demolition achieves the State’s 50 percent target for material salvage and recycling of non-hazardous construction materials.</p>	<p>Consistent. In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste, thereby exceeding the target identified in this policy.</p>
Goal CFI-6. A flexible and effective system that reduces solid waste and waste resources.	
<p>Policy: Construction demolition. Require construction demolition to meet or exceed the State’s 50 percent targets for material salvage and recycling of non-hazardous construction materials.</p>	<p>Consistent. In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste.</p>

General Plan Policy	Discussion
Goal PO-7. Environmental Sustainability and Awareness at New and Existing Park and Recreational Facilities.	
<p>Policy: Conservation and efficiency. Increase energy and water efficiency at new and existing park and recreation facilities.</p>	<p>Consistent. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan contains requirements for the public open space network to implement high-efficiency LED lighting or other comparable high-efficiency lighting technology. Similarly, Section 3.5, <i>Landscape Standards and Guidelines</i>, of the Specific Plan includes a landscape palette¹ that would require street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. Based on these standards, the Project would increase energy and water efficiency at park and recreation facilities.</p>
<p>Policy: Stormwater Infiltration. Design future parks to use natural processes to capture, treat, and infiltrate stormwater.</p>	<p>Consistent. Section 5.3, <i>Conceptual Storm Water System</i>, of the Specific Plan proposes a storm drain pipe network that would collect runoff from all internal residential streets and convey stormwater to these basin areas, which would be designed to provide retention up to the 100-year storm event. Section 5.3.2, <i>Low Impact Development</i>, of the Specific Plan would require LID techniques and stormwater control measures for residential and commercial uses that manage rainfall at the source. Furthermore, Chapter 3, <i>Public Development Standards and Guidelines</i>, of the Specific Plan would require parkways to be designed as infiltration planters with appropriate plant material.</p>
<p>Policy: Solid waste diversion. Promote solid waste diversion at City parks and recreation facilities through recycling and composting.</p>	<p>Consistent. As required by Chapter 3, <i>Public Realm Standards and Guidelines</i> of the Specific Plan, the public open space network would be equipped with recycling receptacles in addition to waste receptacles. Composting receptacles are required to be installed at such time composting services become available.</p>
Goal M-1. A citywide network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.	
<p>Policy: Planning for all modes and transportation/land use integration. Design streets holistically, using a complete streets approach, which considers pedestrians, bicyclists, motorists, transit users, and other modes together to adequately serve future land uses.</p>	<p>Consistent. The proposed Campus Town Specific Plan is designed around a network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.</p>

¹ The landscape palette that would be required in the Campus Town Specific Plan is recommended in FORA’s RUDG.

General Plan Policy	Discussion
<p>Policy: Roundabouts. Consider installation of roundabouts as shown on Figure 23, provided the cost of roundabouts does not result in overspending on motor vehicle traffic improvements at the expense of other modes.</p>	<p>Implementation of the Proposed Project would include the installation of two roundabouts along General Jim Moore Boulevard, one at the intersection with Gigling Road and the other at Lightfighter Drive.</p>
<p>Goal M-2. Mobility options that serve the multi-modal access and travel needs generated by new development in a manner suitable to the local context.</p>	
<p>Policy: Coordination with new development. Improve the Seaside circulation system in concert with public and private land development and redevelopment projects.</p>	<p>Consistent. Section 1.5, <i>Plan Goals</i>, of the Specific Plan includes goals to develop a Mixed-Use Urban Village that is designed to seamlessly connect to adjacent neighborhoods, and create an open space network that is linked through well-designed, pedestrian-oriented streetscapes, and Section 1.6, <i>Plan Policies</i>, of the Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility, to ensure that safety for pedestrians and bicyclists be considered alongside safety for vehicle occupants, and to ensure a minimum density of 235 intersections per square mile to achieve walkability.</p>
<p>Policy: Parking Standards. Maintain efficient and updated parking standards to ensure development provides adequate parking, while reducing reliance on automobiles.</p>	<p>Consistent. The proposed Specific Plan includes parking standards for placement of parking spaces, but would not require minimum parking requirements for commercial or multi-family uses; thereby reducing reliance on automobiles. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan includes parking standards for new development in the private realm. Private Development Standards and Guidelines would require parking in surface lots or garages at the rear of buildings so that parking does not dominate the built environment. Section 4.6.3, <i>Frontage Standards and Guidelines</i>, of the Specific Plan, identifies allowable Frontage Types for each sub-area and defines performance measures of each Frontage Type ensuring that buildings define the street as a public “room” to minimize the disruption of frontages by parking entries and placement. Under Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan there would be no minimum parking requirements for commercial or multi-family uses.</p>
<p>Policy: Greenhouse gas emissions and vehicle miles traveled (VMT) reductions. Support development and transportation improvements that help reduce greenhouse gas emissions and VMT. Strive to reduce VMT below regional averages on a “per resident” and “per employee” basis.</p>	<p>Consistent. As discussed in Section 4.14, <i>Transportation</i>, of this EIR the VMT per service population ratio generated by the Proposed Project would be more than 15 percent below existing VMT per service population ratio in the region. As described in Section 4.7, <i>Greenhouse Gas Emissions</i>, of this EIR Proposed Project GHG emissions would be less than significant with implementation of Mitigation Measure GHG-1. Therefore, the Proposed Project would reduce GHG emissions and VMT, consistent with this policy.</p>

General Plan Policy	Discussion
<p>Policy: Traffic calming. Consider the implementation of traffic calming measures to reduce speeding and make streets user-friendly for all modes of transportation, including pedestrians and bicyclists.</p>	<p>Consistent. The Proposed Project would install two roundabouts along General Jim Moore Boulevard, one at the intersection with Gigling Road and the other at Lightfighter Drive. The intent of these two roundabouts is to calm traffic and signal drivers that this area is intended for slower moving traffic. Roadways within the Plan Area (i.e., main streets and local streets) would be designed for slow traffic speeds with shared use traffic lanes that accommodate bicycles with one travel lane in each direction and two curbside parking lanes. Sidewalks provide ample room for pedestrians. Streets are landscaped with street trees and continuous parkways with paved pass-throughs to the sidewalk.</p>
<p>Policy: Multi-modal connectivity. Promote pedestrian and bicycle improvements that improve connectivity between existing and new development.</p>	<p>Consistent. The Proposed Project provides for expanded multi-modal connectivity by providing pedestrian and bicycle improvements. Wide sidewalks are planned on both sides of every street, and additional pedestrian and bike trails are planned. Every street is designed to accommodate bike traffic. The majority of new streets are designed for slow-moving traffic with one travel lane in each direction. Bicycle lanes are also provided on key streets including Lightfighter Drive, Malmedy Road, 6th Avenue, Gigling Road, and General Jim Moore Boulevard, to connect to existing and planned bicycle routes in the surrounding area. Along all other streets in the Plan Area, bicycles and vehicles would share the roadway.</p>
<p>Policy: Pedestrian amenities. Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping, and employment destinations throughout the City.</p>	<p>Consistent. The Specific Plan’s urban form would result in a safe urban environment oriented and scaled to pedestrians and bicyclists. In addition, the Specific Plan would result in pedestrian-oriented streetscapes by utilizing best practices for pedestrian orientation of ground floor uses in new development. The proposed Specific Plan Chapter 4, <i>Private Realm Standards and Guidelines</i>, supports the enhancement and expansion of the pedestrian realm by providing connections within blocks and better integrating a green network. Sidewalk widths would be appropriate to their context and sufficient to support strolling, café seating, and other amenities found in a pedestrian-oriented environment.</p>
<p>Policy: Landscape treatments. Encourage landscape strips between streets and sidewalks on all new and/or improved streets, when feasible.</p>	<p>Consistent. Specific Plan Section 3.5, <i>Landscape Standards and Guidelines</i>, provides a list of trees species that are allowable for each street type. The majority of street trees would be located in minor streets (i.e., typical residential streets). Along major streets, like Main and Central Streets, special tree species underline the streets’ significance within the hierarchy of the street network. Furthermore, flowering-accent planter trees are located at street intersections and other important locations. Accent trees are located in landscape planters situated in curb extensions at street intersections. Along boulevards, General Jim Moore Boulevard and Lightfighter Drive, larger street trees would be required on the wider street sections and center medians. Like the street trees, the type of planting and parkway are determined by their location and function. For example, in typical residential streets, traditional parkways with native grasses and shrubs would enhance the landscape character.</p>

General Plan Policy	Discussion
Goal M-3. Pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.	
<p>Policy: Pedestrian paths and sidewalks. Provide adequate sidewalk widths and clear paths of travel based on the street classifications.</p>	<p>Consistent. The Proposed Project would provide ample sidewalks along all streets, plus additional walking paths; and ensures ample pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.</p>
<p>Policy: Pedestrian Amenities. Widen sidewalks in areas of high pedestrian activity to provide space for streetscape improvement and amenities, as appropriate and feasible.</p>	<p>Consistent. The Proposed Project would provide pedestrian amenities by utilizing best practices for pedestrian-supportive design. The Specific Plan Standards and Guidelines would support the enhancement and expansion of the pedestrian realm by ensuring building placement and frontage along the street; maintaining a consistent street frontage or “street” wall throughout the subareas; creating a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using fenestration, awnings, and frequent building; and ensuring that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level. Improvements under the Proposed Project would include wide sidewalks for pedestrians and bike lanes on selected streets. Section 3.3, <i>Thoroughfare Types and Standards</i>, of the Specific Plan requires sidewalks, street trees, and landscaped parkways for individual thoroughfare types as depicted on Figure 3.1 in the Specific Plan.</p>
<p>Policy: Pedestrian access to Land Uses. Provide pedestrian access to all land uses in Seaside.</p>	<p>Consistent. The Specific Plan would require the implementation of best practices for pedestrian-supportive design including pedestrian orientation of ground floor uses in new development. The Standards and Guidelines would support the enhancement and expansion of the pedestrian realm by ensuring building placement and frontage along the street; maintaining a consistent street frontage or “street” wall throughout the subareas; creating a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using fenestration, awnings, and frequent building; and ensuring that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.</p>
<p>Policy: Crossings at barrier locations. Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as highways and road barriers.</p>	<p>Consistent. A High-Intensity Activated crosswalk Beacon, or HAWK Beacon would be installed across General Jim Moore Boulevard at Colonel Durham Street. A curb bump out and a median refuge area would also be installed contributing to a safe pedestrian crossing.</p>

General Plan Policy	Discussion
Goal M-4. Accessible regional connections to parks, recreational facilities, and open space.	
<p>FORTAG trail. Support implementation of the FORTAG regional walking and bicycling trail.</p> <p>Connections to Fort Ord National Monument. Promote the development of safer routes and trails connecting Seaside to the National Monument, and support provision of visitor serving amenities that complement bicycling.</p>	<p>Consistent. The Specific Plan would provide bicycle lanes on key streets including Lightfighter Drive, Malmedy Road, 6th Avenue, Gigling Road, and General Jim Moore Boulevard with the potential to connect to existing and planned bicycle routes in the surrounding area, including the FORTAG bicycle network. Specific Plan Chapter 3, <i>Public Realm Standards and Guidelines</i>, includes bicycle network and facility standards. As shown in Section 3.4.2.4 of the Specific Plan, a string of parks would be located along Gigling Road, terminating at a new sports park at the southwest corner of Gigling and 7th Avenue. The Specific Plan requires a distinctive gateway element to the Fort Ord National Monument at this sports park. The Proposed Project would include visitor serving amenities, such as eating and drinking establishments, lodging, and quality goods and services that complement bicycling.</p>
Goal M-10. Environmentally sustainable transportation.	
<p>Electric vehicle charging stations. Support the development of a network of electric vehicle charging stations throughout Seaside.</p>	<p>Consistent. Specific Plan Section 4.5, <i>Land Use Standards and Guidelines</i>, requires an EV charging area within the following Sub-Areas: WE: West End, CC: Commercial Center, CE: Central, UV: University Village. Furthermore, Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan requires that where unrequired parking spaces are provided that at least 10 percent of the parking spaces shall be equipped for the charging of electric vehicles.</p>

As presented in Table 4.10-1 and Table 4.10-2, the Proposed Project would be consistent with overarching goals of 2004 Seaside General Plan and *Draft Seaside 2040* General Plan. The proposed project would be consistent with the 2004 General Plan as a whole, even though it results in a partial inconsistency with the City's 2004 vehicular level of service policy. This vehicular policy language needs to be balanced against the City's other multimodal goals and policies which would be furthered by this project.

The 2004 General Plan designates the Plan Area as Mixed Use, with the primary purpose of promoting pedestrian and transit-oriented activity centers that have a mixture of residential, commercial, office, and civic uses. The Mixed-Use category is applied in areas such as the Broadway Corridor and adjacent to CSUMB in order to provide additional residential, employment, and services that are conveniently located adjacent to existing population centers. The Project would be consistent with the land use designations in the 2004 Seaside General Plan (Mixed Use with a Specific Plan overlay) and in *Draft Seaside 2040* (Future Specific Plan and Public/Institutional). With adoption of the Specific Plan, *Draft Seaside 2040* may be amended such that these land uses would be superseded, and the entirety of the Plan Area would have the land use designation of SP. The Proposed Project would implement the vision for Campus Town, a community that enhances and strengthens Seaside's relationship with CSUMB, as described in *Draft Seaside 2040*.

As noted under Government Code 65589.5(a), the legislature has concluded that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California." More specifically, the Legislature's stated intent is "to assure that counties and cities recognize their responsibilities in contributing to the attainment of the state housing goal...to assure that counties and cities will prepare and implement housing elements which...will move toward attainment of the state housing goal" (Gov. Code § 65581). Seaside's fifth cycle Housing Element update covers the planning period from December 15, 2015 through December 15, 2023. The Proposed Project would help meet the City's Regional Housing Needs Assessment (RHNA) allocation, as well as the City's desire to support multi-family housing and residential mixed-use projects in Campus Town (*Draft Seaside 2040*, Policy Multifamily Housing under Goal H-3) and the City's desire to maximize transit service ridership for residents, employees and visitors (*Draft Seaside 2040* Goal M-6). The Proposed Project provides high density and mixed-use development adjacent to the CSUMB campus, which is supportive of the City's goal and policies. As outlined above, the Proposed Project would be consistent with both the 2004 Seaside General Plan and *Draft Seaside 2040* as a whole.

The Proposed Project would not result in inconsistencies with the 2004 Seaside General Plan, *Draft Seaside 2040*, 2040 MTP/SCS, the MBARD 2012-2015 Air Quality Management Plan (2015 AQMP), the Fort Ord BRP, Habitat Conservation Plan, Natural Community Conservation Plan, water quality control plan, groundwater management plan, 2015 Urban Water Management Plan, 2014-2023 Regional Housing Needs Assessment, or City Zoning Ordinance (refer to Sections 4.2, 4.3, 4.9, 4.12, and 4.16 of this EIR) which would result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be less than significant.

Mitigation Measure

No mitigation measures are required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project." (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative land use and planning impacts is the City of Seaside as well as areas proximate to the Plan Area such as the City of Marina to the north. This geographic scope is appropriate because the City limits represent the planning area for the 2004 General Plan and *Draft Seaside 2040*; in addition, the cumulative analysis includes foreseeable future projects from Table 4-1 that could have a direct connection to the Proposed Project from a land use and planning perspective.

As discussed under Impact LU-1, the Proposed Project would improve physical connections for multiple users in the former Fort Ord area, adjacent to CSUMB, and within the surrounding community. Cumulative development, listed in Table 4-1 in Section 4, *Environmental Impact Analysis*, would likely further enhance the physical connections to existing development. For example, the Marina Downtown Vitalization Specific Plan would enhance pedestrian and bike linkages to provide better connectivity within downtown Marina. Other project-level developments would be required to meet current applicable design standards and would undergo environmental review, including consideration of whether the projects would physically divide an established community. With these considerations prior to project approval, cumulative impacts related to dividing an established community would be less than significant. Because the Proposed Project would improve local connectivity, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to physically dividing an established community.

As discussed under Impact LU-2, the Proposed Project would be consistent with the applicable regional and local goals and policies in the 2040 MTP/SCS, the 2015 AQMP, the Fort Ord BRP, the 2004 Seaside General Plan as a whole, *Draft Seaside 2040*, and the City's Zoning Ordinance. All other pending and future projects in Seaside, as listed in Table 3-1 in Section 4, *Environmental Impact Analysis*, would be required to adhere to applicable zoning and development regulations and general plan policies to mitigate environmental impacts where feasible. In addition, all pending and future projects would be reviewed for consistency with the most recently adopted General Plan, either the 2004 Seaside General Plan or *Seaside 2040* for cumulative projects in the city limits, and all other applicable regulatory land use actions prior to approval. Therefore, it is anticipated that each cumulative project would be found consistent with applicable plans and policies prior to approval, such that the projects would not cause a significant cumulative environmental impact due to a conflict and as noted previously, the Project-specific impact would be less than significant. Therefore, the Proposed and Project in combination with other development envisioned by the *Draft Seaside 2040* would not result in significant cumulative impact with respect to consistency with land use plans.

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4.11 Noise

This section evaluates the potential environmental impacts related to noise generated by implementation of the Proposed Project on nearby noise-sensitive land uses. Noise measurement data, and modeling results for construction noise and traffic noise, near the Specific Plan Area (Plan Area) are presented in Appendix J to the EIR.

4.11.1 Setting

a. Overview of Noise Measurement

Noise

Noise is defined as unwanted sound that disturbs human activity. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with human hearing response, which is most sensitive to frequencies around 4,000 Hertz (similar to the highest note on a piano) and less sensitive to frequencies below 100 Hertz (similar to a transformer hum).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because the dB scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. For example, if two noise sources produce identical noise levels of 50 dBA, their combined sound level would be 53 dBA, not 100 dBA. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, when an ambient noise level of 70 dBA is combined with a noise source generating 60 dBA, the resulting noise level equals 70.4 dBA.

Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (drop off) at a rate of 6 dB per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dB per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance. In addition to attenuation due to distance, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites (e.g. soft dirt, grass, or scattered bushes), although the analysis below conservatively did not take credit for such reductions. A barrier will typically provide at least a 5 dB noise reduction when it just breaks the line of sight between a noise source and a receiver, and additional noise reduction is achieved with increased height of the barrier and/or with the use of sound absorbing material (i.e., sound blankets on the noise source side of the barrier).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause

direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM). Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably. In suburban areas, it is assumed that the peak hourly Leq is roughly equal to the daily Ldn or CNEL.

Effects of Noise on People

The effects of noise on people can be placed into three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

These potential effects can be caused by both short- and long-term exposure to very loud noises and long-term exposure to lower levels of sound. However, there is no perfect way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individual's past experiences with noise. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise would be judged by those hearing it.

Nighttime noise can potentially affect sleep. Noise can make it difficult to fall asleep and create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages (Los Angeles World Airports [LAWA] 2012). In addition, noise can awaken people from sleep, although nighttime awakenings also occur independent of noise. People commonly attain full waking consciousness two or three times per night for reasons having nothing to do with noise exposure.

Health effects from noise have been studied around the world for nearly 30 years. Scientists have attempted to determine if high noise levels can adversely affect human health apart from auditory damage. In a review of 30 studies conducted worldwide between 1993 and 1998, a team of international researchers concluded that, while some findings suggest that noise can affect health, improved research concepts and methods are needed to verify or discredit such a relationship. The team of international researchers called for more study of the numerous environmental and behavioral factors than can confound, mediate, or moderate survey findings. Until science refines the research process, a direct link between a single source noise exposure and non-auditory health effects remains to be demonstrated (LAWA 2012).

The Occupational Safety and Health Administration has an established noise exposure limit of 90 dBA for 8 hours per day (or higher for shorter duration exposures) to protect an individual from

hearing loss (29 Code of Federal Regulations [CFR] 1910.95). Noise levels in neighborhoods, even near a major airport or a major freeway, are not sufficiently loud to cause hearing loss (LAWA 2012).

Vibration

Vibration is sound radiated through the ground and structures. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Groundborne vibration related to human annoyance is generally related to root mean square (RMS) velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration [FTA] 2006). The vibration level experienced from construction equipment depends on the amount of vibration generated by the source equipment, the distance to sensitive receptors, and the rate of attenuation as vibration propagates through the ground.

The background vibration velocity level in residential and educational areas is usually around 50 VdB (FTA 2006). The threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

b. Noise-Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses typically include residences, schools, hospitals, libraries, established religious gatherings, convalescent homes, community open spaces and recreation areas, and sensitive wildlife habitat on former Fort Ord lands (Seaside 2019). The nearest noise-sensitive receptors to the Plan Area are residential neighborhoods located south of Gigling Road between Parker Flats Road and State Route 1 (SR 1), where residences are as close as approximately 65 feet from the Plan Area. Residences located along arterial roadways leading to and from the Plan Area also would be sensitive to changes in traffic noise. In particular, multiple residential streets are located adjacent to General Jim Moore Boulevard between Gigling Road and Canyon del Rey Boulevard. Other existing noise-sensitive receptors in the vicinity include the following:

- Christian Memorial Tabernacle, located within the Plan Area at Colonel Durham Street and Arnhem Road, which would be demolished under the Proposed Project
- The Monterey College of Law, located at Colonel Durham Street and Malmedy Road
- The California State University Monterey Bay (CSUMB) campus, located north of the Plan Area
- The Dual Language Academy of the Monterey Peninsula to the west of General Jim Moore Boulevard and north of Normandy Road.

c. Existing Noise Conditions and Sources

Transportation activity is the primary noise source in the Plan Area. Modes of transportation that generate noise include automobile use, trucking, and airport operations. Nearby roadways with the highest traffic volumes and associated noise levels are SR 1, Lightfighter Drive, Gigling Road, and General Jim Moore Boulevard. Motor vehicle noise is a major concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise-sensitive uses.

To quantify existing noise levels in and near the Plan Area, nine 15-minute noise measurements (Leq[15] dBA) were taken using an ANSI Type II integrating sound level meter. These measurements were taken on two weekday mornings on February 17 and 18, 2018, generally during morning peak-traffic hours. Noise measurement locations were selected to be representative of traffic noise along roadways in and near the Plan Area. As shown in Table 4.11-1, measured noise levels varied from 54.5 dBA Leq along Parker Flats Cutoff Road near Gigling Road to 73.0 dBA Leq along Lightfighter Drive east of 2nd Avenue. Figure 4.11-1 shows the location of these noise measurements. These noise measurements are considered representative of noise levels in proximity to these locations.

Table 4.11-1 Noise Measurement Results

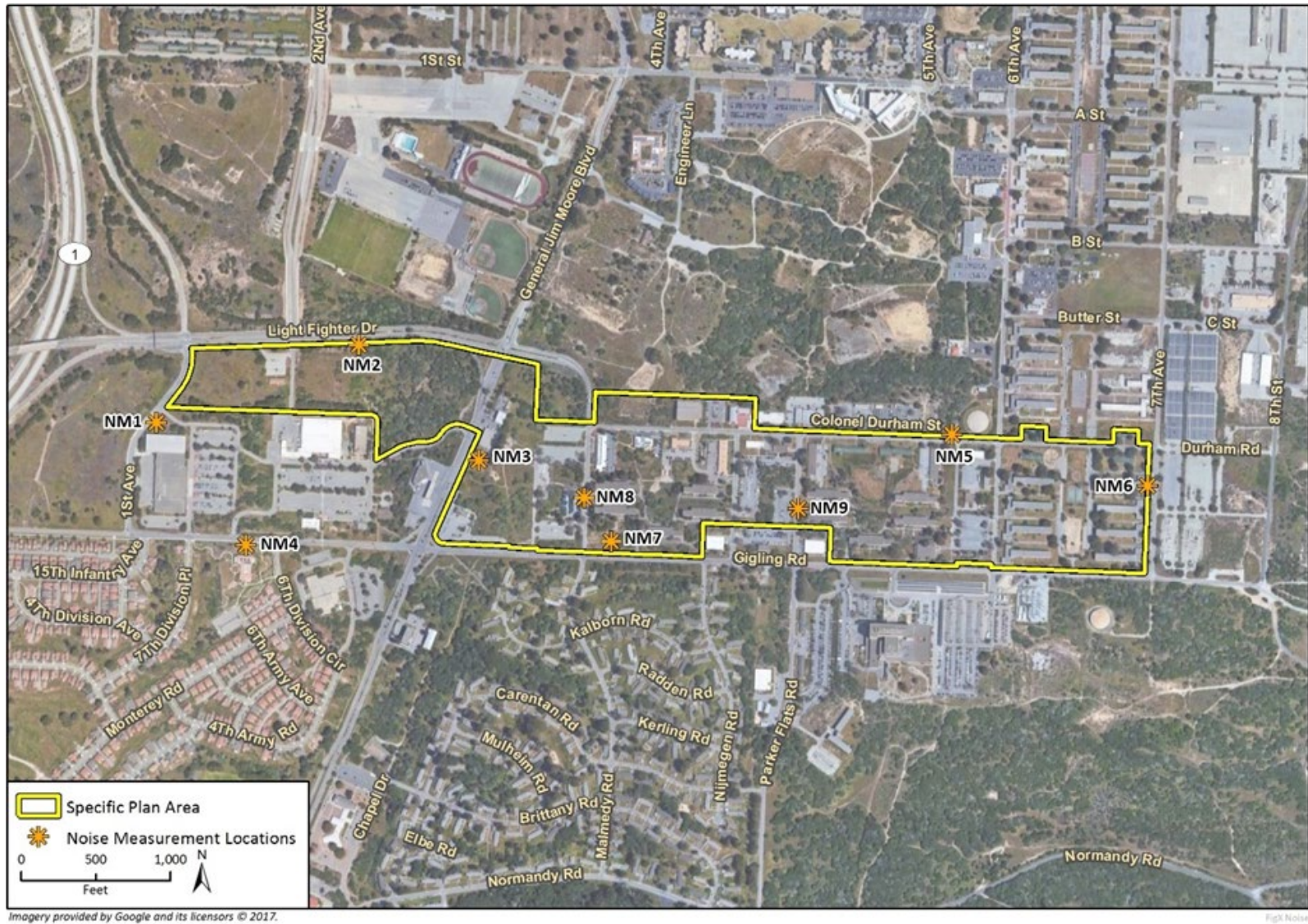
Measurement Location ¹	Description	Primary Noise Sources	Approximate Sample Time ²	Leq dBA
1	1 st Avenue near western edge of Specific Plan Area	1 st Street traffic	8:12 – 8:27 A.M.	66.7
2	Lightfighter Drive east of 2 nd Avenue	Lightfighter Drive traffic	8:36 – 8:51 A.M.	73.0
3	General Jim Moore Boulevard between Lightfighter Drive and Gigling Road	General Jim Moore Boulevard traffic	9:14 – 9:29 A.M.	67.3
4	Gigling Road east of 7 th Division Place	Gigling Road traffic	9:34 – 9:49 A.M.	62.0
5	Colonel Durham Street west of 6 th Avenue	Colonel Durham Street traffic	7:57 – 8:12 A.M.	67.4
6	7 th Avenue south of Durham Road	7 th Avenue traffic	8:23 – 8:38 A.M.	60.0
7	Gigling Road east of Malmedy Road	Gigling Road traffic	8:44 – 8:59 A.M.	70.0
8	Malmedy Road north of Gigling Road	Malmedy Road traffic	9:08 – 9:23 A.M.	58.2
9	Parker Flats Cutoff Road north of Gigling Road	Parker Flats Cutoff Road traffic	9:28 – 9:43 A.M.	54.5

¹ Figure 4.11-1 shows the noise measurement locations.

² Noise measurements 1-4 were taken on February 17, 2018, and noise measurements 5-9 were taken on February 18, 2018.

Two airports are located within five miles of the Plan Area. The nearest one, Marina Municipal Airport, is approximately 2.75 miles to the northeast. The Monterey Regional Airport is approximately 4.4 miles to the southwest. Flights in and out of Monterey Regional Airport approach and takeoff from the east and west of the airport, over rural areas and Monterey Bay respectively, limiting exposure to aircraft noise in Seaside (Seaside 2017). Although aircraft taking off from and landing at these airports are secondary noise source in the Plan Area, these airports are located sufficiently far from city limits that no part of Seaside is within their noise contours.

Figure 4.11-1 Noise Measurement Locations



Noise from stationary equipment is limited in the Plan Area because it is primarily occupied by abandoned military buildings. However, noise measurements indicate that the Presidio of Monterey Fire Department building on the east side of General Jim Moore Boulevard within the Plan Area produces intermittent noise from fire engines running and siren activity. Typical equipment used in the maintenance and operation of government properties (e.g., the Presidio of Monterey Police Department and the U.S. Army Fort Ord Cleanup offices) would also generate occasional noise.

4.11.2 Regulatory Setting

Federal

The Federal Aviation Administration (FAA) has prepared guidelines for acceptable noise exposure in its Federal Aviation Regulations Part 150 Noise Compatibility Planning program for airports. The program is aimed at balancing an airport's operational needs and its impact on the surrounding community. Its purpose is to reduce noise impacts on existing incompatible land use and to prevent the introduction of new incompatible land uses in the areas impacted by aircraft noise. It establishes standard noise methodologies and noise metrics, identifies land uses normally compatible with various levels of airport noise, and provides for voluntary development and submission of noise exposure maps and noise compatibility programs by airport operators. See *Regional* discussion below regarding the Monterey Regional Airport Land Use Compatibility Plan.

State

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements establishing uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Specifically, Section 1207.4 in Title 24 states that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA CNEL in any habitable room of a new building. These noise levels are accomplished through various noise attenuation features, including insulation, required by the California Building Code (see CBC Section 1207). The California Building Code is applicable to all development in California (Health and Safety Code Section 17950).

While there are no State standards for vibration, Caltrans establishes vibration risk for structures. For continuous, frequent, and intermittent vibration, Caltrans considers the architectural damage risk level to be somewhere between 0.08 and 0.5 inches per second (in/sec) peak particle velocity (PPV) depending on the type of building that is affected.

Regional

Monterey Regional Airport – Airport Land Use Compatibility Plan Update

Section 65302.3 of the Government Code requires general plans and applicable specific plans to be consistent with amended Comprehensive Airport Land Use Plans (CALUP). The latter are intended to protect the public from the adverse effects of airport noise, to ensure that people and facilities are not concentrated in areas susceptible to high risk of aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace (Monterey County 2018).

The Monterey County Airport Land Use Commission has CALUPs for two airports near the Plan Area – Monterey Regional Airport and Marina Municipal Airport – and adopted an update to the Monterey Regional Airport CALUP in February 2019 (Monterey County 2019). The Marina Municipal

Airport CALUP is currently being updated (Monterey County 2019). The Plan Area is located outside of the existing and proposed noise contours for these airports (Monterey County Airport Land Use Commission 1996; Monterey County 2019). Therefore, the Plan Area is not exposed to aircraft noise exceeding 65 dBA CNEL.

1997 Fort Ord Reuse Authority Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the Fort Ord Base Reuse Plan (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. The BRP was prepared by FORA pursuant to provisions of Senate Bill 899, and is the guiding policy document for the reuse and redevelopment of the former Fort Ord, with an emphasis on job creation, environmental preservation, education, and a jobs/housing balance. The Noise Element of the BRP provides guidelines for the future buildout noise conditions expected to occur with implementation of the plan. Additional noise policies in the BRP would ensure that noise environments are appropriate for and compatible with existing and proposed land uses based on noise guidelines provided in the noise element. Table 4.11-2 below shows the BRP’s noise compatibility guidelines for new development in the former Fort Ord area.

Table 4.11-2 Land Use Compatibility Criteria for Exterior Community Noise for Land within the Former Fort Ord

Land Use Category	Community Noise Equivalent Level (CNEL, dB)			
	I	II	III	IV
Passively Used Open Spaces	50	50-55	55-70	70+
Auditoriums, Concert Halls, Amphitheaters	45-50	50-65	65-70	70+
Residential Low-density Single Family, Duplex, Mobile Homes	50-55	55-60	60-75	75+
Residential Multi-Family	50-60	60-65	65-75	75+
Transient Lodging – Motels, Hotels	50-60	60-70	70-80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	80+
Actively Used Open Spaces – Playgrounds, Neighborhood Parks	50-67	–	67-73	73+
Gold Courses, Riding Stables, Water Recreation, Cemeteries	50-70	–	70-80	80+
Office Buildings, Business, Commercial and Professional	50-67	67-75	75+	–
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-75	75+	–

Noise ranges are applicable at the property line.

Noise Range I - Normally acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

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

Noise Range III - Normally unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV - Clearly unacceptable: New construction or development should generally not be undertaken.

Source: FORA, BRP, Table 4.5-3, 1997

Local

2004 City of Seaside General Plan

The current City of Seaside General Plan was adopted by City Council Resolution 04-59 on August 5, 2004. The General Plan’s Noise Element establishes policies to protect noise-sensitive land uses from exposure to excessive ambient noise. This chapter sets normally acceptable, conditionally acceptable, and normally unacceptable ambient noise levels for proposed developments according to their land use.

Draft Seaside 2040

The Noise Element of *Draft Seaside 2040* would, upon adoption by the City Council, establish updated policies to protect noise-sensitive land uses from exposure to excessive ambient noise. This element sets acceptable noise levels for proposed developments and provides policies to ensure the compatibility of land uses with respect to noise. Policies in the Noise Element would ensure that new development in the City’s portion of the former Fort Ord lands complies with the BRP’s compatibility criteria shown in Table 4.11-2, and would protect existing and future noise-sensitive receptors in this area from high noise levels.

Seaside Municipal Code

Section 17.30.060 of the Seaside Municipal Code sets maximum allowable exterior and interior noise levels at receiving land uses subject to noise generated by activities on nearby properties, as measured in terms of Community Noise Equivalent Level (which contains a 24-hour average with a nighttime noise penalty). These allowable noise levels vary by land use, as shown in Table 4.11-3.

Table 4.11-3 Maximum Interior and Exterior Noise Standards by Receiving Land Use

Land Use	Exterior Maximum Allowable Noise Level (dBA)	Interior Maximum Allowable Noise Level (dBA)
Residential	65	45
Mixed-Use Residential	70	45
Commercial	70	–
Office	70	50
Industrial	75	55
Public Facilities	70	50
Schools	50	50

Source: City of Seaside Municipal Code, Section 17.30.060, 2017

If the measured ambient noise level at a site exceeds the applicable standard listed in Table 4.11-3, then it is deemed the functional standard at that site. Notwithstanding these quantitative standards, Section 17.30.060 also sets a qualitative standard for nuisance noise. This standard prohibits noise “of a duration, pitch, repetition, tone, type, or volume that would be found to be a nuisance by a reasonable person beyond the boundaries of the property where the noise is generated.”

For proposed projects, Section 17.30.060 also requires that the applicant prepare an acoustical report if a noise-sensitive land use is proposed, if the project may generate noise in excess of the City's noise compatibility standards, or if the use may generate noise in outdoor areas in excess of 60 dBA.

Section 9.12.030 of the Seaside Municipal Code prohibits "excessive, unnecessary, or unusually loud" construction activity between 7 p.m. and 7 a.m. on weekdays, and between 7 p.m. and 9 a.m. on weekends and holidays.

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

A significant noise impact would occur if new development facilitated by the Proposed Project would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies;
2. Generate excessive groundborne vibration or groundborne noise levels;
3. Expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.

Noise-related impacts to biological resources are addressed in Section 4.3, *Biological Resources*.

Construction Noise

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) was used to estimate the equipment noise levels for the Proposed Project at the nearest sensitive receptors for each phase of project construction. This analysis is considered a worst-case scenario, and noise impacts would be reduced at locations located further from the Plan Area. This model predicts noise levels based on the expected construction equipment in each phase of construction, empirical data for noise generated by this equipment, the expected usage of equipment during each work day, and formulas to estimate sound attenuation from source to receiver. Equipment used and number of each piece of equipment during construction was obtained from default settings for the proposed type of construction in the CalEEMod run prepared for the Proposed Project (see the RCNM modeling results in Appendix J for a complete list of equipment assumed in each phase of construction). As described in the Setting, construction noise levels would attenuate at a rate of approximately 6 dBA per doubling of distance. Ground absorption adds to the attenuation from distance alone. This analysis is conservative because it does not account for further attenuation from intervening structures between construction equipment and receivers and does not account for soft-site attenuation.

Construction noise was modeled in RCNM for the site preparation, grading, building construction, and paving phases of construction.

The construction noise modeling makes a conservative assumption that equipment would be located as close as 50 feet from sensitive receptors, which is conservative given that the closest receptor is 65 feet from the Plan Area. This assumption does not take into account the fact that equipment is typically dispersed in various areas of a construction site, at greater distances from

sensitive receptors. Due to site and equipment limitations, only a limited amount of equipment can operate near a given location at a particular time. Intervening buildings that block the line of sight between construction equipment and noise-sensitive receptors also could reduce exposure to construction noise below the levels modeled. Therefore, this analysis of construction noise impacts is highly conservative.

Seaside has not adopted or established quantitative standards for construction noise, but has specific construction hours and days. Construction activity would have a significant impact if it would expose sensitive receptors to very high noise levels during the City's allowed construction hours.

Groundborne Vibration

Construction of the Proposed Project could potentially generate vibration felt at nearby sensitive receptors. This analysis applies FTA vibration thresholds of 65 VdB for buildings where low ambient vibration is essential for interior operations, such as hospitals and recording studios, 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use, such as churches and schools. Vibration also could damage fragile historic buildings if it exceeds 95 VdB. Construction vibration would be considered significant if it would exceed these standards.

On-Site Operational Noise

The Proposed Project would have a significant impact if on-site operational noise sources such as heating, ventilation, and air conditioning (HVAC) equipment would generate noise levels exceeding the maximum allowable exterior and interior noise levels at receiving land uses as shown in Table 4.11-3.

Increase in Roadway Noise

Noise levels associated with existing and future traffic along area roadways were estimated using the Federal Highway Administration Traffic Noise Model (TNM) 2.5 (see Appendix J for noise modeling data sheets). TNM 2.5 calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The *Campus Town Specific Plan Transportation Impact Analysis* prepared by Fehr & Peers on November 14, 2018 provided morning peak-hour traffic volumes for use in modeling traffic noise (see Appendix K). Traffic volumes were modeled for the roadways that generate the majority of traffic noise audible at existing and future noise-sensitive receptors in and near the Plan Area: Lightfighter Drive, General Jim Moore Boulevard, Gigling Road, Colonel Durham Street, Malmedy Road, and 7th Avenue. Noise-sensitive receptors in the Plan Area vicinity are described in Section 4.11.1(b) (Noise-Sensitive Receptors).

The following scenarios were run in the TNM model:

- **Scenario 1: Existing Conditions.** Existing traffic volumes
- **Scenario 2: Background Conditions.** Existing traffic volumes plus traffic from projects in the vicinity that are approved, but not fully constructed developments.
- **Scenario 3: Background with Plan Conditions.** Scenario 2 plus traffic generated from buildout of the Campus Town Specific Plan.

- **Scenario 4: Cumulative Conditions.** Projected traffic volumes from projects under construction, approved, and pending development, and planned closure of Inter-Garrison Road on CSUMB campus and Eight Street extension from Third Avenue to General Jim Moore Boulevard-Fourth Avenue.
- **Scenario 5: Cumulative with Project.** Scenario 4 volumes plus traffic generated by the buildout of the Campus Town Specific Plan.

On arterial streets, the distribution of trips across modes of travel was assumed to be 95 percent cars, 3 percent medium trucks, and 2 percent heavy trucks, which is a typical assumed modal split for arterial roadways where the distribution of trips has not been counted on-site. On side streets, the distribution of trips was assumed to be 90 percent cars and 10 percent medium trucks, based on the proportion of trucks counted on these streets in the Plan Area during on-site noise measurements.

Other TNM inputs were the elevations and locations at which traffic noise was modeled (receivers). These receivers were representative of existing noise-sensitive receptors near the Plan Area:

- 4th Army Road residences adjacent to General Jim Moore Boulevard
- Kalborn Road residences adjacent to Gigling Road east of General Jim Moore Boulevard
- Post Chapel on General Jim Moore Boulevard north of Normandy Road
- Rome Road residences adjacent to General Jim Moore Boulevard south of Normandy Road

The analysis under Impact N-3 uses recommendations contained in the FTA's *Transit Noise and Vibration Impact Assessment* (2006) as guidance to determine whether or not a change in traffic would result in a substantial permanent increase in roadway noise. Using the FTA criteria, the significance of an increase in noise exposure depends on the existing ambient noise level. The FTA criteria permit a higher increase on roadways with lower existing ambient noise levels and a lower increase on roadways with a higher ambient noise level. Traffic-related noise increases would constitute a significant impact if roadway noise levels would increase by more than the levels indicated in Table 4.11-4.

Table 4.11-4 Significance of Changes in Operation Roadway Noise Exposure

Existing Noise Exposure (dBA Ldn or Leq)	Allowable Noise Exposure Increase (dBA Ldn or Leq)
45-50	7
50-55	5
55-60	3
60-65	2
65-74	1
75+	0

Source: FTA 2006

Exposure of New Sensitive Receptors to Ambient Noise

The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. The exposure of new sensitive receptors in the Plan Area to ambient noise would be an effect of the existing environment on the Proposed Project. Therefore, this impact analysis is not required; nonetheless, it is included in the interest of public disclosure. As discussed above, Rincon collected nine 15-minute noise measurements during AM peak traffic hours at the locations shown Figure 4.11-1. Noise measurement results are provided in Table 4.11-1. The assessment of the exposure of future residences in the Plan Area to ambient noise is based on the noise measurements taken where residential land uses would be constructed during buildout of the Proposed Project.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact N-1 THE PROPOSED PROJECT WOULD CAUSE A SUBSTANTIAL TEMPORARY INCREASE IN AMBIENT NOISE LEVELS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION FOR STANDARD MEASURES TO REDUCE CONSTRUCTION NOISE.

Construction activity in the Plan Area and off-site improvement areas would occur periodically during buildout of the Proposed Project. The use of heavy equipment in the site preparation, grading, building construction, and paving phases of construction would generate noise. Sensitive receptors that may be exposed to construction noise include existing residences to the south of Gigling Road between Parker Flats Road and SR 1, and new residences in the Plan Area. Residential neighborhoods in various parts of the Plan Area would be constructed in phases, such that residences built at an earlier stage could be exposed to noise generated by construction of subsequent residences.

The effect on construction noise on sensitive receptors would depend on type of activity being undertaken and the distance to the receptor location. Construction noise impacts are most severe if construction activities occur during times of day when people are most sensitive to noise (early morning, evening, or nighttime hours), in areas immediately adjoining noise-sensitive land uses, or when construction duration lasts over extended periods of time. Table 4.11-5 shows the maximum expected noise levels at distances of 50, 100, 250, and 500 feet from construction equipment, based on the combined use of equipment anticipated to be used concurrently during site preparation, grading, building construction, and paving.

Table 4.11-5 Maximum Estimated Noise Levels by Construction Phase

Construction Phase	Equipment	Estimated Noise Levels at Nearest Sensitive Receptors (dBA Leq)			
		50 feet	100 feet	250 feet	500 feet
Site Preparation	Backhoe, Dozer, Tractor	86	80	72	66
Grading	Backhoe, Dozer, Excavator, Grader, Scraper, Tractor	88	82	74	68
Building Construction	Backhoe, Crane, Forklift, Generator, Tractor, Welder	89	83	75	69
Paving	Paver, Paving Equipment, Roller	86	80	72	66

Source: FTA 2006. See Appendix J for equipment noise data sheets and assumptions.

As shown in Table 4.11-5, construction activity at a distance of 50 feet from sensitive receptors would generate noise levels up to an estimated 89 dBA Leq during building construction, 88 dBA Leq during grading, and 86 dBA Leq during site preparation and paving. Construction noise also would reach an estimated 75 dBA Leq at a distance of 250 feet. These estimates are highly conservative because they assume no attenuation of noise by intervening structures and assume construction activity adjacent to sensitive receptors. Compliance with Section 9.12.030 of the Seaside Municipal Code also would prohibit “excessive, unnecessary, or unusually loud” construction activity between 7 p.m. and 7 a.m. on weekdays, and between 7 p.m. and 9 a.m. on weekends and holidays. Nonetheless, construction noise would temporarily exceed existing peak-hour ambient noise levels in and near the Plan Area, which range from 54.5 to 73.0 dBA Leq. Therefore, construction noise would disturb nearby sensitive receptors, resulting in a significant impact.

Mitigation Measures

N-1 Construction-Related Noise Reduction Measures

The applicant shall apply the following measures during construction of the Proposed Project.

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers’ standards.
- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
- **Equipment Staging.** All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible.
- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
- **Workers’ Radios.** All noise from workers’ radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.

- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
- **Disturbance Coordinator.** The applicant shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.
- **Temporary Sound Barriers.** For construction activities located directly adjacent to sensitive receptors, temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent residences during the demolition, site preparation, and grading phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise by least 15 dBA. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked, and shall be placed as close to the source equipment as feasible.

Significance After Mitigation

Less than significant with mitigation.

Threshold 2: Would the project expose persons to or generate excessive ground-borne vibration or ground-borne noise levels?
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Impact N-2 VIBRATION GENERATED BY CONSTRUCTION ACTIVITY IN THE PLAN AREA WOULD EXPOSE PERSONS TO OR GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Construction of the Proposed Project would intermittently generate vibration on and adjacent to the Plan Area and off-site improvement areas. Groundborne vibration can generate resonant noise when it reaches building walls and floors of sensitive receptors. Vibration-generating equipment could include bulldozers and loaded trucks to move materials and debris, caisson drills to install shoring, and vibratory rollers for paving. It is assumed that pile drivers, which generate strong groundborne vibration, would not be used during construction. Table 4.11-6 identifies vibration velocity levels at a distance of 50 feet from the source, which is assumed to be the nearest typical distance of vibration-generating equipment to sensitive receptors.

Table 4.11-6 Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB at Nearest Sensitive Receptors (50 Feet) ¹
Caisson Drill	80
Large Bulldozer	80
Loaded Truck	79
Small Bulldozer	51

¹ Vibration was estimated at a distance of 50 feet because this distance is representative of sensitive receptors adjacent to construction sites that may experience perceptible vibration levels from construction equipment.

Source: FTA 2006

Based on Table 4.11-6, noise-sensitive receptors could experience vibration of up to 80 VdB during construction activity with equipment such as caisson drills and bulldozers. Compliance with Section 9.12.030 of the Seaside Municipal Code would restrict vibration-generating construction activity to daytime hours that are outside of normal sleeping hours, i.e., 7 a.m. to 7 p.m. on weekdays and 9 a.m. to 7 p.m. on weekends and holidays. While vibration from construction activity could be perceptible at sensitive receptors near construction sites during daytime hours, this timing restriction would ensure that vibration does not exceed the FTA’s criterion of 72 VdB during normal sleeping hours (i.e., late evening and nighttime hours) at residential uses. Vibration levels also would not exceed 95 VdB at fragile historic buildings, and therefore would not damage such buildings.

However, construction activity in the Plan Area could generate vibration levels approaching 80 VdB at the Monterey College of Law and the Monterey Peninsula College Public Safety Training Center, educational institutions which is anticipated to remain operational during implementation of the Proposed Project. Estimated vibration within 100 feet of the Monterey College of Law and the Monterey Peninsula College Public Safety Training Center could exceed the FTA’s criterion of 75 VdB for institutional land uses with primary daytime use, such as schools and churches. Other institutional uses including academic and residential buildings at CSUMB and the Dual Language Academy of the Monterey Peninsula are located more than 500 feet from the Plan Area and therefore would not be affected by vibration from on-site construction. Therefore, the Proposed Project would have a significant impact from groundborne vibration or related noise.

Mitigation Measures

Mitigation Measure N-2 would prohibit the use of construction equipment that generates vibration levels exceeding the FTA’s criterion of 72 VdB at institutional uses at sites in proximity to the Monterey College of Law and the Monterey Peninsula College Public Safety Training Center. This measure would also require the use of smaller bulldozers within 100 feet of the affected land use. Small bulldozers would generate estimated vibration levels of 51 VdB at a distance of 50 feet, which would not exceed the applicable criterion of 72 VdB. With implementation of Mitigation Measure N-2, school activity at the Monterey College of Law and the Monterey Peninsula College Public Safety Training Center would not be exposed to daytime vibration levels exceeding 72 VdB during construction activity in the Plan Area.

N-2 Vibration Reduction Measures

The on-site operation of caisson drills, large bulldozers, loaded trucks, and other equipment that typically generate vibration levels exceeding 75 VdB at a distance of 50 feet from the source

(“vibrational construction work”) shall be prohibited during construction activities within 100 feet of structures where academic/training classes are occurring at the Monterey College of Law and the Monterey Peninsula College Public Safety Training Center, while these institutions have scheduled academic/training classes. The applicant shall consult with these institutions to obtain input on the best time of year for the project’s vibrational construction work to occur within 100 feet of their structures and copies of their academic calendars if available. If certain times of year meet these criteria for one institution, but not the other, vibrational construction work can occur within 100 feet of the non-operational institution, so long as vibrational construction work does not occur within 100 feet of the other institution’s academic/training structures.

Significance After Mitigation

Less than significant with mitigation.

Threshold 1:	Would the project expose persons to or generate noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?
Threshold 3:	Would the project cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact N-3 BUILDOUT OF THE PROPOSED PROJECT WOULD NOT EXPOSE PERSONS TO OR GENERATE NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN, NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES FROM TRAFFIC NOISE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development of the Proposed Project would generate new motor vehicle trips that contribute to traffic noise on roadways in the area. Table 4.11-7 estimates traffic noise under background traffic conditions, both without and with trips generated by the Proposed Project, at the distance of existing sensitive receptors from affected road segments.

Table 4.11-7 Roadway Noise Impacts

Road Segment	Distance to Roadway Centerline (feet)	Projected Noise Level (dBA Ldn)		Project Change (2-1)	Significant Impact ⁴
		Background Noise Level (1)	Background Plus Plan Noise Level (2)		
General Jim Moore Boulevard: Normandy Road to Gigling Road	175 ¹	63.6	63.9	0.3	No
General Jim Moore Boulevard: Normandy Road to Gigling Road	250 ²	58.0	58.4	0.4	No
Gigling Road: General Jim Moore Boulevard to Malmedy Road	130 ³	61.4	62.0	0.6	No
Gigling Road: 1 st Avenue to General Jim Moore Boulevard	30	64.9	64.9	0	No
General Jim Moore Boulevard: Coe Avenue to Normandy Road	120	63.8	64.3	0.5	No

¹ Distance is from Post Chapel to centerline of General Jim Moore Boulevard.

² Distance is from nearest residences, on 4th Army Road, to centerline of General Jim Moore Boulevard.

³ Distance is from nearest residences on Kalborn Road to centerline of Gigling Road.

⁴ Significance per FTA guidelines.

Source: See Appendix J for full noise model outputs

As shown in Table 4.11-7, the addition of traffic generated by the Proposed Project to background traffic would incrementally increase noise levels at existing sensitive receptors in the area. Traffic noise would not exceed the roadway noise thresholds in Table 4.11-4 and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Impact N-4 BUILDOUT OF THE PROPOSED PROJECT WOULD NOT EXPOSE PERSONS TO OR GENERATE NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN, NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES FROM HVAC EQUIPMENT, MAIL DELIVERY TRUCKS, AND TRASH HAULING TRUCKS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The use of HVAC equipment, mail delivery trucks, and trash hauling trucks would generate noise during the operation of new residential, commercial, and light industrial uses within the Proposed Project. Rooftop-mounted HVAC equipment serving new development in the Plan Area would typically generate noise in the range of 60 to 70 dBA Leq at a reference distance of 15 feet from the source (Illingworth & Rodkin, Inc. 2009). Residences would typically be located at least 50 feet from the nearest HVAC equipment, and noise from such equipment would attenuate at a rate of approximately 6 dBA per doubling of distance from the source. Furthermore, HVAC units are traditionally rooftop-mounted and shielded from surrounding land uses, and roofs that block line-of-sight to sensitive receptors would typically provide at least a 5 dBA noise reduction.

Idling trucks within the Plan Area and off-site improvement areas would generate noise levels around 70 dBA Leq at 25 feet from the source for short durations of time (Salter 2014). As discussed above, residences would typically be located at least 50 feet from noise-generating equipment. Therefore, it is assumed that exposure to noise from idling trucks would be no greater than 64 dBA Leq. This noise level would not exceed existing measured ambient average noise levels along arterial roadways in and near the Plan Area and off-site improvement areas, as shown in Table 4.11-1. On-site noise generated during operation of the Proposed Project would be subject to the City's standards in Section 17.30.060 of the Seaside Municipal Code for maximum allowable exterior and interior noise levels at receiving land uses (as shown in Table 4.11-3), with the exception of trucks collecting solid waste and recycling, which are exempt from such noise standards. Continued implementation of these standards would ensure that the impact of on-site operational noise is less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Impact N-5 BUILDOUT OF THE PROPOSED PROJECT WOULD NOT EXPOSE PERSONS TO OR GENERATE NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN, NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES ON NEW RESIDENTIAL DEVELOPMENT IN THE PLAN AREA. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Residential development in the Plan Area would be exposed to ambient traffic noise. As discussed above, the exposure of new residents to ambient noise would be an effect of the existing environment on the Proposed Project and therefore not required for analysis under CEQA; nonetheless, this discussion is provided for informational purposes. Based on the location of proposed land uses in the Vesting Tentative Map, single-family and multi-family residences and flex units would be located adjacent to the following arterial roadways: Lightfighter Drive, General Jim Moore Boulevard, Gigling Road, and Colonel Durham Street. As shown in Table 4.11-1, existing peak-hour ambient noise levels were measured between 67 and 73 dBA Leq adjacent to these roadways in the Plan Area. Because new residences would be set back farther from these roadways than the noise measurement locations, it is expected that they would not be exposed to noise levels exceeding these measurements. As described in the Setting, in less heavily developed areas, such as suburban areas, it is assumed that the peak hourly Leq is roughly equal to the daily Ldn or CNEL. Therefore, new noise-sensitive land uses in the Plan Area would be exposed to estimated noise levels ranging from 67 to 73 dBA CNEL. These noise levels would fall within the BRP's normally unacceptable range for new residential uses (60-75 dBA), as shown in Table 4.11-2. In this range, proposed residential projects would be required to undergo a detailed analysis of exposure to ambient noise and include sufficient noise insulation features in their design.

Typically, the BRP states, conventional building construction with closed windows and fresh air supply systems or air conditioning provides sufficient noise insulation. These new structures would be required to adhere to the California Building Code requirements, Specifically, Section 1207.4 in Title 24 states that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA CNEL in any habitable room of a new building. These noise levels are accomplished through various noise attenuation features, including insulation, required by the California Building Code (see CBC Section 1207), and installation of ventilation.

New commercial development adjacent to arterial roadways in the Plan Area, especially Lightfighter Drive and General Jim Moore Boulevard, also would be exposed to estimated ambient noise levels in the BRP's conditionally acceptable range of 67 to 75 dBA CNEL. These commercial developments would be required to undergo a detailed analysis of exposure to ambient noise and include sufficient noise insulation features in their design.

With adherence to FORA and State noise standards, new development in the Plan Area would be exposed to acceptable exterior and interior noise levels, and this impact would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative noise impacts is generally limited to areas within 0.5 mile of the Plan Area (although threshold specific scopes are also provided below). This geographic scope is appropriate for noise because the Proposed Project's noise impacts are localized and site-specific. Beyond this distance, impulse noise may be briefly audible and steady construction from the Proposed Project would generally dissipate such that the level of noise would reduce to below the City's maximum noise standards and/or blend in with the background noise level. Adjacent development that is considered part of the cumulative analysis includes buildout of the City of Seaside and City of Marina General Plans, and buildout of other areas adjacent to the project site, which includes The Projects at Main Gate Specific Plan immediately northwest of the Plan Area and construction and operation of a campground at Fort Ord Dunes State Park.

Under cumulative growth, new noise-sensitive land uses could be located in areas that exceed normally acceptable noise levels. However, new development near the Plan Area would only be allowed where it can comply with the applicable jurisdiction's land use compatibility guidelines and standards, with the inclusion of noise insulation features where necessary. The use of techniques to minimize noise intrusion at all new development in the Plan Area would be expected to maintain an acceptable noise environment. Therefore, cumulative development would not have a significant impact related to exceedance of noise standards. As described under Impacts N-1 and N-2, construction noise and vibration are localized and rapidly attenuate within an urban environment. Although construction under The Projects at Main Gate Specific Plan adjacent to the Plan Area could be roughly concurrent with implementation of the Proposed Project, it is anticipated that construction of cumulative projects would not be occurring at the same exact time and in close enough proximity to result in a significant cumulative impact from construction noise or vibration at a noise-sensitive receptor. However, as noted under Impact N-2, construction-generated vibration would be significant but mitigable for the Proposed Project. Mitigation Measure N-2 would reduce this impact to a less than significant level under project-level impacts, and because construction of cumulative projects would not overlap (as stated previously), this measure would be adequate to reduce cumulative impacts to less than significant. In addition, all cumulative projects in Seaside would be required to comply with Section 9.12.030 of the Seaside Municipal Code, which would prohibit "excessive, unnecessary, or unusually loud" construction activity between 7 p.m. and 7 a.m. on weekdays, and between 7 p.m. and 9 a.m. on weekends and holidays. These timing restrictions on construction activity would reduce cumulative construction noise and vibration to a less than significant level. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to temporary construction noise and vibration impacts.

Traffic noise associated with cumulative development would incrementally increase noise levels along roadways. Table 4.11-8 estimates the Proposed Project's cumulative contribution to increases in traffic noise at the distance of existing sensitive receptors from affected road segments.

Table 4.11-8 Cumulative Roadway Noise Impacts

Road Segment	Distance to Roadway Centerline (feet)	Projected Noise Level (dBA Ldn)			Cumulative Change (3-1)	Cumulative Change due to Plan (3-2)	Cumulative Contribution to Significant Impact ⁴
		Background Noise Level (1)	Cumulative Noise Level (2)	Cumulative Plus Plan Noise Level (3)			
General Jim Moore Boulevard: Normandy Road to Gigling Road	175 ¹	63.6	64.2	64.4	0.8	0.2	No
General Jim Moore Boulevard: Normandy Road to Gigling Road	250 ²	58.0	58.6	58.9	0.9	0.3	No
Gigling Road: General Jim Moore Boulevard to Malmedy Road	130 ³	61.4	62.1	62.6	1.2	0.5	No
Gigling Road: 1 st Avenue to General Jim Moore Boulevard	30	64.9	64.9	64.9	0	0	No
General Jim Moore Boulevard: Coe Avenue to Normandy Road	120	63.8	64.2	64.7	0.9	0.5	No

¹ Distance is from Post Chapel to centerline of General Jim Moore Boulevard.

² Distance is from nearest residences, on 4th Army Road, to centerline of General Jim Moore Boulevard.

³ Distance is from nearest residences on Kalborn Road to centerline of Gigling Road.

⁴ Significance per FTA guidelines.

Source: See Appendix J for full noise model outputs

As shown in Table 4.11-8, cumulative growth assumed in the traffic volumes used to model traffic noise in TNM would increase traffic noise at existing sensitive receptors by up to an estimated 1.2 dBA Leq, as compared with traffic noise under the background scenario. This cumulative increase in traffic noise would not exceed FTA guidelines shown in Table 4.11-4 and would be a less than significant cumulative impact. The addition of traffic generated by the Proposed Project, as described under Impact N-3, would incrementally contribute to this increase in traffic noise levels. However, this contribution to increasing traffic noise also would not exceed FTA guidelines shown in

Table 4.11-4. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to traffic noise.

Similar to discussion under Impact N-4, cumulative development would also add sources of on-site operational noise in and near the Plan Area. It is expected that new residential, commercial, and other development would involve the operation of HVAC equipment. However, as discussed in Impact N-4, on-site noise generated in Seaside would be subject to the City's standards in Section 17.30.060 of the Seaside Municipal Code for maximum allowable exterior and interior noise levels at receiving land uses (as shown in Table 4.11-3). Continued implementation of these standards at properties in and near the Plan Area would ensure this cumulative impact is less than significant. The Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to operational noise.

Cumulative residential development projects would be subject to FORA and State standards for exterior and interior noise. Section 1207.4 in Title 24 states that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA CNEL in any habitable room of a new building. These noise levels are accomplished through various noise attenuation features, including insulation, required by the California Building Code (see CBC Section 1207), and installation of ventilation. Adherence to these standards would ensure new developments are not exposed to unacceptable noise levels, and cumulative impacts would be less than significant. As described under Impact N-5, the Proposed Project would adhere to these same standards. As such, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to the exposure of new development to unacceptable exterior and interior noise levels.

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4.12 Population and Housing

This section evaluates the environmental effects related to population, housing, and employment associated with implementation of the Proposed Project. To provide regional context, this section analyzes the estimated population, housing and employment forecasts associated with the proposed land use changes under the Proposed Project.

4.12.1 Setting

a. 1991 Fort Ord Population, Housing, and Employment

The information in this section is from the Fort Ord Base Reuse Plan (Fort Ord Reuse Authority [FORA] 1997a, 1997b).

In total, the resident population of former Fort Ord was 31,270 during fiscal year (FY) 1991. Approximately 85 percent or 26,580 of the permanent military personnel and transient military and military family members resided on the former Fort Ord. The former Fort Ord's permanent military population during FY 1991 totaled 14,372 personnel, including 1,281 officers, 267 warrant officers, and 12,824 enlisted personnel. Former Fort Ord's civilian population totaled 3,855 resident employees, including 1,550 civilian employees, 879 Army-Air Force exchange service employees, 524 non-appropriated fund employees, 136 commissary employees, 585 medical and dental department employees, and 113 information management employees. Former Fort Ord also supported a total of 18,283 personnel and family members, including 1,026 transient military personnel, 219 other active military personnel, and 17,038 family members of active duty personnel.

Former Fort Ord in 1991 held a large regionally significant supply of housing, supporting 23,716 housing units. This includes 6,365 family housing units and 9,745 barracks for unaccompanied military personnel (Fort Ord Reuse Authority [FORA] 1997a, 1997b).

The on-post resident population for those portions of Fort Ord within Seaside's City limits was approximately 17,139 people. (FORA 1997b.)

b. Current City Population, Housing, and Employment

Population

As shown in Table 4.12-1, the City of Seaside's estimated 2019 population was 33,776 people, which represents 7.6 percent of Monterey County's total population of 445,414 (California Department of Finance [DOF] 2019). Seaside is the second most populous city of the 12 incorporated cities in Monterey County. Table 4.12-1 presents population growth in the City since census year 2000. Since its incorporation in 1954, the City of Seaside has expanded at a slower rate than Monterey County as a whole. Based on DOF data, the City's population generally increased from 2000 to 2018 with declines during interval periods. The City's population increased by 3.5 percent between 2000 and 2018 compared to a 10.3 percent population increase in the County over the same period of time. Overall, the City's population has been relatively stable with annual growth averaging 0.2 percent per year.

Table 4.12-1 Population Growth in Seaside and Monterey County

Year	City of Seaside		Monterey County	
	Population	Growth Percentage	Population	Growth Percentage
2000	33,097	–	401,762	–
2001	33,357	0.8%	404,569	0.7%
2002	33,756	1.2%	407,440	0.7%
2003	33,337	-1.2%	410,276	0.6%
2004	32,927	-1.2%	411,544	0.3%
2005	33,037	0.3%	409,557	-0.4%
2006	32,344	-2.1%	406,935	-0.6%
2007	31,954	-1.2%	406,890	-<0.1%
2008	32,657	2.2%	409,387	0.6%
2009	32,660	<0.1%	412,233	0.7%
2010	32,955	0.9%	415,108	0.7%
2011	32,881	-0.2%	417,894	0.7%
2012	33,359	1.5%	423,166	1.3%
2013	33,756	1.2%	427,087	0.9%
2014	33,806	0.1%	429,298	0.5%
2015	34,192	1.1%	432,664	0.8%
2016	34,150	-0.1%	438,171	1.3%
2017	34,165	<0.1%	442,365	1.0%
2018	34,270	0.3%	443,281	0.2%
2019	33,776	-1.4%	445,414	0.5%

Sources: DOF 2017, DOF 2019, DOF 2012a

Housing

A household is defined as a group of people who occupy a housing unit (U.S. Census Bureau 2018). Not all of the population lives in formal households. Some within a community reside in group quarters such as board and care facilities, while others are officially homeless.

Housing Units

Table 4.12-2 shows the change in number of housing units in Seaside for the years 2000, 2010, and 2018. Between 2000 and 2010, approximately 133 housing units were removed from the City’s housing inventory, an average yearly decrease in the housing stock of approximately 13 housing units (DOF 2012b). The decline in housing units is likely due to the housing market downturn between 2008 and 2012, and a slow recovery from this downturn. Between 2010 and 2018, 43 housing units were added to the City’s housing inventory, an average annual increase of approximately 5.4 units.

Table 4.12-2 Housing Units in Seaside and Monterey County

Year	City of Seaside		Monterey County	
	Housing Units	Growth Percentage	Housing Units	Growth Percentage
2000	11,005	–	131,708	–
2010	10,872	-1.2% (from 2000)	137,910	4.7% (from 2000)
2018	10,915	4.0% (from 2010)	140,330	1.8% (from 2010)

Sources: DOF 2012b, DOF 2018

Household Size

Small households (one to two persons per household [pph]) traditionally reside in units with zero to two bedrooms; family households (three to four pph) normally reside in units with three to four bedrooms. Large households (five or more pph) typically reside in units with four or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics. Many small households obtain larger units and some larger households live in small units for economic reasons (U.S. Census Bureau 2018).

Table 4.12-3 compares the size of households in the City of Seaside and Monterey County in 2000, 2010, and 2018. As shown therein, the average household size in Seaside increased slightly from 3.21 pph in 2000 to 3.30 pph in 2018. The average household size in the County increased from 3.14 pph in 2000 to 3.15 pph in 2010, and then increased again to 3.35 pph in 2018.

Table 4.12-3 Household Size in Seaside and Monterey County

Year	City of Seaside		Monterey County	
	Household Size (pph)	Growth Percentage	Household Size (pph)	Growth Percentage
2000	3.21	–	3.14	–
2010	3.16	-0.2% (from 2000)	3.15	0.3% (from 2000)
2018	3.30	4.4% (from 2010)	3.35	6.3% (from 2010)

Sources: DOF 2018, DOF 2012b

Employment

The City’s employment can be evaluated based on the number of jobs available in the City and based on the number of employed individuals that reside in the City. The number of jobs counts all jobs available in the City, including jobs that are held by individuals who commute into the City for work. The number of employed individuals that reside in the City represents how many City residents participate in the workforce, regardless of whether they are employed at places inside or outside of the City’s jurisdictional boundary.

The Association of Monterey Bay Area Governments’ (AMBAG) calculated the number of jobs available in the City in their *2018 Regional Growth Forecast (2018 RGF)*. AMBAG based these calculations on data from InfoUSA, which it verified and supplemented based on phone surveys. According to AMBAG’s calculations, there were 9,650 jobs in the City in 2015 (AMBAG 2018). AMBAG projects there will be 10,161 jobs in the City by 2020. Based on the 2015 data and 2020 projection in the 2018 RGF, there would have been approximately 9,957 jobs in the City in 2018.

California Employment Development Department (EDD) provides labor force participation data for the City, which is based on the resident population. EDD data indicates that, in 2015, the City had an annual average labor force of 18,300 individuals, 16,800 of whom were employed while 1,500 were unemployed, resulting in an unemployment rate of 8.3 percent (EDD 2018a). In 2017, the City’s labor force slightly decreased and the participation rate comparatively increased, with an annual average labor force of 17,300 individuals, 16,700 of whom were employed while 600 were unemployed, resulting in an unemployment rate of 3.2 percent (EDD 2018b).

c. Population, Housing, and Employment Projections

Table 4.12-4 presents 2018 population, housing, and employment data, and 2024 and 2040 projections for the City of Seaside. The City’s 2004 General Plan provides projections for population and housing at buildout. This analysis assumes buildout would occur at the end of the 20-year plan period that commenced in 2004 when the plan was adopted, and therefore assumes these projections apply to the year 2024. AMBAG’s 2018 RGF and the City’s *Draft Seaside 2040* provide 2040 projections (Seaside 2004, 2019; AMBAG 2018).

The 2040 projections from the 2018 AMBAG RGF suggest that the City’s population will grow by approximately 3,532 new residents, 1,427 new housing units, and 1,342 new jobs between 2018 and 2040. Historically, AMBAG’s traditional approach to forecasting population considered three factors: births, deaths, and migration. While birth and death data are readily available, and trends are relatively predictable over time, migration tends to be much more difficult to track and to forecast as it is heavily influenced by political and economic climates. For the development of AMBAG’s new forecast, it chose to place a greater emphasis on employment.¹

The *Draft Seaside 2040* assumptions are higher than AMBAG’s projections because they focus upon land use changes, and conservatively assume that the City’s population will grow by approximately 12,027 new residents, 3,228 new housing units, and 2,437 new jobs between 2018 and 2040.

Table 4.12-4 Seaside Population, Housing, and Employment Estimates

	2018 ^{1, 2, 3}	2004 General Plan Projections		AMBAG RGF Projections		Draft Seaside 2040 Assumptions	
		2024	2018-2024 Change	2040 ²	2018-2040 Change	2040	2018-2040 Change
Population	34,270	42,903	8,633	37,802	3,532	46,297	12,027
Housing Units	10,915	12,344	1,429	12,342	1,427	14,143	3,228
Employment	9,957	N/A ⁵	N/A ⁵	11,299	1,342	12,394	2,437

¹ Source: DOF 2018

² Source: AMBAG 2018

³ The population and housing information was obtained from DOF data, while employment information was obtained from AMBAG. Because the number of jobs is not readily available at the City level from EDD, this figure was estimated based in the 2015 data and 2020 projection in the 2018 RGF.

⁴ Source: City of Seaside 2004. These projections were based on average levels of development; however, the General Plan notes that such averages in no way limit development from occurring to the maximum allowable development and exceeding the average density. (2004 General Plan Table LU-2, FN1.)

⁵ NA = Not Available. The 2004 General Plan does not include employment projections.

¹ Additional information on AMBAG growth projections are available online at: https://ambag.org/sites/default/files/documents/2018_Regional_Growth_Forecast.pdf

4.12.2 Regulatory Setting

a. State

California Housing Law

State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code Section 65588 dictates that housing elements must be updated at least once every eight years.

The legislature has adopted findings that “the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.” (Gov. Code Section 65589.5(a).) The Legislature also recently adopted findings that “California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state’s environmental and climate objectives.” (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)].) The State Legislature has also acknowledged that there is a “need to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance to mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing interests.” (Gov. Code Section 65088.4 [SB743 (2013)].)

b. Regional

Association of Monterey Bay Area Governments

As discussed in Section 4.10, *Land Use and Planning*, the City of Seaside is located within the AMBAG planning area. AMBAG functions as the Metropolitan Planning Organization (MPO) for Monterey, Santa Cruz, and San Benito counties and the cities therein, and is responsible for implementing the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The most recent update of the MTP/SCS, the 2040 MTP/SCS, is a long-range integration transportation and land-use plan for the Monterey Bay area through 2040. AMBAG projections for the Specific Plan Area (Plan Area) consider regional, State, and national economic trends and planning policies. With every update of the MTP/SCS, AMBAG also releases an updated RGF that helps inform other planning agencies in their local land use planning efforts. However, use of the forecast by local land-use planning agencies is elective (AMBAG 2019).

The 2018 RGF represents the most likely future growth scenario for the region based on information available at the time the 2018 RGF was prepared, with projections for 2040, accounting for a combination of recent and past trends and reasonable key technical assumptions. AMBAG also seeks input from local cities to prepare the MTP/SCS and RGF. Historically, AMBAG’s traditional approach to forecasting population considered three factors: births, deaths, and migration. While

birth and death data are readily available, and trends are relatively predictable over time, migration tends to be much more difficult to track and to forecast as it is heavily influenced by political and economic climates. For the development of AMBAG’s new forecast, it chose to place a greater emphasis on employment.

Regional Housing Needs Assessment (RHNA)

The City of Seaside’s Housing Element contains State mandated policies and analysis to ensure that the City "facilitate[s] the improvement and development of housing to make adequate provision for the housing needs or all economic segments or the community" (Gov. Code Section 65580(d)). More specifically, the Legislature's stated intent is "to assure that counties and cities recognize their responsibilities in contributing to the attainment of the state housing goal...to assure that counties and cities will prepare and implement housing elements which...will move toward attainment of the state housing goal" (Gov. Code Section 65581). California’s Housing Element law requires that each county and city develop local housing programs to meet their “fair share” of future state-wide housing growth needs for all income groups, as determined by DOF. The regional councils of government, including AMBAG, are then tasked with distributing the State-projected housing growth need for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the RHNA process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: 1) zoning “adequate sites” at suitable densities to provide affordability; and 2) housing programs to support production of below-market rate units. Seaside’s allocation from the 2014-2023 RHNA, distributed among the four income categories is shown in Table 4.12-5. Since 2015, the City has only developed three units in the above moderate category (permitted in 2018), and therefore has 390 units remaining to meet its RHNA allocation (Mikesell 2019).

Table 4.12-5 Regional Housing Needs Assessment 2014-2023

Income Group	City of Seaside		Monterey County	
	RHNA Allocation	Percent of Total	RHNA Allocation	Percent of Total
Very Low	95	24.2%	1,781	24.1%
Low	62	15.8%	1,160	15.7%
Moderate	72	18.3%	1,346	18.2%
Above Moderate	164	41.7%	3,099	42.0%
Total	393	100.0%	7,386	100.0%

Note: Totals may not add up due to rounding.

Source: AMBAG 2014

1997 Fort Ord Reuse Authority Base Reuse Plan

FORA adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. The BRP was prepared by FORA pursuant to provisions of Senate Bill 899, and is the guiding policy document for the reuse and redevelopment of the former Fort Ord, with an emphasis on job creation, environmental preservation, education, and a jobs/housing balance. The primary goal related to Land Use is to, “promote orderly, well-planned, and balanced development to ensure educational and economic opportunities as well as environmental protection.”

Population and housing goals, policies, and programs are defined in the BRP to support these objectives. Residential Land Use Policy A-1 requires that the City of Seaside provide variable housing densities to ensure development of housing accessible to all economic segments of the community. Program A-1.1 requires that the City amend its General Plan and Zoning Code to designate former Fort Ord land at the permissible residential densities consistent with the BRP and appropriate to accommodate the housing types desired for the community.

Residential Land Use Policy E-2 requires that the City encourage convenience/specialty retail land use in residential neighborhoods. Program E-2.1 requires that the City designate convenience/specialty retail land use on its zoning map and provide standards for development within residential neighborhoods.

c. Local

2004 Seaside General Plan

The 2004 General Plan is the primary planning guide for the City of Seaside. The Land Use Element identifies the type and location of future land uses in the areas of the city with opportunities for new residential and non-residential development, including the Plan Area, and guides these uses such that they reflect the community's goals for a variety of housing, shopping, employment, educational, and recreational opportunities. The Housing Element identifies and prioritizes the housing needs of the City and determines ways to best meet these needs, while balancing community objectives and resources. The City adopted the 2009-2014 Housing Element in August 2010 as part of the State's fourth Housing Element planning cycle (California Department of Housing and Community Development [HCD] 2003). The Housing Element identifies available sites for residential development, which include the Plan Area. (HE-App-58.) According to the Housing Element, "[r]ecent acquisition of land in the former Fort Ord area has given the City new opportunities for residential and nonresidential development." (HE-4.) Also, the "former Fort Ord site could accommodate a large number of high density residential units and is available for development." (HE-App-83.) Goals and policies in the Economic Development Element aim to actively promote a balance between the numbers and types of workers residing in Seaside and opportunities for employment in the City. Policy ED-8.1 encourages development that helps the City achieve a jobs/housing ratio of 1.5:1. Also, Land Use Element Policy LU-1.2 encourages development that helps the City achieve a jobs/housing ratio of 1.5:1.

Draft Seaside 2040

The City of Seaside is currently in the process of updating their General Plan, *Draft Seaside 2040*. Policies contained under Goal LUD-2 illustrate the City's intent to increase job opportunities in the city, including striving for at least a 1 to 1 ratio of jobs per employed residents and creating at least one new employment-designated area in the Plan Area. In addition, policies contained under Goal LUD-3 aim to increase resident and visitor access to shops and services and to decrease retail leakage by promoting new retail and commercial activity in the city.

The draft Housing Element addresses housing needs in the city, and includes policies under Goal H-2 aimed at providing neighborhoods with a range of housing opportunities to meet the existing and projected needs of all socioeconomic segments of the community. Goal H-3 also aims to provide ample new affordable housing to extremely low, very low, low, and moderate income households, and Goal H-6 helps protect Seaside households from housing displacement. In addition, the updated 2015-2023 Housing Element includes a detailed technical analysis of housing needs, resources, and

constraints, as well as a review of the current Housing Element goals, policies, and programs, which were used to develop new policies and implementation programs.

The City's Housing Element identifies and analyzes existing and projected housing needs in order to preserve, improve, and develop housing for all economic segments of the community. The Housing Element consists of two parts: the General Plan Housing Element and the Housing Technical Analysis. The Housing Element identifies the nature and extent of the City's housing needs and provides the objectives, policies, and implementation programs intended to meet identified needs. The Housing Technical Analysis, included as a technical appendix to the General Plan, details the housing needs, resources, and constraints for the City and provides a review of the current goals, policies, and programs to address targeted inefficiencies and inadequacies. Specifically, Housing Element Goals H-2 through H-6, and the associated policies, are intended to preserve affordable units and prevent displacement in Seaside.

The City of Seaside's Inclusionary Housing Requirement

Seaside Municipal Code Section 17.32.020(A) requires that "(e)ach residential development, including a condominium conversion, shall be designed and constructed to provide at least 20 percent of the total units as inclusionary units restricted for occupancy by moderate-, low- or very low-income households. The number of inclusionary units required for a particular project will be determined only once, at the time of Tentative Map or Parcel Map approval, or for developments not processing a map at the time of Use Permit approval, or prior to issuance of a Building Permit. If a change in the subdivision design changes the total number of units, the number of inclusionary units required will be recalculated to coincide with the final approved project." Section 17.32.030(A-D) lists several limited exceptions to the inclusionary housing requirement.

4.12.3 Impact Analysis

a. Methodology and Thresholds of Significance

Population and housing trends in the City were evaluated by reviewing the most current data available from the U.S. Census Bureau, DOF, the current 2004 Seaside General Plan, *Draft Seaside 2040*, AMBAG 2018 RGF, and the 2014-2023 RHNA. As discussed under CEQA Guidelines Section 15126.2(e), "[I]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment." The purpose behind looking at population growth is to determine whether "[i]ncreases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects."

For purposes of this EIR, impacts related to population and housing are considered significant if implementation of the Proposed Project would:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

For purposes of this analysis, "substantial" unplanned population growth is defined as growth from construction of new homes, businesses, roads, or other infrastructure that would result in population growth that significantly exceeds planned growth in the City's adopted 2004 General

Plan. Impacts would only be considered significant if the Proposed Project would result in additional physical impacts on the environment from the construction or operation of new facilities that have not already been addressed as part of the Proposed Project in the other sections of this EIR.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact PH-1 THE PROPOSED PROJECT WOULD NOT DIRECTLY OR INDIRECTLY INDUCE SUBSTANTIAL UNPLANNED GROWTH. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Proposed Project would designate land uses and define the type of development that can occur throughout the Plan Area. As discussed in Section 2, *Project Description*, implementation of the Proposed Project would result in up to 1,485 new housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 square feet of retail, dining, and entertainment land uses, and 50,000 square feet of office, flex, makerspace, and light industrial/manufacturing land uses.

Based on the average 3.30 pph in the City of Seaside in 2018, the proposed addition of 1,485 housing units would generate an increase of approximately 4,900 residents. This would bring the City population to 39,051, a 14.3 percent increase from the current 2018 population that would be added incrementally as the Proposed Project develops over 13 years. This is below the population estimate from the 2004 General Plan, which assumed a General Plan buildout population of 42,903 by 2024. The addition of 1,485 housing units would also increase the number of housing units in the City to 12,400, a 13.6 percent increase from 2018 total housing units (DOF 2018). On average, the Proposed Project would develop 114 new housing units per year through Project buildout (1,485 total units divided by 13 years to buildout). This would result in 342 housing units developed as part of the Proposed Project by 2024, with for total of 11,257 housing units in the City. This increase is below the projected 12,344 housing units estimated in the 2004 General Plan.

Some of this population increase would be the result of students moving to the area to attend California State University, Monterey Bay (CSUMB). The current enrollment is approximately 7,500 full time equivalent (FTE) students (CSUMB 2019). According to the Draft Comprehensive Master Plan (June 2017), in order to achieve the targeted enrollment of 12,700 FTE, the university will need to significantly expand its building inventory. The immediate needs are somewhat alleviated by recent and ongoing construction (i.e., Promontory housing, the Gambord Business and Information Technology Building, and both the Student Union and Academic III), but this construction does not yet meet the needs of the university's current enrollment. The 2007 CSUMB Master Plan² recommends land use and building strategies that will increase institutional capacity to accommodate 12,700 FTE and house 60 percent of students and 65 percent of faculty and staff on campus. The housing included in the Proposed Project would help accommodate some (but not all) of the immediate student, faculty, and staff housing needs anticipated in the 2007 CSUMB Draft Master Plan and beyond (CSUMB 2017).

² The existing adopted CSUMB Master Plan and certified Final EIR are available online: <https://csumb.edu/campusplanning/2007-campus-master-plan>

The addition of lodging, retail, dining, entertainment, office, and light industrial/manufacturing land uses would increase the number of employees in the City. Employment generation for retail, office, and hotel land uses was developed using empirical data collected as part of a comprehensive study prepared for the Southern California Association of Governments, which estimated employment densities for various land uses (The Natelson Company 2001). Table 4.12-6 shows the corresponding estimated square footage or rooms for each employee based on different land use types, and the projected change in employment in the Plan Area under the Proposed Project. As shown in Table 4.12-6, the addition of 150,000 square feet of retail, dining, and entertainment land uses; 50,000 square feet of office, flex, makerspace, and light industrial land uses; and 325 hotel and youth hostel rooms³ would result in an estimated net increase of approximately 751 new jobs in the Plan Area.

Table 4.12-6 Employee Generation Assumptions

Land Use Category	Average Employment Density	Specific Plan Uses	Estimated Employee Generation
Other Retail/Svc.	344 sf per employee	150,000 sf	436
Low-Rise Office	288 sf per employee	50,000 sf	174
Lodging	2.3 rooms per employee ¹	325 rooms	141
Net Increase in Employees	–	–	751

¹ The employment density for hotel uses was estimated based on an average room size of 500 sf.

Source: The Natelson Company 2001

Table 4.12-7 shows the population, housing, and employment growth associated with the Proposed Project compared to the 2024 projections from the City’s 2004 General Plan and 2040 projections from AMBAG’s 2018 RGF and the City’s *Draft Seaside 2040*. As shown in the Table 4.12-7, population and housing growth from the Proposed Project at buildout would slightly exceed AMBAG’s 2040 population and housing projections for the City and the 2004 General Plan housing projections for the City; however, it would not exceed the 2004 General Plan or *Draft Seaside 2040* population projections or the *Draft Seaside 2040* housing projections. Employment growth from the Proposed Project would be within the employment projections of AMBAG and *Draft Seaside 2040*.

³ Youth hostel beds were counted as rooms for the purpose of this analysis because rates for hostel beds are not available. This overestimates potential impacts from the youth hostel beds to provide a conservative estimate of impacts.

Table 4.12-7 Seaside Population, Housing, and Employment Growth

	2018 Existing ^{1, 2, 3}	Full Buildout of Proposed Project ⁴	Future (2034) with Proposed Project	Prorated Future (2024) with Proposed Project ⁵	2024 Projection from 2004 General Plan ⁶	2040 AMBAG RGF Projection ²	2040 Draft Seaside 2040 Projections ⁷
Population	34,270	4,900	39,065	35,401	42,903	37,802	46,297
Housing (# of units)	10,915	1,485	12,400	11,257	12,344	12,342	14,143
Employment	9,957	751	10,217	10,130	N/A ⁶	11,299	12,394

¹ Source: DOF 2018

² Source: AMBAG 2018

³ The population and housing information was obtained from DOF data, while employment information was obtained from AMBAG. Because the number of jobs is not readily available at the City level from EDD, this figure was estimated based in the 2015 data and 2020 projection in the 2018 RGF.

⁴ Source: The Natelson Company 2001

⁵ Calculated as follows: Full Buildout of Proposed Project divided by 13 years to full buildout multiplied by 3 years from 2021 to 2024 plus 2018 Existing.

⁶ Source: City of Seaside 2004. These projections were based on the average levels of development; however, the General Plan notes that such averages in no way limit development from occurring to the maximum allowable development and exceeding the average density. (2004 General Plan Table LU-2, FN1.)

⁷ Source: City of Seaside 2019.

Although growth under the Proposed Project would slightly exceed AMBAG projections for population and housing and the 2004 General Plan housing unit estimates, it would be within the population projections in the City’s 2004 General Plan and the housing and population projections of *Draft Seaside2040*, which guide future development in the City. Additionally, the City’s Housing Element identifies available sites for residential development, which include the Plan Area. (HE-App-58.) According to the Housing Element, “[r]ecent acquisition of land in the former Fort Ord area has given the City new opportunities for residential and nonresidential development.” (HE-4.) Also, the “former Fort Ord site could accommodate a large number of high density residential units and is available for development.” (HE-App-83.)

Furthermore, the Campus Town Specific Plan is intended to guide future land use changes and population growth in the Plan Area, including accommodating housing demand associated with projected growth in the region and CSUMB. The Proposed Project includes City Council consideration and adoption of the Campus Town Specific Plan, which outlines the growth that would occur under this plan. Therefore, at the time the City adopts the Campus Town Specific Plan, the growth outlined in the plan would become part of the City’s planned growth. The Proposed Project would then implement the land uses approved under the plan contributing to the City’s planned growth by helping to meet regional housing needs over the long-term as well as meet future housing needs for CSUMB students. Population and housing in the Plan Area would still be substantially less with the Proposed Project than historic population and housing levels during operation of the Fort Ord Army Base.

Population growth under the Proposed Project was included as part of the City’s planned growth, and this EIR analyzes the impacts of the population, housing, and employment growth, including analysis of necessary infrastructure and public services. There would be no additional environmental impacts beyond those already analyzed in the other resource section of this EIR, and impacts would be less than significant.

Mitigation Measure

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere?

Impact PH-2 THE PROPOSED PROJECT WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING OR PEOPLE, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is currently occupied by institutional and commercial land uses and abandoned army barracks, with the barracks occupying a majority of the Plan Area. As the Plan Area does not currently contain residences, the introduction of new housing units and commercial land uses would not result in the displacement of a substantial number of existing housing or people, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.

Mitigation Measure

No mitigation measures are required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative population and housing impacts is generally limited to the City of Seaside, but also includes adjacent areas within the County. This geographic scope is appropriate for population and housing because population and housing projections at this level are used to estimate the need for public services and other government facilities and programs. Cumulative development includes development associated with buildout of the City's *Draft Seaside 2040*, development at CSUMB, development on nearby land in Monterey County, and development on nearby land in the City of Marina.

As discussed under Impact PH-1, while the housing unit estimates are slightly more than the 2004 General Plan estimates for 2024, the Proposed Project is consistent with the proposed population estimates from the 2004 General Plan and *Draft Seaside 2040*. Other project-level developments would be required to adhere to applicable zoning and development regulations and general plan policies to mitigate environmental impacts where feasible and would undergo environmental review, including consideration of whether the projects would induce unplanned population growth. With these considerations prior to project approval, cumulative impacts related to growth inducement would be less than significant. Furthermore, the Proposed Project's contribution to less than significant cumulative impacts for Impact PH-1 would be less than cumulatively considerable.

As described under Impact PH-2, the Proposed Project would increase the on-site population, and would therefore not lead to displacement of people or residences under cumulative conditions. Other project-level developments would be required to undergo environmental review, including consideration of whether the projects would displace people or residences. With these considerations prior to project approval, cumulative impacts related to the displacement of people or residences would be less than significant. Furthermore, the Proposed Project's contribution to less than significant cumulative impacts related to the displacement of people and residences would be less than cumulatively considerable.

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4.13 Public Services and Recreation

This section assesses impacts associated with public services, including fire and police protection, public schools, libraries, and parks and recreation associated with implementation of the Proposed Project. Impacts to water and wastewater infrastructure and solid waste collection and disposal are discussed in Section 4.16, *Utilities and Service Systems*. Impacts regarding wildland fires are discussed in Section 4.17, *Wildfire*.

4.13.1 Setting

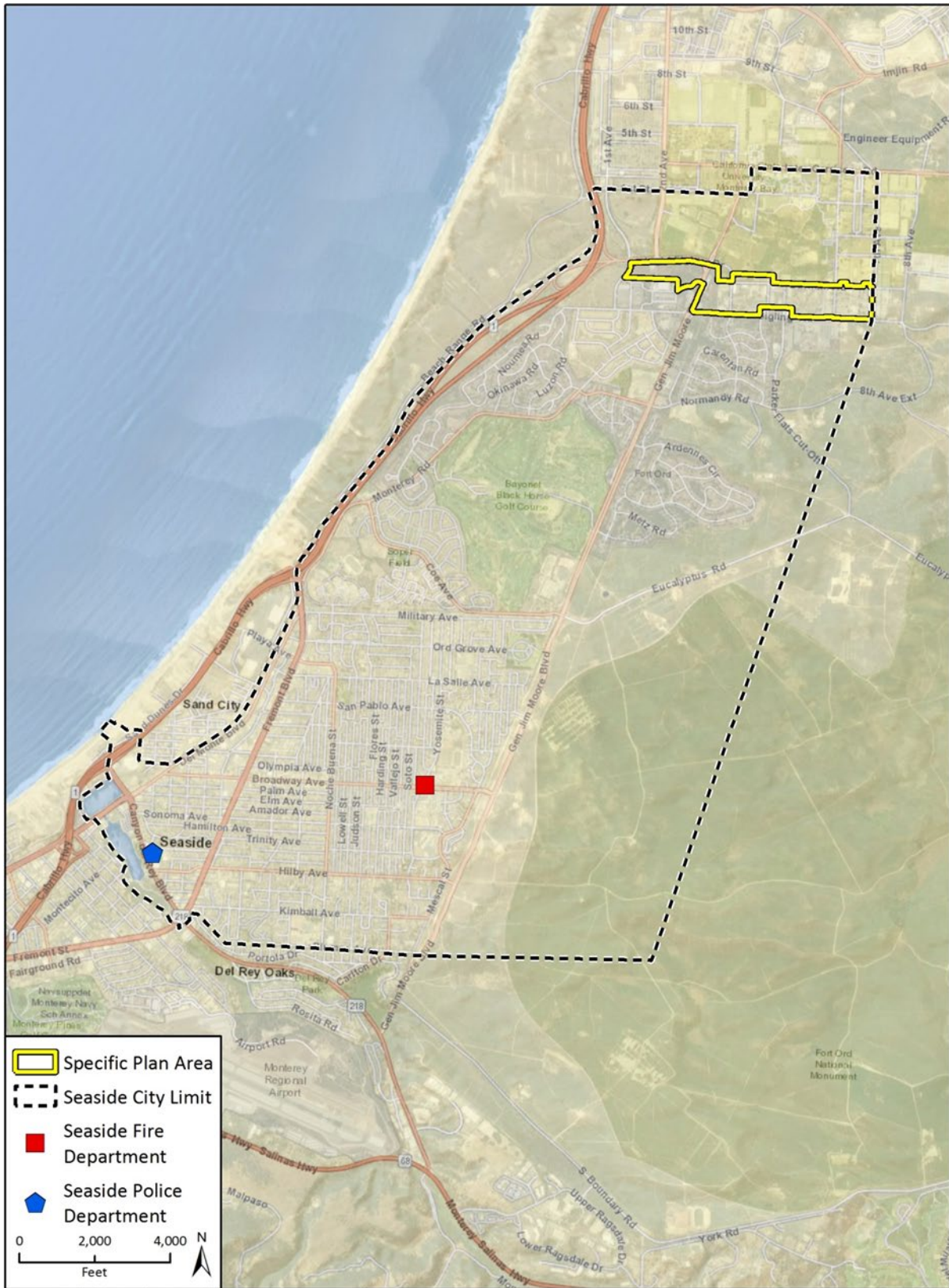
a. Fire Protection

Fire protection, first response emergency medical services, and natural disaster preparedness services in the Specific Plan Area (Plan Area) are provided by the Seaside Fire Department (SFD). The SFD serves as an “all hazards” response force to fires, floods, rescue situations, building collapse, water rescue, rope or high angle rescue, hazardous materials mitigation, trench rescue, and confined space rescue. In addition to conducting inspections, training, and public education, the SFD has organized CPR, Smoke Alarm, Hazardous Materials, Reserve Firefighter programs, and has been involved in the Monterey Peninsula Regional Emergency Coordination Center (MPRECC) wide-range planning activities throughout the year (City of Seaside 2017a).

Personnel, Facilities, and Equipment

The City is currently served by one fire station, located at the intersection of Broadway Avenue and Yosemite Street as shown in Figure 4.13-1, with a total of nine firefighters, six engineers, six captains, three division chiefs, one senior office assistant, one fire chief, as well as five reserve firefighters. The Presidio of Monterey (POM) Fire Department, located within the Plan Area at 4400 General Jim Moore Boulevard, houses five fire engines, three utility trucks, and three SUVs. POM Fire Department provides a Single Company Automatic Aid Response to those areas located on the former Fort Ord and adjacent properties to the City of Seaside. The Plan Area, located on the former Fort Ord, is identified on Exhibit C of the Operational Response Plan for Automatic Aid Response to Emergency Incidents as areas that will receive POM Fire Department response. This response will include single engine responses and full structure fire response (POM Fire Department and Seaside Fire Department 2010).

Figure 4.13-1 Seaside Fire and Police Department Locations



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Fig 4.12-2 Seaside Fire and Police Department Locations

Fire protection, first response emergency medical services, and natural disaster preparedness services in Seaside are provided by the SFD (City of Seaside 2019). As shown in Table 4.13-1, the SFD responded to 3,112 incidents in 2017, of which nearly 71 percent were for Emergency Medical Services (EMS). Sixty-four fires occurred in 2017, which is less than 2016 (91), 2015 (78) and 2014 (80) (City of Seaside 2017b).

Table 4.13-1 Seaside Fire Department Statistics, 2017

Type of Incident	Number of Incidents	Percent of Total
Fire	64	2.06%
EMS	2,196	70.56%
Hazmat	201	6.46%
Service Calls	399	12.82%
Good Intent	91	2.92%
False Alarms	127	4.08%
Misc/Other	34	1.09%
Total All Incidents	3,112	100.00%

Note: Totals may not add up due to rounding.

Source: City of Seaside 2017b

Response Times

SFD has set an EMS and fire response time of five minutes or less for all incidents. The 2004 General Plan states that “A ratio of 1.0 firefighters per 1,000 population is a desirable staffing level.” The *Draft Seaside 2040* policy is to “Maintain sufficient levels of fire protection and emergency services to support existing residents and future growth.” In 2016, SFD had 25 full-time equivalent employees to serve the City’s population of 34,165 (City of Seaside 2016b; California Department of Finance [DOF] 2018). Based on this information, the ratio in 2016 was below the standard at 0.7 firefighters per 1,000 residents. Excluding mutual aid calls, the SFD’s average response time is 3.5 minutes (City of Seaside 2019).

SFD participates in both Mutual Aid and Automatic Aid agreements to accomplish its mission. Neighboring fire departments provide staffed engine and truck companies to respond to first alarm or greater fire incidents as well as station coverage and requests for medical aid when Seaside units are unavailable due to multiple incident requests.

The SFD was recently graded by the Insurance Services Office (ISO) Public Protection Classification Program, which classifies a community’s ability to suppress fires on a 1 to 10 scale with Class 1 representing superior property fire protection and Class 10 indicating an area does not meet ISO’s minimum criteria. This rating helps communities evaluate their public fire protection services. ISO assesses the City of Seaside on a split scale, to account for the difference in service to urban areas compared to the undeveloped areas of Fort Ord. In 2014, the City was upgraded from a Class 4/9 to a Class 2/2 (City of Seaside 2014).

To enhance fire-fighting capabilities in anticipation of reuse and protection of wildland areas of the former Fort Ord Lands, in July 2003, the Fort Ord Reuse Authority (FORA) Board authorized the

lease-purchase of firefighting equipment, including one fire engine for Seaside. The final payment was made in July 2014.

Wildland Fire Hazards

In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. As shown on Figure 4.17-1 in Section 4.17, *Wildfire*, the Plan Area is located in an urbanized area that is within designated Local Responsibility Areas (LRAs). The Plan Area is outside of a designated Very High fire hazard severity zone; however, the eastern portion of the Plan Area, roughly just west of 6th Avenue east to 7th Avenue, is proximate to woodlands, shrubland, and chaparral with flammable vegetation on the former Fort Ord.

To support any disaster that impacts a community, such as wildfires, the State of California utilizes a Mutual Aid system. Once a request is made, the California Emergency Management Agency (CalEMA) contacts counties throughout California to assemble strike teams of fire engines together for a response. SFD, along with other local fire departments, responded to a variety of Type III (wildland fire) Strike Team requests in 2017. Strike Team deployments are reimbursable from the State or federal government, and the City of Seaside incurs no cost to provide needed fire protection and assistance (City of Seaside 2016a).

Refer to Section 4.17, *Wildfire*, which addresses additional regulations related to wildfire and potential impacts related to wildfire, including smoke and subsequent flooding and runoff.

b. Police Protection

The Plan Area is served by the Seaside Police Department (SPD), which serves the entire City of Seaside. SPD is co-located with Seaside City Hall at 440 Harcourt Avenue (refer to Figure 4.13-1) and currently operates with 51 members, comprised of 40 sworn and 11 non-sworn personnel, and responds to more than 46,000 calls for service per year (City of Seaside 2017b). With the SPD employing 40 sworn officers and the population of the City of Seaside at approximately 34,120 (DOF 2018), the SPD currently has 1.2 sworn officers per 1,000 residents.

Sworn police officers perform directed patrolling based on patterns of criminal activity occurring, or anticipated to occur, within specified areas and respond to calls for service and initiate activity, as required. Other law enforcement activities performed by deputies include investigating complaints and criminal violations, arresting and interrogating suspects, and prepared reports. The SPD also staffs a Seaside Animal Control Officer, which allows for initial response to calls for services related to dangerous animal situations or noise disturbances caused by animals (City of Seaside 2018a).

In addition to traditional law enforcement services, SPD participates in regional services that include a tactical special response unit, and a violence and illegal narcotics team. Community partnerships include a Police Activities League, a Cadet Program, Neighborhood Watch, a School Resource Officer program, a Youth Resource Center, a Youth Diversion program, and other community outreach events.

California State University Monterey Bay University Police Department

The California State University Monterey Bay (CSUMB) University Police Department (UPD) is operational 24 hours a day and is headquartered at 100 Campus Center, Valley Hall Suite F in Seaside. UPD is a fully accredited law enforcement agency and is not a branch of any other law enforcement agency. UPD adheres to the Monterey County Chief Law Enforcement Officers' Association protocols that encourage prompt law enforcement response and collaboration in

incidents requiring interagency law enforcement collaboration. UPD shares concurrent law enforcement jurisdiction on all adjacent public streets, areas, and in communities surrounding the University properties and cooperates with all local, state, and federal enforcement (CSUMB 2019).

California Highway Patrol

The California Highway Patrol (CHP) provides traffic safety and enforcement services on unincorporated roadways and State highways. The City of Seaside is located in the CHP Coastal Division that operates eleven offices along the Division’s 325-mile long jurisdiction along California’s coastline. The Monterey Area CHP office (730) of the CHP Coastal Division is located at 960 East Blanco Road in Salinas, California, and serves unincorporated Monterey County, the City of Salinas, and seven Monterey Peninsula cities including Seaside (CHP 2018).

c. Schools

Monterey Peninsula Unified School District

The Monterey Peninsula Unified School District (MPUSD) provides public education in the City of Seaside and the surrounding area. MPUSD operates eight traditional public schools in Seaside, as well as two charter schools and two public alternative education schools. The names of these schools, student capacity, and student enrollment during the 2017-2018 school year are presented in Table 4.13-2. The location of these schools, as well as other private schools and preschools in Seaside near the Plan Area, is shown in Figure 4.13-2.

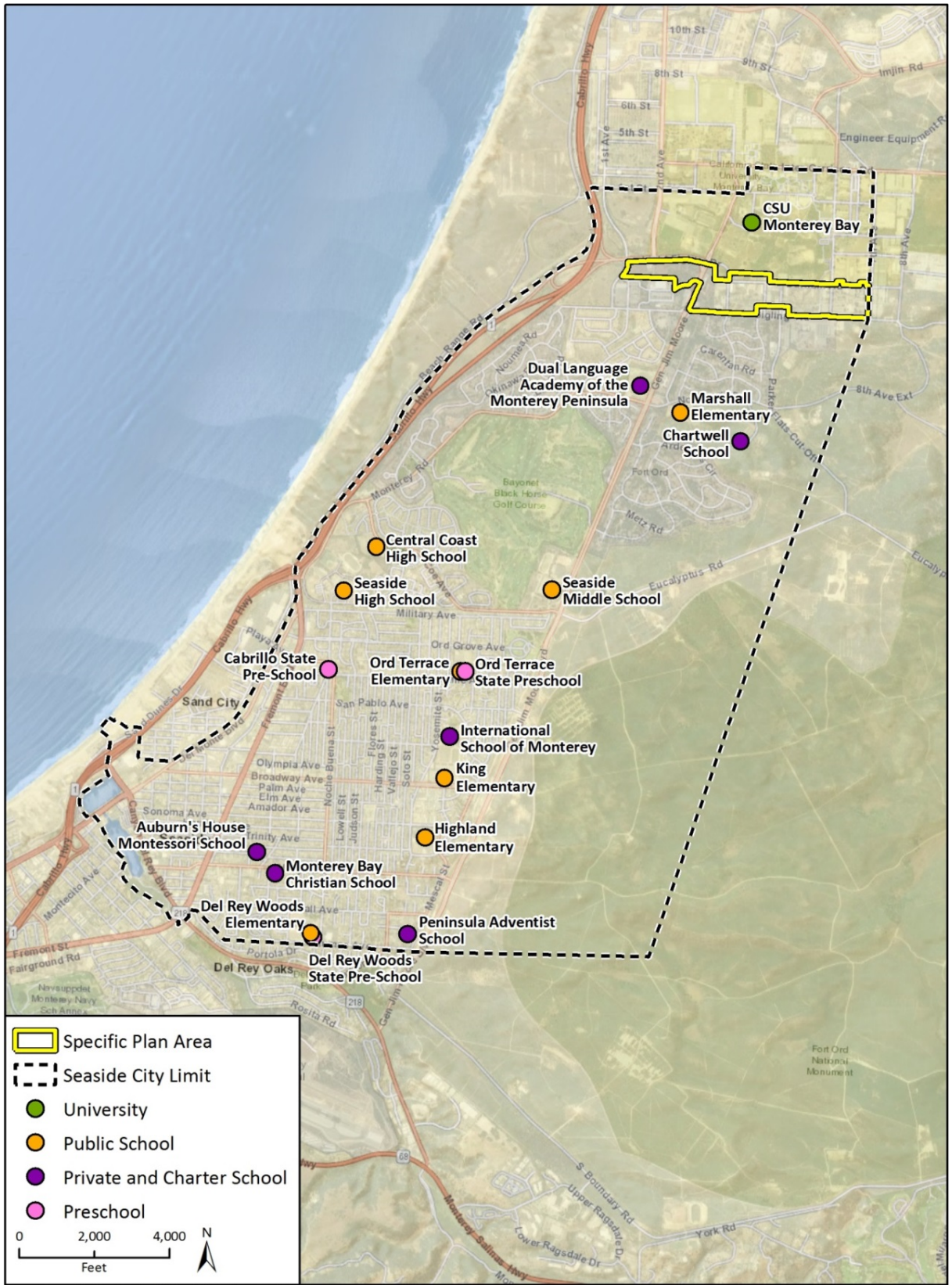
Table 4.13-2 MPUSD Schools in Seaside

School Name	Public/ Private	Grades ¹	2017-2018 Enrollment ¹	Capacity ²
Central Coast High	Public	9-12	85	
MPUSD Community Day High	Public	9-12	9	575 ²
MPUSD Community Day Middle	Public	6-8	5	
Del Rey Woods Elementary	Public	K-5	459	800
Dual Language Academy of the Monterey Peninsula	Charter	K-8	416	725
George C. Marshall Elementary	Public	K-5	534	725
Highland Elementary	Public	K-5	401	700
International School of Monterey	Charter	K-8	419	550
Martin Luther King Elementary	Public	K-5	453	1,125
Ord Terrace Elementary	Public	K-5	504	900
Seaside High	Public	9-12	1,059	1,850
Seaside Middle	Public	6-8	701	

¹ DOE 2018

² McFadden 2018; some facilities are co-located and capacities are shown for the combined facilities.

Figure 4.13-2 Schools Serving Seaside



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Fig 4.12-3 Schools Serving Seaside

California State University Monterey Bay

As shown in Figure 4.13-2, CSUMB is located just north of the Plan Area along Lightfighter Drive. CSUMB offers a variety of undergraduate and graduate programs and teaching credentials. The City cooperates with CSUMB to support the development of vocational schools and learning centers to encourage a well-trained work force. Current enrollment at CSUMB as of Fall 2018 is 6,675 full-time equivalent (FTE) undergraduate students (CSUMB 2018).

CSUMB is in the process of updating their long-range master plan, a plan to guide growth and development of the campus for the next 20 years. The plan will be designed to accommodate 12,700 students with a long-term framework of growth up to 25,000 students. The vision is to create a compact campus with increased density at the core of the campus and to house 60 percent of the students on campus (CSUMB 2017).

d. Public Libraries

The Seaside Library, located at 550 Harcourt Avenue, is part of the Monterey County Free Libraries network of information centers serving the diverse communities of Monterey County by offering opportunities for all to succeed in school, work and their personal lives. The Seaside Branch Library is the largest of the 17 branches of the Monterey County Free Libraries network and also serves as a regional center and important collection base for the use of more than 127,000 registered patrons of the system (City of Seaside 2018b).

Goals and policies in the Land Use Element of the 2004 General Plan aim to develop and maintain a high-quality library system and Chapter 3, *Land Use and Urban Design*, Chapter 7, *Parks and Open Space*, and Chapter 10, *Community Facilities and Infrastructure*, of *Draft Seaside 2040* support the continued maintenance and upkeep of the Seaside Branch Library. Furthermore, Chapter 3, *Land Use and Urban Design*, of *Draft Seaside 2040* describes the establishment of the West Broadway Urban Village Specific Plan Area, which includes the construction of a new library.

As described in the *Draft Seaside 2040* downtown policy under Goal LUD-15, the new library would be located in the West Broadway Urban Village Specific Plan area, which is located in downtown Seaside. This proposed library would serve future residents of the Plan Area.

e. Parks and Recreation

As shown in Table 4.13-3, the City of Seaside owns and maintains 27 park and recreational sites totaling approximately 55 acres. In the Seaside city limits, there are other large open space areas, including the Bayonet and Black Horse golf courses, the Fort Ord National Monument lands, and the Seaside Beach, which total 1,284.3 acres (City of Seaside 2017a; 2017b). Along with the park and recreational sites, Seaside owns a variety of recreational facilities, including the Oldemeyer Center, Pattullo Swim Center, Wheller Tennis Courts, and the Bayonet and Black Horse golf courses. These facilities are designed primarily for large group gatherings and provide activities for all age groups.

The City also owns sport facilities, such as fields and courts, which are incorporated into existing park and recreational sites. These sport facilities include three youth baseball/softball fields, but no soccer fields. The City also partners with the Monterey Peninsula Unified School District to use their athletic facilities as a short-term alternative (City of Seaside 2017a).

Seaside currently has 458.5 acres of land designated as parks and recreation facilities, including former Fort Ord lands not considered part of the National Monument (Table 1; City of Seaside 2019). This does not include other recreational areas in close proximity to the Plan Area, such as (1)

the 979 acres of park space with the Fort Ord Dunes State Park located immediately west of the City’s border and approximately 1,300 feet west of the Plan Area, (2) other beaches outside the state park area at the southern end of the City’s western border, (3) approximately 70 acres of CSUMB land directly north of the Plan Area designated for recreational areas and open space, which currently include an Aquatics center, student recreation field, the disc golf course, the Otter Sports Center, and existing hiking trails, and (4) park space on former Fort Ord lands southwest of the Plan Area. Based on the current 2017 population of Seaside of 34,165 people (DOF 2018), there are approximately 13.4 acres of parks and open space per every 1,000 residents of Seaside.

Table 4.13-3 Parks and Recreational Areas by Type

#	Park Name	Acres	Park Type
City-Owned and Maintained Parks and Recreation Facilities			
1	Beta Park	1.1	Mini
2	Capra Park	0.8	Mini
3	Durant Park	0.5	Mini
4	Ellis Park	0.4	Mini
5	Farallones Park	0.8	Mini
6	Fernando-Montgomery Park	0.1	Mini
7	Highland-Otis Park	1.2	Mini
8	Manzanita-Stuart Park	0.8	Mini
9	Martin Park	0.6	Mini
10	Portola Leslie Park	1.1	Mini
11	Sabado Park	0.4	Mini
12	Trinity Park	0.8	Mini
13	Havana Soliz Park	2.6	Neighborhood
14	Lincoln Cunningham Park	2.9	Neighborhood
15	Mescal-Neil Park	2.2	Neighborhood
16	Metz Park	2.1	Neighborhood
17	Pacchetti Park	1.7	Neighborhood (dog friendly)
18	Cutino Park	5.6	Community
19	Soper Field and Community Center	4.2	Community
20	Laguna Grande Park	10.7	Regional
21	Roberts Lake Area	5.7	Regional
22	Encanto Park	0.2	Undeveloped
23	Wheeler Tennis Courts	1.6	Special Use
24	Oldemeyer Center	2.4	Special Use
25	Pattullo Swim Center	2.0	Special Use
26	Stephen E. Ross Memorial Park	1.3	Special Use (modular office buildings now occupy a portion of the park)
27	Youth Education Center	1.1	Special Use
Subtotal		55.0	

#	Park Name	Acres	Park Type
Other Open Space Areas (within city limits)			
28	Eolian Dunes Preserve/Seaside Beach	6.0	Regional
29	Bayonet and Black Horse Golf Courses	359.6	Golf Course
30	Fort Ord National Monument	918.7	Regional
Subtotal		1,284.3	
Total		1,339.3	

Sources: City of Seaside 2017a

4.13.2 Regulatory Setting

a. Federal

Disaster Mitigation Act

Section 104 of the Disaster Mitigation Act of 2000 (Public Law 106-390) requires a state mitigation plan as a condition of disaster assistance. There are two different levels of state disaster plans: “Standard” and “Enhanced.” States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Act has also established new requirements for local mitigation plans.

National Fire Plan

The National Fire Plan was developed under Executive Order 11246 in August 2000, following a landmark wildland fire season. Its intent is to actively respond to severe wildland fires and their impacts to communities while ensuring sufficient firefighting capacity for the future. The plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability.

b. State

California Fire Plan

The Strategic California Fire Plan is the State’s roadmap for reducing the risk of wildfire. The plan was updated in 2012, and directs each CAL FIRE unit to prepare a locally specific Fire Management Plan. In compliance with the California Fire Plan, individual CAL FIRE units are required to develop Fire Management Plans for their areas of responsibility. These documents assess the fire situation within each of CAL FIRE’s 21 units and six contract counties. The plans include stakeholder contributions and priorities, and identify strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire problem. The plans are required to be updated annually.

California State Hazard Mitigation Plan

The purpose of the State Multi-Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, state, and federal agencies as well as the private sector. The California Office of Emergency Services (OES)

prepares the State of California Hazard Mitigation Plan (SHMP). The SHMP identifies risks, and includes a vulnerability analysis and a hazard mitigation strategy. The SHMP is federally required under the Disaster Mitigation Act of 2000 in order for the State to receive federal funding. The Disaster Mitigation Act of 2000 requires a State mitigation plan as a condition of disaster assistance. The 2018 SHMP is available at: https://www.caloes.ca.gov/HazardMitigationSite/Documents/002-2018%20SHMP_FINAL_ENTIRE%20PLAN.pdf

Wildland-Urban Interface Building Standards

On September 20, 2007, the building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the California Code of Regulations, Title 24, Part 2, known as the 2007 California Building Code (CBC). These codes include provisions for ignition-resistant construction standards in the wildland-urban interface.

California Fire and Building Code

The 2019 Fire and Building Code establishes the minimum requirements consistent with nationally-recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of this Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout the State of California.

More specifically, the Fire code is included in Title 24 of the California Code of Regulations. California Fire Code Title 24, part 9, Chapter 7 addresses Fire-Resistances- Rated Construction, California Building Code (Part 2), Chapter 7A addresses Materials and Construction Methods for Exterior Wildfire Exposure, Fire Code Chapter 8 addresses fire related Interior Finishes, and Fire Code Chapter 9 addresses Fire Protection Systems, and Fire Code Chapter 10 addresses fire related Means of Egress, including Fire Apparatus Access Road width requirements. Fire Code Section 4906 also contains existing regulations for vegetation and fuel management to maintain clearances around structures. For additional regulations related to fire, please see Section 4.17, *Wildfire*.

California Code of Regulations (Title 5)

The California Code of Regulations, Title 5 Education Code, governs all aspects of education within the State.

California State Assembly Bill 2926 (AB 2926) – School Facilities Act of 1986 – was enacted by the State of California in 1986 and added to the California Government Code (Section 65995). It authorizes school districts to collect development fees, based on demonstrated need, and generate revenue for school districts for capital acquisitions and improvements. It also established that the maximum fees which may be collected under this and any other school fee authorization are \$1.50 per square foot (\$1.50/ft²) for residential development and \$0.25/ft² for commercial and industrial development.

AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 *et seq.* of the Government code. Under this statute, payment of statutory fees by developers serves as exclusive mitigation under CEQA to satisfy the impact of development on school facilities.

California Senate Bill 50 (SB 50)

As part of the further refinement of the legislation enacted under AB 2926, the passage of SB 50 in 1998 defined the Needs Analysis process in Government Code Sections 65995.5-65998. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. SB 50 generally provides for a 50/50 State and local school facilities match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available; whether the school district is eligible for State funding; and whether the school district meets certain additional criteria involving bonding capacity, year-round schools, and the percentage of moveable classrooms in use.

California Government Code sections 65995-65998 implements SB 50. Specifically, in accordance with section 65995(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.”

Pursuant to Government Code section 65995(i), “A State or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in section 56021 or 56073 on the basis of a person's refusal to provide school facilities mitigation that exceeds the amounts authorized pursuant to this section or pursuant to section 65995.5 or 65995.7, as applicable.”

California Education Code section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities.

Quimby Act

The Quimby Act (Section 66477 of the California Government Code) was established by the California legislature in 1965 to provide parks for growing communities in California. The Act authorizes cities to adopt ordinances addressing park land and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Act requires the provision of three acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the City may adopt a higher standard not to exceed five acres per 1,000 residents. The Act also specifies acceptable uses and expenditures of such funds. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities.

c. Regional

1997 FORA Base Reuse Plan

FPRA adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. Public Service goals, policies, and programs are defined in the BRP to support these objectives. Some of the main policies outlines for the City of Seaside are as follows. Residential Land Use Policy D-1 requires that the City shall implement the Public Services and Capital Improvement

Program in the BRP to support residential development. Program D-1.1 requires that the City cooperate with FORA and provide adequate public facilities and services that will support residential revitalization and new housing construction at the former Fort Ord. Recreation Policy D-1 requires that park facilities be located to adequately serve the current and projected population of Seaside within the former Fort Ord for both active recreation as well as passive uses such as scenic vistas, fish and wildlife habitat, and nature study. Recreation Policy G-2 requires that the City encourage the creation of private parks and open space as a component of private development within the former Fort Ord. Finally, Recreation Policy G-4 requires that the City coordinate the development of park and recreation facilities with neighboring jurisdictions including the City of Marina, Monterey County, CSUMB, California State Parks, and the Bureau of Land Management.

d. Local

Seaside Parks, Recreation, and Community Services Plan

The Seaside City Council adopted the Parks, Recreation, and Community Services Plan in October 2005 to provide policies for developing and maintaining the City's park system and a strategy for financing planned improvements. The plan identifies and evaluates the existing system; assesses the need for additional park land, open space, and specialized facilities; establishes criteria and standards for site selection, design, and management of the various areas; and recommends an approach to funding acquisition, development, and maintenance of facilities (City of Seaside 2005).

2004 Seaside General Plan

The current 2004 Seaside General Plan contains goals, policies, and implementation plans relating to cooperating with other agencies to ensure adequate provision and maintenance of public services and facilities. Goal COS-1 is to provide and maintain a high-quality parks and recreation systems. Goal LU-9 aims to provide sufficient fire protection, public education, and emergency response service to the community. Goal LU-10 is to provide an effective and responsive level of police protection (including facilities, personnel, and equipment) through the Seaside Police Department. Goal LU-11 contains provisions to encourage cooperation with local school districts and other education organizations to ensure public education meets the community's needs. Goal LU-12 of the General Plan is to meet the needs of the community with library facilities and services. Implementation Plan LU-1.6.1 provides for adequate public services to newly developed areas.

The 2004 General Plan Goal COS-1 is intended to provide and maintain a high-quality parks and recreation system to meet the varying recreational needs of the community. Policies COS-1.1, COS-1.2, and COS-1.3 provide for well-maintained facilities, encourage public-private funding partnerships, and maximize multimodal access to parks. The Parks and Open Space Element of the *Draft Seaside 2040* includes an inventory of the existing park and recreation facilities located within the City. Funding and dedication requirements under Goal PO-1 states that the City will explore park funding and dedication requirements for new development, including the addition of park-like features, such as tot lots, paseos, and urban orchards in new developments. Parks and Open Space Plans under Goal PO-1 requires the creation of a park and open space plan during the creation of specific plans, master plans, or other similar area planning processes that shows the location and extent of future parks, open space, and recreation-open space areas. The intent would be to develop a comprehensive and connected network of trails and non-auto circulation that improves access to parks, open space, and other community spaces.

Draft Seaside 2040

Draft Seaside 2040 contains goals and policies aimed at improving the effectiveness and efficiency of public services across the city. Goal S-1, Policy Service levels, states that the City should maintain sufficient levels of police and law enforcement services and facilities to support existing residents and future growth in Seaside. Similarly, Goal S-2, Policy Service levels, states that the City should maintain sufficient levels of fire protection and emergency services to support existing residents and future growth in Seaside.

Goal PO-1 of the *Draft Seaside 2040* expresses the City's intent to strive for a city-wide park ratio of 12 acres per 1,000 residents, excluding the Fort Ord National Monument lands. This ratio exceeds the California Quimby Act target of 3.0 acres per 1,000 acres (Gov. Code Section 66477). Policies contained under Goal CFI-8 illustrate the City's intent to provide community facilities and services in close proximity to transit corridors and priority bikeways; support the use of public facilities by local artists, students, and cultural groups; and ensure community facilities are well-maintained and are encouraged for public use. In addition, policies under Goal CFI-9 aim to work with the MPUSD to anticipate potential adjustments in new student enrollment and potential impacts on existing schools; encourage public-private partnerships to cluster development of schools, parks, child care facilities, and community activity centers; and work with the MPUSD to site schools within new residential neighborhoods on former Fort Ord lands.

4.13.3 Impact Analysis

a. Methodology and Significance Thresholds

Impacts related to public services from the Proposed Project would be significant if it would:

1. Result in substantial adverse physical impacts associated with the need for or provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives for:
 - a. Fire Protection
 - b. Police Protection
 - c. Schools
 - d. Parks
 - e. Other Public Facilities;
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Additionally, for impacts to be considered significant, development of these public service facilities would also have to result in a significant physical environmental impact not already analyzed and disclosed in the other resource chapters of this EIR.

b. Project Impacts and Mitigation Measures

Threshold 1a and 1b: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police or fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives?

Impact PS-1 THE PROPOSED PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION OF NEW OR PHYSICALLY ALTERED POLICE OR FIRE FACILITIES IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIO RESPONSE TIMES OR OTHER OBJECTIVES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Fire Protection

As discussed in Section 2, *Project Description*, implementation of the Proposed Project would result in up to 1,485 new housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 square feet of retail, dining, and entertainment land uses, and 50,000 square feet of office, flex, makerspace, and light industrial land uses. Based on the average 3.30 persons per household in the City of Seaside in 2018, the proposed addition of 1,485 housing units would generate an increase of approximately 4,900 residents (DOF 2018). As described above, the Proposed Project would be designed and constructed to meet all applicable current state and local codes and ordinances related to fire protection. The Plan Area has historically been built out, and the Proposed Project would increase the density of development within the Plan Area, with new structures and infrastructure which are constructed to modern fire and code and safety standards. Furthermore, as noted above in the regulatory setting, increases in density, such as those from the Proposed Project have also been shown to reduce wildfire risk.

While there would be some fire benefits from construction of the Proposed Project, the increase in population and residential and non-residential development would also generate additional demand for fire protection and emergency services. As of 2016, SFD operates at a ratio of 0.7 firefighters per 1,000 residents; however, as described above, the existing 2004 General Plan strives for 1 firefighter per 1,000 residents to maintain acceptable response times. *Draft Seaside 2040* strives to meet a city-wide park standard ratio of twelve acres per thousand residents, excluding the Fort Ord National Monument and Bayonet.

The population generated by the Proposed Project would contribute to increased demand. The 2004 General Plan's Policy LU-9.1 calls for adopting and maintaining a level of fire protection and emergency response, and with an estimated 4,900 residents at buildout, the Proposed Project would require an additional 4.9 firefighters per the ratio. As the SFD currently does not meet their staffing goals of 1.0 firefighter per 1,000 residents, existing fire protection facilities are not adequate to meet the needs of existing residents of Seaside. The Proposed Project would exacerbate this deficiency. In order to provide the additional fire station staffing required to meet the standard, for both the current population of Seaside, as well as additional future population from buildout of the Specific Plan, expansion of the either the existing SFD fire station or the POM Fire Department station or construction of a new fire station could be required. With the expansion of fire department facilities and employees to serve the Plan Area and existing needs of the City, SFD response times would be maintained.

As described in the Section 4.13.1, *Setting*, the Plan Area currently includes the POM fire station located on the east side General Jim Moore Blvd between Lightfighter Drive and Gigling Road. While

this fire station is included as a permissible use in the Specific Plan, it may be removed during Phase I of the Proposed Project, with a new fire station being constructed at another location. The new facility would be a shared-use facility between POM, the City of Seaside, and the City of Marina, all of whom share a mutual aid agreement (Monterey and Seaside 2010, POM Fire Department and Seaside Fire Department 2010, Marina and Seaside 2013). The joint peninsula fire services are currently analyzing the best location for a new fire station. While no specific site or development plan has been selected for this fire station, for the purposes of this environmental analysis it has been assumed that a new 15,000 square foot fire station would be constructed and operational before the closure of the existing fire station and located on an approximately two-acre site in proximity to the Plan Area. The environmental impacts of such a facility have been analyzed as part of the Proposed Project, to the extent feasible based on available information. Although it is likely that the shared-use fire station would require the purchase of additional equipment, such as advanced life support medical equipment to provide adequate response capacity to the facility in the future, such equipment would not result in physical environmental impacts. Therefore, while the Proposed Project would generate additional demand, it would not result in a significant physical environmental impact not already analyzed and disclosed in the other resource chapters of this EIR, therefore impacts would be less than significant.

Police Protection

Development of the Proposed Project would increase the number of individuals frequenting the Plan Area. This increase in activity level at the site may deter some crime, as greater numbers of people can typically deter criminal activity. Additionally, development of the Proposed Project would be required to conform to the Specific Plan's standards that require utilization of Crime Prevention Through Environmental Design (CPTED). CPTED, which is aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks would be implemented, and thus, a proportional increase in the number of incidences is not anticipated.

The additional retail and entertainment uses would still increase the demand for police services due to calls related to shoplifting, traffic violations, and other similar issues related to residential, retail, and entertainment uses. Similar to fire protection services, the increase in population from buildout of the Proposed Project would also generate demand for police officers. To maintain the existing ratio of 1.2 officers per 1,000 residents, the Proposed Project would require 5.9 new police officers to be added to the SPD. The population generated by the Proposed Project would contribute to increased police service demands.

Existing police facilities are not meeting the accommodation requirements of the existing officers and personnel. In order to provide the additional SPD staffing for both the current population of Seaside and maintain response times, as well as additional future population from buildout of the Proposed Project, expansion of the existing SPD facilities or construction of a new SPD facility could be required (Pridgen 2019).

A 1,000-square foot expansion of SPD facilities would likely occur at the existing SPD facility at 440 Harcourt Avenue. A future new police station would likely be located within the city limits of Seaside and would likely be on an infill lot; however, specific sites for future facilities, if necessary, have not been identified (Pridgen 2019). An evaluation of the environmental impacts of implementation of the facilities is not feasible at this time, given that a location and other design details are unknown, but given the likely location of the new police station on an infill site, environmental impacts are unlikely to be significant.

In summary, the Proposed Project would generate additional demand that may necessitate in the construction of new or expanded police protection facilities. However, based on existing information, the construction of such facilities is not anticipated to result in significant environmental impacts. Therefore, the Proposed Project would have a less than significant impact.

Mitigation Measure

Impacts would be less than significant.

Significance After Mitigation

Less than significant.

Threshold 1c and 1e: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school, library or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives?

Impact PS-2 THE PROPOSED PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE CONSTRUCTION OF NEW OR PHYSICALLY ALTERED SCHOOL, LIBRARY, OR OTHER PUBLIC FACILITIES IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER OBJECTIVES, AND PURSUANT TO STATE LAW, PAYMENT OF IMPACT FEES TO MITIGATE DEMAND ON SCHOOL FACILITIES WOULD BE REQUIRED. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Schools

Students residing within the Plan Area and attending public schools would likely attend George C. Marshall Elementary School, Seaside Middle School, and Seaside High School, because these are the closest MPUSD public schools to the Plan Area. Table 4.13-4 summarizes the 2017-2018 enrollment, maximum capacity, and remaining capacity of these schools.

Table 4.13-4 MPUSD School Capacity Analysis

School Name	2017-2018 Enrollment ¹	Maximum Capacity ²	Remaining Capacity
George C. Marshall Elementary	534	725	191
Seaside High	1,059		
Seaside Middle	701	1,850	90

¹ DOE 2018.

² McFadden 2018.

As shown in Table 4.13-5, based on student generation rates identified in the MPUSD 2017 *Developer Fee Justification Document for Residential, Commercial, and Industrial Development* (MPUSD 2017), the buildout of the Proposed Project would generate approximately 931 students. This includes approximately 651 students associated with new single-family and multi-family housing units. The remaining 280 students would be generated by new commercial and industrial development; because some of the workers would have school-aged children, it is anticipated that these uses would also generate students in the District (MPUSD 2017). The generation rates used for this analysis are considered conservative, as they do not consider the likelihood that some units in the Plan Area would be utilized by existing college students who are less likely to have K-12 age children.

Table 4.13-5 Estimated Student Generation

Land Use Type	Buildout for Specific Plan	Employees Per Square Foot	Employees Per Land Use Type	Dwelling Units Per Employee	Total Employee Dwelling Units	Student Generation Rate (students per dwelling unit)	Estimated Number of Students
Single Family Housing	885 dwelling units	–	–	N/A	–	0.60	531
Multi-Family Housing	600 dwelling units	–	–	N/A	–	0.20	120
Hotel	175,000 sf ¹	0.00113	197.75	0.78	154.25	0.40	62
Youth Hostel	45,000 sf ²	0.00113 ³	50.85	0.78	39.67	0.40 ²	16
Retail, Dining, and Entertainment	150,000 sf	0.00271 ⁴	406.50	0.78	317.07	0.40 ²	127
Office, Flex, and Makerspace and Light Industrial	50,000 sf	0.00480 ⁵	240	0.78	187.2	0.40 ²	75
Total							931

¹ Maximum square footage for the hotel (if full service) is approximately 175,000 square feet. Source: Overmeyer 2019.

² Source: Overmeyer 2019

³ Lodging Category from Commercial/Industrial Development, K-12 Students Per Dwelling Unit, pg 12

⁴ Neighborhood Shopping Center from Commercial/Industrial Development, K-12 Students Per Dwelling Unit, pg 12

⁵ Standard Commercial Office Space from Commercial/Industrial Development, K-12 Students Per Dwelling Unit, pg 12

Industrial Uses calculated in this table as standard commercial office to be conservative. Industrial Uses result in fewer employees per square foot than standard office commercial.

Source: MPUSD 2017

As the Proposed Project is developed, the applicant(s) would be required by law to pay school impact fees at the time building permits are issued. These fees are used by MPUSD to mitigate impacts associated with long-term operation and maintenance of school facilities. The applicant’s fees would be determined at the time of the building permit issuance and would reflect the most current fee amount requested by MPUSD. Pursuant to Section 65995(h) of the California Government Code, payment of these fees “is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property, or any change in government organization or reorganization.”

Furthermore, based on the estimate of 931 new students resulting from the buildout of the Proposed Project, MPUSD confirmed that they are not at capacity District-wide and would be able to absorb new and incoming students. If a school within the District becomes full, students could transfer to another school in the District (see Table 4.13-2). To address any shortfalls in capacity at a particular school site that may be unavoidable through intradistrict transfers, MPUSD would install new portable classrooms to address the growth (McFadden 2019). Installation of these portable classrooms is not anticipated to result in significant environmental effects due to the limited area that is typically required to install a portable (modular) classroom and the urban location. Therefore, impacts to schools are considered less than significant without mitigation. Furthermore, the

Proposed Project's trip generation rates include trips associated with transportation to and from school facilities.

Public Libraries

The Proposed Project is intended to serve the growing CSUMB community as well as future City residents. As discussed in Section 4.13.1, *Setting*, the City is currently served by one public library, the Seaside Branch Library, which is part of a larger network of public libraries in the Monterey County Free Libraries Network. In addition, CSUMB's Tanimura and Antle Family Memorial Library, located on Divarty Street approximately 2,000 feet north of the Plan Area, serves the CSUMB community (CSUMB 2017). The Proposed Project would introduce approximately 4,900 new residents, which would be expected to increase library service utilization rates. According to the Monterey County Free Libraries Network, approximately 49 percent (17,105 residents) of Seaside residents are registered for a library card (Shields 2019). Thus, it can be conservatively anticipated that library services would increase by approximately 2,401 additional registrants (49 percent of the projected new residents) as a result of the Proposed Project. These additional registrants would check out additional items from the library, but such increased demand for books and other materials would not necessarily compel the construction of a new or expanded library facility in the City. In addition, the construction of a new library in the West Broadway Urban Village Specific Plan Area, as identified in *Draft Seaside 2040*, would alleviate some of this additional demand, once constructed. Lastly, the Proposed Project is intended to accommodate growth at CSUMB; as such, a number of Plan Area residents would consist of CSUMB students. These Project residents would be served by CSUMB's Tanimura and Antle Family Memorial Library, further lessening demand on the Seaside Branch Library. Because adequate existing and planned facilities are available, the Proposed Project would not require construction of new or expanded library facilities. This impact would be less than significant.

Mitigation Measure

No mitigation measures are required.

Significance After Mitigation

Less than significant.

- Threshold 1d:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives?
- Threshold 2:** Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Threshold 3:** Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact PS-3 THE PROPOSED PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED PARKS, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER OBJECTIVES AND WOULD NOT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED. THE ENVIRONMENTAL IMPACTS OF NEW RECREATIONAL FACILITIES PROPOSED BY THE PROPOSED PROJECT ARE ADDRESSED IN THIS EIR. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Seaside currently has 458.5 acres of land designated as parks and recreation facilities, including former Fort Ord lands not considered part of the National Monument. Based on the current 2017 population of Seaside of 34,165 people (DOF 2018), there are approximately 13.4 acres of parks and open space per every 1,000 residents. This does not include other recreational areas in close proximity to the Plan Area, such as (1) the 979 acres of park space with the Fort Ord Dunes State Park located immediately west of the City's border and approximately 1,300 feet west of the Plan Area, (2) other beaches outside the state park area at the southern end of the City's western border, (3) approximately 70 acres of CSUMB land directly north of the Plan Area designated for recreational areas and open space which currently include an Aquatics center, student recreation field, the disc golf course, the Otter Sports Center, and hiking trails, and (4) park space on former Fort Ord lands.

Many of these parks do not have a quantifiable capacity and depend upon activities which can vary on a day-to-day basis. If certain facilities are being used (i.e., soccer field), individuals may elect to participate in ongoing activities or chose alternate activities in the area. The Specific Plan allocates approximately nine acres of the Plan Area for public open space and 3.3 acres for private open space. Specific Plan Section 3.4, *Open Space Network and Type Standards*, defines the open space network within the Plan Area and provides standards for each of the seven open space types. Refer to Figure 3.17, *Open Space Types Plan*, in the Specific Plan, which depicts the type and location of public open space required in the Plan Area. The Specific Plan also contains bicycle network and facility standards and open space network and type standards. The bicycle network and facility standards include requirements associated with different bicycle facilities that ensure appropriate bicycle facilities are incorporated into the design of the Plan Area to seamlessly integrate with the thoroughfare and open space networks in the area. The open space network and type standards contained in the Specific Plan identify types of open space that would be designed to provide a high level of connectivity throughout the Plan Area and provide a range of open space amenities, such as

playgrounds, parks, open space easements, or hardscaped plazas capable of hosting community events.

Impacts of providing this open space are analyzed as part of buildout of the Proposed Project and included the analyses in the individual resource sections of this EIR. With implementation of the Proposed Project, there would be a total of 467.5 acres of public parks within the City of Seaside (not including the three acres of private open space), and a population of 39,065, which would result in approximately 12 acres of park space per 1,000 residents of Seaside.

While the Proposed Project allocates approximately nine acres of the Plan Area for public open space, the population and employment growth accommodated by the Proposed Project would increase demand and use of existing park and recreational facilities, as would connectivity via bicycle facilities, described above. While implementation of the Proposed Project would result a ratio of approximately 12 acres of park space per 1,000 residents, it is not anticipated that this would result in new or physically altered parks or recreational facilities not already analyzed as part of the Proposed Project, and would not result in substantial physical deterioration of existing parks. As noted above in the regulatory setting, state standards seek to maintain three acres of park space per 1,000 residents, and many cities throughout the state maintain such facilities with much lower ratios. Additionally, the site would have access to its own private and public open space and recreational areas, other on-site recreational facilities such as the increased bike and pedestrian paths through the Plan Area, and have access to numerous other off-site recreational areas, including the Dunes State Park, the CSUMB facilities, public beaches, and park space on former Fort Ord lands.

Implementation of the Proposed Project would not place demands on existing or future parks or recreational facilities such that substantial physical deterioration would occur. While existing and future parks would need periodic maintenance, the increased demand for parks and other recreational facilities would not outpace routine maintenance. Also, the Proposed Project would not require construction of new parks or recreational facilities other than those already analyzed in this EIR. Impacts would therefore be less than significant.

Mitigation Measure

No mitigation measures are required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines Section 15065(a)(3)).

Fire Protection

The geographical scope for cumulative fire protection impacts is the SFD service area. This geographic scope is appropriate because projects within this area, like the Proposed Project, will increase the demand from SFD. Development that is considered part of the cumulative analysis includes buildout of the City of Seaside General Plan.

For this analysis, a cumulative impact would occur if the growth within the service area requires physical expansion of serving facilities such as construction of a new fire station that would result in adverse physical impacts. *Draft Seaside 2040* projections assume that the City's population will grow by approximately 12,027 new residents, 3,228 new housing units, and 2,437 new jobs between 2018 and 2040. The city's planning process has already accounted for potential growth that may require an expansion of fire services throughout the City. Fire protection services are maintained and expanded through property taxes and collection of fees that grow incrementally as development occurs within a service area. Providing for new equipment, facilities and staffing is assessed as part of the City's annual fiscal budget process. SFD participates in both Mutual Aid and Automatic Aid agreements with other fire departments in the region, including the City of Marina, and the POM Fire Department, which provides automatic aid to those areas located on the former Fort Ord, including the Plan Area (POM and Seaside 2010). AMBAG growth projections used as the basis of cumulative impacts analysis in this EIR take into consideration future growth anticipated in local general plans, such as that of the City of Seaside. As stated previously regarding the construction of a new fire station to accommodate the increased demand on fire protection services, the environmental impacts of such a facility have been analyzed as part of the Proposed Project, to the extent feasible based on available information. Although it is likely that the shared-use fire station would require the purchase of additional equipment, such as advanced life support medical equipment to provide adequate response capacity to the facility in the future, such equipment would not result in physical environmental impacts. Therefore, significant cumulative impacts related to adverse physical impacts from new or physically altered fire protection services would not occur. Cumulative impacts would be less than significant.

As described under Impact PS-1 above, the Proposed Project would generate additional demand for fire protection services. The existing POM fire station in the Plan Area may be removed during Phase I of the Proposed Project, with a new fire station constructed at another location. The environmental impacts of such a facility have been analyzed as part of the Proposed Project. Furthermore, a new fire station would undergo separate environmental review pursuant to CEQA when additional details about the project are known. Therefore, while the Proposed Project would generate additional demand, it would not result in a significant physical environmental impact not already analyzed and disclosed in the other resource chapters of this EIR. The Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to fire protection services.

Police Protection

The geographical scope for cumulative police protection impacts is the SPD service area, which entails the City of Seaside. This geographic scope is appropriate because projects within this area, like the Proposed Project, will increase the demand from SPD. Development that is considered part of the cumulative analysis includes buildout of the City of Seaside General Plan.

Cumulative impacts would occur if growth within the service area requires the construction of a new or the expansion of an existing police station that would result in significant adverse physical impacts. The Proposed Project would result in new police officers that would need to be added to the SPD. An expansion of SPD facilities would be likely occur at the existing SPD facility at 440 Harcourt Avenue; or at another infill lot within the City. An evaluation of the environmental impacts of the facilities is not feasible at this time. The construction of such facilities are not anticipated to result in significant environmental impacts, as this expansion would likely be on an infill lot at the existing SPD facility within the City. Cumulative impacts would be less than significant. Therefore,

the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact related to police protection services.

Schools

The geographical scope for cumulative school impacts is the MPUSD. This geographic scope is appropriate because projects within this area, like the Proposed Project, will increase the demand on MPUSD services. This geographic scope is appropriate because projects within this area, like the Proposed Project, will increase the demand on MPUSD services. Development that is considered part of the cumulative analysis includes buildout of the City of Seaside General Plan.

Cumulative impacts would occur if growth within the district would result in significant adverse physical impacts with the provisions for, or the need for, new or physically altered school facilities. The Proposed Project includes the development of up to 1,485 new housing units; 250 hotel rooms; 75 youth hostel beds; 150,000 square feet (sf) of retail, dining, and entertainment uses; and 50,000 sf of office, flex, makerspace, and light industrial uses; as well as park/recreational areas, which would generate additional an estimated 931 new students in the service area that would increase the demand for school facilities. As described under Impact PS-2, MPUSD is not at capacity District-wide and would be able to absorb new and incoming students from cumulative projects. A school within the District becomes full, students could transfer to another school in the District, or demand could be met through the addition of new portable classrooms, which are not anticipated to result in a significant environmental effect. Cumulative development, including the Proposed Project, is required to pay school impact fees at the time building permits are issued. These fees are used by MPUSD to mitigate cumulative impacts associated with long-term operation and maintenance of school facilities. Because the District has adequate capacity to serve cumulative development, cumulative impacts would be less than significant and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact regarding school services.

Libraries

The geographical scope for cumulative library impacts is the Monterey County Free Library network. This geographic scope is appropriate because projects within this area, like the Proposed Project, will increase the demand on MPUSD services. Development that is considered part of the cumulative analysis includes buildout of the County of Monterey General Plan.

Cumulative impacts could occur if growth within the system requires the construction of new or the expansion of an existing library that would result in adverse physical impacts. Cumulative population growth, including the Proposed Project, would increase the demand for new libraries. However, cumulative projects are expected to utilize the CSUMB library and the future planned library within the West Broadway Urban Village Specific Plan Area. Because new (unplanned) or expanded facilities would not be required, cumulative impacts would be less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact regarding library services.

Parks and Recreation

The geographic scope for cumulative parks and recreation impacts is five miles surrounding the Plan Area. This geographic scope is appropriate because this is assumed to be the average distance an average resident is willing to travel to utilize a park or recreational facility. The Plan Area is located in the City of Seaside, and public parks within the City are maintained by the Seaside Public Works Department. Additional recreational facilities are also located within the five-mile radius under the

jurisdiction of CSUMB (e.g., softball fields) and state and federal jurisdiction (i.e., Fort Ord Dunes State Park and Fort Ord National Monument). Development that is considered part of the cumulative analysis includes buildout of the cities of Seaside and Marina General Plans, and development projects at the CSUMB campus.

Currently, the City provides 13.4 acres of park space per 1,000 residents, which exceeds the California Quimby Act target of 3.0 acres per 1,000 acres (CGC 66477). A ratio of 12 acres per 1,000 residents is further identified as a citywide park standard ratio in *Draft Seaside 2040*. With the addition of over 12,000 new residents expected by 2040, including the Proposed Project, maintaining a standard of 12.0 acres per 1,000 residents would require an additional 150 acres of new parks and open space. Seaside's demographics – with more children than the County average – highlights the demand for new park spaces, but the buildout of Seaside East alone is anticipated to add over 120 acres in parks, open space, and recreational commercial uses and 150 acres of recreational-open space (including habitat management areas), according to the estimates in the Land Use and Community Design Element of this General Plan (Table 3; City of Seaside 2019). Similarly, it is anticipated that the Fort Ord National Monument would open and provide access to over 900 acres within Seaside. This would achieve a ratio greater than 30 acres per 1,000 residents in 2040. The Proposed Project's incremental impact on parks and recreational facilities was evaluated in light of the *Draft Seaside 2040* Park Ratio and Standard under Goal PO-1.

Cumulative impacts to parks and recreational facilities would occur if development, and related population growth, within the City increases the use of existing facilities such that substantial physical deterioration of those facilities would occur, or if new facilities would need to be constructed or existing facilities expanded that would have an adverse effect on the environment. Further, any subsequent subdivision project that would increase the population would be required to comply with the Quimby Act, which may require parkland dedication or an in-lieu fee as well as providing its own on-site open space and recreational amenities. As discussed, the development the Proposed Project in combination with other development in the City would result in an increase in the use of the existing recreational facilities; however, the Proposed Project would not substantially degrade existing facilities or result in physical impacts associated with the construction of new facilities. Furthermore, cumulative development would also be required to dedicate parkland or pay in-lieu fees. Therefore, cumulative impacts related to new or expanded park and recreation facilities, or the physical deterioration of existing park and recreation facilities, would be less than significant, and the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact regarding park and recreation facilities.

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4.14 Transportation

This section presents the analysis of transportation impacts of the Proposed Project, including key assumptions, methods, and results. The analysis in this section is based on the Campus Town Specific Plan Transportation Analysis (Transportation Analysis) prepared by Fehr & Peers in June 2019 (Fehr & Peers 2019). The Transportation Analysis is included in Appendix K.

This section provides a description of the physical environment near the Proposed Project at the approximate time of the Environmental Impact Report's Notice of Preparation to characterize the existing conditions related to transportation. This section also describes changes to existing and future (i.e. long term) transportation conditions that would occur under the Proposed Project for the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The analysis of transportation was performed based on the vehicle miles traveled (VMT) metric.

4.14.1 Setting

a. Existing Roadway System

Regional access to the Campus Town Specific Plan Area (Plan Area) is provided by State Route (SR) 1. Primary local access to the Plan Area is through 2nd Avenue, General Jim Moore Boulevard, 6th Avenue, and 7th Avenue on the north side of the Plan Area, Lightfighter Drive and Gigling Road on the west of the Plan Area, General Jim Moore Boulevard and Parker Flats Cutoff on the south side of the Plan Area, and Colonel Durham Street and Gigling Road on the east side of the Plan Area.

- **State Route 1 (SR 1)** is a state highway in Monterey County, providing access to Watsonville and Santa Cruz to the north via Seaside, Marina, and Castroville, and to San Luis Obispo to the south via Monterey and Carmel. Through its connection to SR 156 in Castroville, it also provides access to US 101 and the greater San Francisco Bay Area. Through Marina and Seaside, SR 1 has a posted speed limit of 65 miles per hour (mph), and provides four lanes north of the Del Monte Boulevard interchange, six lanes south of Del Monte Boulevard interchange to the Fremont Boulevard/Del Monte Boulevard interchange, and returns to four lanes south of the Fremont Boulevard/Del Monte Boulevard interchange.
- **2nd Avenue** connects Lightfighter Drive in Seaside with Imjin Parkway in Marina, along the western edge of California State University, Monterey Bay (CSUMB). 2nd Avenue is a north-south arterial street in Marina and Seaside with four lanes from Imjin Parkway to 10th Street, two lanes from 10th Street to Divarty Street, and returns to four lanes south of Divarty Street. 2nd Avenue has right-turn and left-turn channelization on the entire stretch of the street. 2nd Avenue has bike lanes north of Divarty Street to Imjin Parkway. The speed limit on 2nd Avenue is 35 mph.
- **General Jim Moore Boulevard** is a four-lane arterial with a 45-mph speed limit that extends from Canyon del Rey Boulevard to Lightfighter Drive in Seaside. In Marina, the street is a two-lane arterial from Lightfighter Drive to Fifth Street with a posted speed limit of 30 miles per hour.
- **6th Avenue** is a north-south connector that connects the Plan Area and the CSUMB campus. 6th Avenue extends from Gigling Road to the south to Eighth Street to the north.
- **7th Avenue** is a north-south connector that connects the Plan Area and the CSUMB campus. 7th Avenue extends from Gigling Road to the south to Inter-Garrison Road to the north.

- **Parker Flats Cutoff** is a four-lane arterial with a 35 mph speed limit that extends from Canyon del Rey Boulevard to Lightfighter Drive in Seaside. In Marina, the street is a two-lane arterial from Lightfighter Drive to Fifth Street with a posted speed limit of 30 miles per hour.
- **Lightfighter Drive** starts from the SR 1 ramps as an east-west street that continues as north-south street Melmedy Road at Colonel Durham Street from the SR 1 interchange to General Jim Moore Boulevard, the street is a four-lane divided major arterial with a 40-mph speed limit. East of General Jim Moore Boulevard, Lightfighter Drive is a two-lane minor arterial with a 25-mph speed limit.
- **Colonel Durham Street** is a two-lane local street that extends between Lightfighter Drive to the west and Eighth Avenue to the east. The street has pedestrian facilities along one or both sides west of 6th Avenue, and although it is a local street, the speed limit is 35 mph along its entirety.
- **Gigling Road** is a two-lane arterial that extends from east of SR 1 to Eighth Avenue, and extends past Seaside as Watkins Gate Road that ends at Reservation Road. This street has a 30-mph speed limit.

b. Existing Truck Routes

SR 1 is identified as part of the regional truck network. The freeway is intended to move goods efficiently in the cities of Marina and Seaside, between outlying agricultural uses, and packing/distribution centers. Additionally, the freeway serves to separate truck traffic from local streets where the larger vehicles may conflict with other uses.

The City of Seaside (City) designates and describes streets that permit commercial vehicles exceeding three tons as truck routes with appropriate signage. However, the City does not have an existing truck route network. It should be noted that in the Mobility chapter of *Draft Seaside 2040*, a truck route network is presented and polices are included to reduce impacts on residential neighborhoods.

c. Existing Transit Service

The public transit system that connects the Plan Area to the greater Monterey and Salinas area is operated by the Monterey-Salinas Transit District (MST). Five bus routes serve stops in or along the boundary of the Plan Area: Routes 12, 18, 67, 74, and 75. Figure 4.14-1 shows the map of the transit service and route access from the Plan Area to major points of interest throughout the region. Table 4.14-1 shows the average weekday headway for each of the five routes.

Figure 4.14-1 Existing and Planned Transit Network



Source: Monterey-Salinas Transit, 2018

- Specific Plan Area
 - California State University Monterey Bay Campus
 - Monterey-Salinas Transit (MST)**
 - Regular Service Routes
 - Express/Select Trips
 - Planned Monterey LRT
- | | |
|--------------|------------------------|
| 20 minutes: | 26 |
| 60 minutes: | 18, 16, 19, 25, 75, 76 |
| 120 minutes: | 67 |
| Limited: | 12, 74, 75 |

Source: Fehr & Peers

Table 4.14-1 Existing Transit Route Headways

Route	Description (to/from)	Hours of Operation	Average Weekday Headway
12	The Dunes - NPS	6:45am to 5:38pm	Varies between one and four hours
18	Monterey - Marina	6:07am to 10:45pm	Every 60 minutes
67	Presidio - Marina	Friday from 2:15 pm to 10:10 pm Weekends from 10:15am to 10:10 pm	Every 120 minutes on Fridays Every 60 minutes on weekends
74	Presidio – Toro Park	6:30am to 6:00 pm	One route in each direction in the morning and one evening route towards Toro Park
75	Presidio – Marshall Park Express	5:55 am to 9:56 pm	Varies between 60 to 120 minutes

Source: Fehr & Peers 2019

Most of the bus stops serving the Plan Area stop along Lightfighter Drive to the north and along Gigling Road to the south. Route 12 has one stop at General Jim Moore Boulevard/Lightfighter Drive and three stops along Gigling Road between General Jim Moore Boulevard and 6th Avenue to the east. Route 18 has one stop at General Jim Moore Boulevard/Lightfighter Drive and three stops along Gigling Road between General Jim Moore Boulevard and Noumea Road to the west. Routes 64, 74, and 75 all stop at bus stops along Gigling Road between General Jim Moore Boulevard and Noumea Road, and Route 64 stops at several more bus stops along Gigling Road between General Jim Moore Boulevard and 6th Avenue.

Students, staff, and faculty of CSUMB receive free unlimited access on all MST regular bus routes with their CSUMB Otter ID card. Additionally, all transit users with physical disabilities have access to the MST paratransit program (RIDES). This service operates on a point-to-point basis. Appointments are required to guarantee service, and service is not available on weekends or holidays.

d. Existing Bicycle Facilities

While a number of bicycle routes are planned, the only existing bicycle facility in the Plan Area is a Class III bicycle route along 6th Avenue as identified in the TAMC *Active Transportation Plan for Monterey County* (2018), which ends north of the Plan Area and the CSUMB campus. However, this route is not currently delineated with signage or pavement markings. The City uses the Caltrans Highway Design Manual (Chapter 1000: Bikeway Planning and Design) to create four general bikeway facility classifications:

- **Class I Bikeways (Multi-Use Path).** Multi-use paths provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. Regionally, the Monterey Recreational Trail is a multi-use path that provides north-south connectivity for Seaside and Marina along SR 1. Additionally, a multi-use path exists along 2nd Avenue between Lightfighter Drive and Divarty Street.

- **Class II Bikeways (Bicycle Lanes).** Bicycle lanes, typically at least five feet wide, are dedicated for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.
- **Class III Bikeways (Bicycle Boulevards/Bicycle Routes).** Bicycle boulevards/routes are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to provide a connection to other bicycle facilities where dedicated facilities are infeasible, or designate preferred routes through high-demand corridors.
- **Class IV Bikeways (Separated Bikeways).** Separated bikeways provide a right-of-way designated exclusively for bicycle travel in a street and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars. *Draft Seaside 2040* identifies future Class IV facilities along Gigling Road between 2nd Avenue and 7th Avenue and along Lightfighter Drive between General Jim Moore Boulevard and SR 1.

Figure 4.14-2 depicts existing and planned bicycle facilities in and near the Plan Area.

e. Existing Pedestrian Facilities

The existing pedestrian network in the Plan Area has many gaps and opportunities for improvements. Areas along General Jim Moore Boulevard and Gigling Road have a high-quality walking environment with many destinations within a close walking distance. Other areas in and near the Plan Area lack sidewalks. Figure 4.14-3 shows where existing sidewalks and sidewalk gaps are located on in near the Plan Area.

Arterials such as Lightfighter Drive and Gigling Road have sidewalks on one side of their street. Many local streets in and near the Plan Area do not have sidewalks and create gaps in the pedestrian network, although several local streets have sidewalks along one side of the street. In some areas, the natural topography is at a moderate grade that may impede pedestrian travel for some users. Some pedestrian crossings at intersections also do not have ADA-accessible ramps. Distances between major destinations are beyond a 10-minute walk coupled with a windy, foggy coastal climate can deter pedestrian or bicycle movement.

Figure 4.14-2 Existing and Planned Bicycle Facilities Network

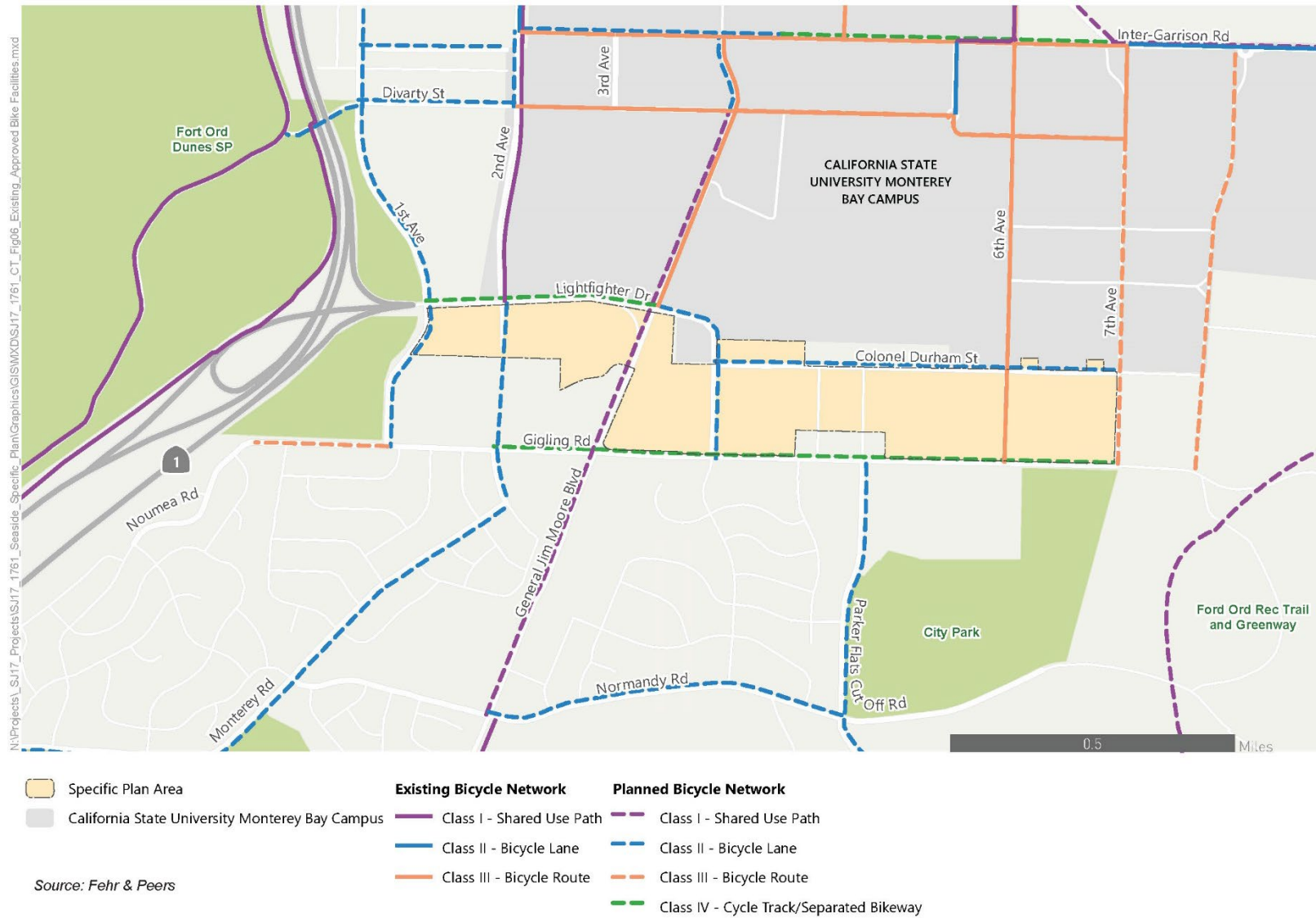
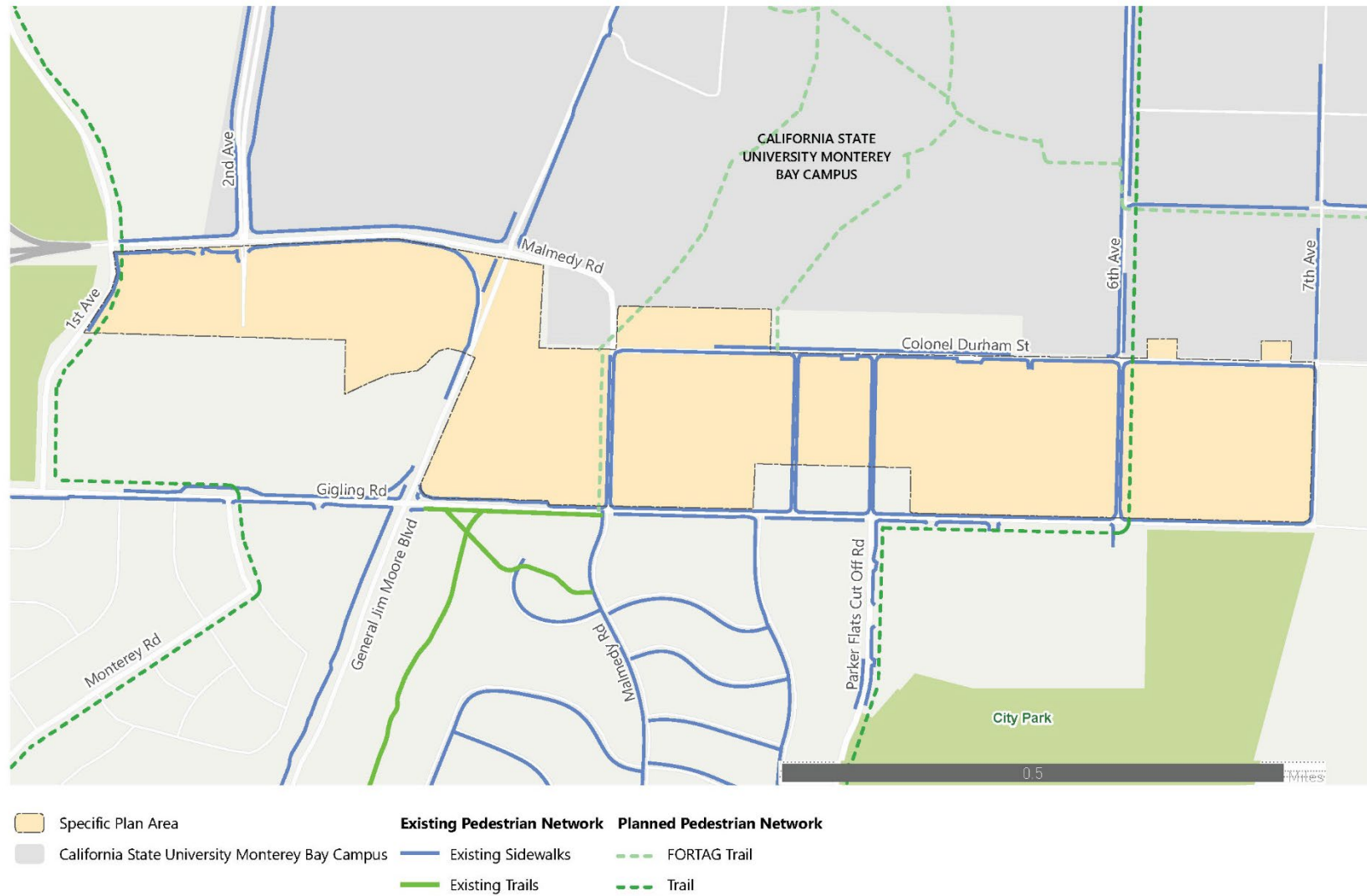


Figure 4.14-3 Existing and Planned Pedestrian Facilities Network



Source: Fehr & Peers

4.14.2 Regulatory Setting

a. Federal

Americans with Disabilities Act

Title III of the ADA (codified in Title 42 of the U.S. Code [USC]), prohibits discrimination on the basis of disability in places of public accommodation (i.e., businesses and non-profit agencies that serve the public) and commercial facilities (i.e., other businesses). This regulation includes Appendix A to Part 36, Standards for Accessible Design, which establishes minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. These accessibility requirements also apply to transportation facilities and their components (including sidewalks, crosswalks, etc.) and the interface between these facilities and the land uses they serve (such as accessibility between sidewalk and on-site pedestrian circulation features like walkways).

b. State

California Transportation Development Act

The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act (SB 325), was enacted in 1971 to improve public transportation services and encourage regional transportation coordination. This law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. The Transportation Development Act provides two funding sources: 1) the Local Transportation Fund, which is derived from a percentage of the general sales tax collected statewide; and 2) the State Transit Assistance Fund, which is derived from the statewide sales tax on diesel fuel.

State Senate Bill (SB) 743

SB 743, which was signed into law by Governor Brown in 2013, tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” It also states that alternative measures of transportation impacts may include VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see Pub. Resource Code, Section 21099, subd. (b)(2)). In addition to new exemptions for projects that are consistent with specific plans, the draft SB 743 guidelines replace congestion based metrics, such as auto delay and level of service, with VMT as the basis for determining significant impacts. Therefore, the City has evaluated the Proposed Project using VMT analysis.

California's Complete Streets Act

The California Complete Streets Act (AB 1358) adopted in 2008 requires that cities and other public agencies incorporate “complete street” policies when updating their General Plan Circulation Element, to ensure that Complete Streets principles are incorporated. Complete Streets Law was signed into law as AB 1358. It requires that cities plan for the needs of all users, including bicyclists and pedestrians, when updating local general plans. Caltrans specifically adopted Deputy Directive

64, which addresses the needs of people of all ages and abilities concerning transportation planning. It also recognizes that transportation improvement projects are opportunities to improve safety, access, and mobility for motorists, bicyclists, pedestrians, and transit users. The Complete Streets Implementation Action Plan provides an overview of the program (Caltrans 2010).

A stated goal of the Proposed 2040 General Plan is to place a greater emphasis on bicycle, pedestrian and transit circulation standards and planned improvements.

c. Regional

Association of Monterey Bay Area Governments (AMBAG) 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy, Amendment No. 1

Amendment No. 1 of the Metropolitan Transportation Plan (MTP) and its Sustainable Communities Strategy (SCS), approved by the Association of Monterey Bay Area Governments (AMBAG) Board of Directors on June 13, 2018, is a comprehensive planning effort that coordinates land use patterns and transportation investments with the objective of developing an integrated, multimodal transportation system. The MTP/SCS is built on a set of integrated policies, strategies, and investments to maintain and improve the transportation system to meet the diverse needs of the regional through 2035. The Plan describes where and how the region can accommodate the projected 42,000 more households and 64,000 new jobs between 2010 and 2035 and details the regional transportation investment strategy over the next 25 years.

The MTP/SCS goals and policies place a greater emphasis on the provision of bicycling, walking and transit facilities to accommodate travel. The MTP/SCS recommends the provision of Complete Streets improvements, including pedestrian-oriented programs that are primarily implemented by local jurisdictions.

Transportation Agency for Monterey County (TAMC), Regional Transportation Plan (RTP)

Updated every four years, the Regional Transportation Plan (RTP) prepared by the Transportation Agency for Monterey was most recently updated in 2018 and includes a set of goals tied to sets of objectives and performance measures:

- **Access & Mobility:** Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight trips.
- **Safety & Health:** Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.
- **Environmental Stewardship:** Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of greenhouse gases.
- **Social Equity:** Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.
- **Economic Benefit:** Invest in transportation improvements – including operational improvements – that re-invest in the Monterey County economy, improve economic access and improve travel time reliability and speed consistency for high-value trips. Optimize cost-effectiveness of transportation investments.

TAMC Active Transportation Plan for Monterey County

The 2018 TAMC *Active Transportation Plan* is an update of the 2011 Bicycle and Pedestrian Master Plan, which identifies all existing and proposed bicycle and pedestrian facilities in Monterey County. This Plan identifies remaining gaps in the bicycle and pedestrian network and opportunity areas for innovative bicycle facility design. Its vision is: “Active transportation will be an integral, convenient and safe part of daily life in Monterey County for residents and visitors of all ages and abilities.” The goals of the Plan are as follows:

- **Active Transportation Trips:** Increase the proportion of trips accomplished by biking and walking throughout Monterey County.
- **Safety:** Improve bicycle and pedestrian safety.
- **Connectivity:** Remove gaps and enhance bicycle and pedestrian network connectivity.
- **Equity:** Provide improved bicycle and pedestrian access to diverse areas and populations in Monterey County via public engagement, program delivery and capital investment.
- **Education:** Increase awareness of the environmental and public health benefits of bicycling and walking for transportation and recreation.
- **Quality Facilities:** Improve the quality of the bike and pedestrian network through innovative design and maintenance of existing facilities.

This Plan includes a map of proposed bicycle facilities, which was used to evaluate the consistency of the Proposed Project with the TAMC Plan.

TAMC Fee

TAMC and its member jurisdictions have adopted a countywide, regional impact fee to cover the costs for studies and construction of many improvements throughout Monterey County. This impact fee, which went into effect on August 27, 2008, is applied to all new development in Monterey County. The governing document for the fee is the Regional Impact Fee Nexus Study Update, which was last updated in 2013 (TAMC 2013).

1997 Fort Ord Reuse Authority (FORA) Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the Fort Ord Base Reuse Plan (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. The reuse of the former Fort Ord along with growth throughout the remainder of the region will place increased demands on the roadway system, which will require enhancements to the roadway network. The Circulation Element includes four objectives, including: 1) An efficient regional network of roadways that provides access to the former Fort Ord; 2) Provide direct and efficient linkages from former Fort Ord lands to the regional transportation system; 3) Provide a safe and efficient street system at the former Fort Ord; 4) Provide an adequate supply of on-street parking.

Some of the main policies outlined for the City are as follows. Streets and Roads Policy B-1 requires that arterial streets in former Fort Ord to have direct connections to the regional network (or to another arterial that has a direct connection to the regional network. Streets and Roads Policy C-1 requires each jurisdiction to identify the functional purpose of all roadways and design the street system in conformance with Reuse Plan standards. The FORA Design Guidelines identifies Regional Circulation Corridors Gigling, Lightfighter Drive, and General Jim Moore Boulevard as “primary” and

“secondary” transportation corridors. The “primary” FORA transportation corridors in the Plan Area are General Jim Moore Boulevard and Lightfighter Drive, each of which are designated as arterial streets by the City. Gigling Road, a designated arterial street by the City, is the only “secondary” FORA transportation corridors in the Plan Area.

Transit Policy A-1 requires each jurisdiction to coordinate with MST to provide regional bus service and facilities to serve the key activity centers and key corridors in Fort Ord. Pedestrian and Bicycles Policy A-1 requires each jurisdiction to provide and maintain an attractive, safe and comprehensive pedestrian system.

d. Local

2004 Seaside General Plan

The current adopted City General Plan contains goals and policies for transportation in the Circulation Element. Under the City’s current adopted Circulation Element, the City strives to attain a LOS C to be the upper limit of satisfactory operations for signalized intersections. For discussion of General Plan consistency, including LOS, please see Section 4.10, *Land Use and Planning*.

The General Plan also provides parking goals and policies. Goal C-4 is to “ensure adequate parking is provided throughout Seaside.” The General Plan also includes a discussion of the benefits and opportunities associated with new mixed-use development, including that businesses and residential projects have the opportunity to share parking and increase the number of trips made by active modes, such as walking or biking.

Draft Seaside 2040

Draft Seaside 2040, the City’s comprehensive plan update, presents different modal priorities than the currently-adopted 2004 General Plan. *Draft Seaside 2040* describes a vision for a multimodal network of complete streets. Goal LUD-23 highlights the desire to transform the City’s northern area into a mixed-use, economically-vibrant Campus Town that serves the student population and leverages its geographic adjacency to CSUMB. The Transportation Analysis highlights the draft *Seaside 2040* (City of Seaside 2019) goals that focus on creating accessible, complete streets for all users of the street system and paths and the transportation features in the Plan that support the key features. Key transportation goals in Seaside 2040 include:

- **LUD-1:** An urban form and structure that enhances the quality of life of residents, meets the community’s vision for the future, and weaves new growth areas together with long-established Seaside neighborhoods.
- **LUD-8:** A safe urban environment oriented and scaled to pedestrians and bicyclists.
- **LUD-10:** A network of pedestrian-oriented, human-scale and well-landscaped streetscapes throughout Seaside.
- **LUD-18:** Design new Seaside neighborhoods on former Fort Ord lands sustainably by linking land use, transportation, and infrastructure development to increase non-automobile travel, project sensitive habitat, and reduce infrastructure costs.
- **LUD-23:** Transform the City’s northern area into a mixed-use, economically-vibrant Campus Town that serves the student population and leverages its geographic adjacency to CSUMB.

Campus Town Specific Plan

- **M-1:** A citywide network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.
- **M-2:** Mobility options that serve the multimodal access and travel needs generated by new development in a manner suitable to the local context.
- **M-3:** Pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.
- **M-5:** A citywide bicycle network that connects residential, commercial, educational and recreational uses, and earns Seaside the reputation of a bicycle-friendly city.
- **M-6:** Transit service that is frequent and convenient, and maximizes ridership potential for residents, employees and visitors.
- **M-7:** A safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions.
- **M-8:** Well-managed commercial parking that supports Seaside’s businesses and limits impacts on adjacent residential neighborhoods.

Seaside 2040 also denotes the planned, bicycle, pedestrian, and transit network near the Plan Area. The Proposed Project expresses the following complete streets policy.

- **1.3.2** Utilize a “complete streets” policy to ensure that all thoroughfares are designed for character as well as capacity; that all forms of mobility are considered; and that safety for pedestrians and bicyclists is considered alongside safety for vehicle occupants.

Bicycle Transportation Plan

The Seaside Bicycle Transportation Plan (BTP), adopted in 2007, identifies the City’s existing and planned bicycle network and related infrastructure project recommendations to achieve the following goals:

- Make bicycling in Seaside safe, convenient and pleasurable for everyday transportation to work, school, errands and to connect with other transportation modes; as well as for pleasure, recreation and health
- Promote cycling as a safe, healthful, inexpensive, and environmentally benign alternative to auto travel for short trips
- Integrate bikeways bike facilities and programs into all planning activities
- Establish bikeways that link CSUMB and Fort Ord developments to services, businesses and residential areas in Seaside proper
- Encourage development of bicycle safety education and enforcement programs to improve bicycle skills, observance of traffic laws and to promote safety for all cyclists
- Develop and upgrade bikeways and related facilities to provide improved biking opportunities
- Provide secure and visible bicycle facilities that meet the needs of all bicyclists in the City
- Increase provisions for support facilities (showers and lockers) by private employers
- Provide convenient bicycle access and parking throughout the City’s transportation system
- Link City and regional bikeways to the proposed Intermodal Transportation Center to be located in the vicinity of Del Monte Boulevard and Broadway Avenue

- Uniformly apply Caltrans and City design standards and policies that promote safe, convenient and pleasurable bicycle facilities that encourage bicycle transportation
- Pursue all available bicycle funding opportunities
- Address safety issues of integrating bikeways into the motorized transportation network
- Build a network that accommodates bicyclists of all ages and riding levels
- Increase the number of bicycle commuters

The majority of the planned bikeways under the 2007 BTP would be Class III bikeways, in which bicycles and motor vehicles would share travel lanes with motor vehicles.

Seaside Municipal Code

The Seaside Municipal Code is a collection of City laws and ordinances. The Municipal Code is updated periodically to remain consistent with State and Federal laws, City Council policy direction and community standards. The Vehicles and Traffic chapter (Chapter 10) compiles City laws related to transportation, including bicycles, parking requirements, street configuration, speed limits, traffic control, and street and curb marking.

4.14.3 Impact Analysis

a. Methodology and Significance Thresholds

Significance Thresholds

Impacts would be significant if the Proposed Project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), relating to VMT, included below;
3. Substantially increase traffic-related hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
4. Result in inadequate emergency access.

CEQA Guidelines Section 15064.3, Subdivision (b)

The purpose of *CEQA Guidelines* Section 15064.3, subdivision (b) is to describe specific considerations for evaluating a project's transportation impacts. Generally, VMT is the most appropriate measure of transportation impacts, and refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact. The text of CEQA Guidelines section 15064.3, subsection (b) is as follows:

(b) Criteria for Analyzing Transportation Impacts.

- (1) **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.

Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

- (2) **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- (3) **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- (4) **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Methodology

The methodology for evaluating impacts and detailed impact criteria for transit, roadway, bicycle, and pedestrian facilities and VMT are presented below.

Transit Service Facilities

Analysis of transit services was conducted two ways: (1) transit capacity,¹ and (2) the Proposed Project's adherence to local regulation. For the transit capacity analysis, an impact would occur if the Proposed Project would create demand for public transit above the capacity which is provided or planned. In terms of adherence to local regulation, a significant impact to transit service would occur if the Proposed Project would:

- Disrupt existing transit services or facilities; or
- Conflict with an existing or planned transit facility; or
- Conflict with transit policies adopted by the City of Seaside, Monterey County, Fort Ord Reuse Authority, Transportation Agency for Monterey County, or Caltrans for their respective facilities in the study area.

¹ OPR's December 2018 Technical Advisory on Evaluating Transportation Impacts under CEQA explains "When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact" (OPR Technical Advisory, p. 19). As also discussed in OPR's SB 743 amendment package transmittal letter "Legislative findings in Senate Bill 743 plainly state that CEQA can no longer treat vibrant communities, transit, and active transportation options as adverse environmental outcomes."

Bicycle and Pedestrian Facilities

The existing 2004 General Plan describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using the General Plan as a guide, significant impacts to these facilities would occur if the Proposed Project would:

- Create a hazardous condition that does not currently exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Seaside, Monterey County, FORA, TAMC, or Caltrans for their respective facilities in the study area.

Vehicle Miles Traveled

Senate Bill (SB) 743, signed by Governor Jerry Brown in 2013, changed the way transportation impacts are identified under CEQA. Specifically, the legislation directed OPR to look at different metrics for identifying transportation impacts. In December 2018 OPR issued *Technical Advisory on Evaluating Transportation Impacts in CEQA* to assist practitioners in implementing the CEQA Guidelines revisions to use VMT as the preferred metric for assessing passenger vehicle related impacts. Along with this OPR advisory guidance, the *CEQA Guidelines* were updated in December 2018, such that vehicle LOS will no longer be used as a determinant of significant environmental impacts, and an analysis of VMT will be required.

This impact analysis is based on VMT per service population (residents plus employees). This metric is useful in distinguishing the effects of population and/or employment growth from the effects of changes in personal travel behavior. For example, population growth may cause an increase in total VMT, but if travelers change their behavior by using different travel modes or decreasing their trip lengths, then the VMT per service population metric would also decrease. For purposes of analyzing VMT, this analysis uses the AMBAG travel demand forecasting model. For details about this model, refer to the Transportation Analysis in Appendix K.

PROPOSED PROJECT GENERATED VMT PER SERVICE POPULATION

Based on guidance provided in the *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by OPR (December 2018), the City selected a VMT per service population threshold of 15 percent below existing conditions for the AMBAG region (Santa Cruz, San Benito and Monterey Counties). As explained in the Technical Advisory prepared for Implementing SB 743:

Based on OPR's extensive review of the applicable research, and in light of an assessment by the California Air Resources Board (CARB) quantifying the need for VMT reduction in order to meet the State's long-term climate goals, OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold. Fifteen percent reductions in VMT are achievable at the project level in a variety of place types. Moreover, a fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions." In its document *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals*, CARB assesses VMT reduction per capita consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance

population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project could be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals...In summary, achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals.

Given that the regional baseline VMT per service population is 36.20, a project-generated impact would occur if:

- The daily VMT per service population generated by the Proposed Project is above 30.77

The Existing with Plan Conditions, Buildout Year (2034) with Plan, and Cumulative (2040) with Plan Conditions VMT estimates for the Proposed Project are compared to this threshold to identify project and cumulative impacts. The Proposed Project generated VMT comparison is done to determine if the Proposed Project would generate more or less VMT than the regional threshold. A Plan generated VMT below the regional threshold indicates the Plan Area is likely not to rely on vehicle travel as much as other jurisdictions in the region. The Proposed Project generated VMT is compared under different time horizons to test if the Plan Area would continue to generate low VMT over time as the future land use and transportation network change.

PROPOSED PROJECT'S EFFECT ON VMT PER SERVICE POPULATION

The threshold for the Proposed Project's effect on VMT per service population is less than or equal to the respective Existing Conditions, Buildout Year (2034) Conditions, and Cumulative (2040) Conditions without the Proposed Project VMT per service population:

- Existing Conditions: AMBAG region boundary VMT per service population of 15.20;
- Buildout Year (2034) Conditions: AMBAG region boundary VMT per service population of 16.06;
- Cumulative (2040) Conditions: AMBAG region boundary VMT per service population of 16.34.

As shown above, the boundary VMT per service population is shown to increase over time. Thus, as the AMBAG region population grows, travel behavior will involve more vehicle travel and/or longer travel distances. The With Plan scenarios were compared back to their respective Without Plan scenarios to determine if the Proposed Project would have a notable effect on VMT such as generating excessive new VMT, shifting existing trips to/from other neighborhoods, and/or causing existing traffic to shift to alternate longer travel routes than the Without Plan Condition.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact T-1 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH ADOPTED PROGRAMS, PLANS, ORDINANCES, OR POLICIES REGARDING TRANSIT, ROADWAY, BICYCLE, OR PEDESTRIAN FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

For a discussion of consistency with adopted programs, plans, ordinances, or policies regarding roadways and additional transportation information, please see Section 4.10, *Land Use and Planning*, and Impact T-2 below.

Transit Impacts

Implementation of the Proposed Project would increase the number of potential transit users on the various systems serving the Plan Area, generating approximately 575 daily new public transit trips, 50 morning peak hour public transit trips, and 68 evening peak hour public transit trips. As shown in Table 4.14-2, the bus routes serving the Plan Area during the weekday peak hours currently have enough excess capacity to serve existing riders as well as anticipated new riders generated by the Proposed Project. Therefore, the Proposed Project would not create demand for public transit above the existing capacity and would have a less than significant effect on transit ridership and facilities. No mitigation measures would be required.

Table 4.14-2 Existing Transit Route Headways

Route	Peak Hour	Total Peak Hour Capacity [A] ¹	Average Existing Peak Hour Boarding ²	Plan Boarding Per Route ³	Total Boarding Per Route [B]	Over Capacity? (B/A>1?)
12	AM	123	8	5	13	No
	PM	74	6	4	10	No
18	AM	118	22	19	41	No
	PM	118	33	36	69	No
74	AM	56	33	19	52	No
	PM	56	7	5	12	No
75	AM	54	13	7	20	No
	PM	147	41	23	64	No

¹Bus capacity is a product of the average number of buses serving the route during the weekday AM and PM peak hours, and sitting and standing capacity. Peak hour capacity was calculated by dividing the peak period capacity by two.

²Calculations based on Spring 2017 Tuesday through Thursday peak period ridership data provided by MST. Peak hour boardings were calculated by dividing the peak period capacity by two.

³Plan transit ridership per route estimated based on the proportion of ridership for the route.

Source: Fehr & Peers 2019

The Proposed Project would not interfere with existing transit facilities or conflict with planned transit facilities or adopted transit system plans, guidelines, policies, or standards, including the AMBAG’s MTP/SCS, TAMC’s RTP, FORA’s BRP, the City’s 2004 General Plan, and *Draft Seaside 2040*.

The Proposed Project would implement and design new transit facilities in the Plan Area based on guidance from MST and be consistent with the 2004 General Plan and *Draft Seaside 2040* policies that support multimodal transportation options. Furthermore, implementation of the Proposed Project will likely result in new transit routes, to be determined by MST, and have a beneficial impact on transit ridership, circulation, and access. The Proposed Project proposes a new bus stop and other transit amenities along General Jim Moore Boulevard between Lightfighter Drive and Gigling Road. Therefore, it would have a less than significant impact on transit capacity and facilities, and no mitigation measures would be required.

Bicycle Impacts

While a number of bicycle routes are planned, the only existing bicycle facility in the Plan Area is a Class III bicycle route along 6th Avenue as identified in the TAMC *Active Transportation Plan* for Monterey County (2018), which ends north of the Plan Area and the CSUMB campus. However, this route is not currently delineated with signage or pavement markings.

The Proposed Project has the potential to increase utilization of the existing bicycle lanes, bicycle routes, and off-street shared-use paths that allow bicyclists to access adjacent land uses and travel to/from areas within and outside the Plan Area. In the Plan Area, bicycle facilities are proposed on the following roadway segments:

- Gigling Road (Class I multi-use path located on the north side of Gigling Road)
- General Jim Moore Boulevard (Class II bicycle lanes)
- Lightfighter Drive west of the bend in the road between Colonel Durham Street and General Jim Moore Boulevard (Class II bicycle lanes)
- Lightfighter Drive south of the bend to Colonel Durham Street (Class I multi-use path)
- Malmedy Road (Class I multi-use path)
- Sixth Avenue (Class II bicycle lanes)

The Proposed Project encourages bicycling by improving bicycle connectivity with a street grid network and off-street paths to shorten bicycling distances and provide a higher quality bicycle network (with lower vehicle speeds and volumes where possible).

Implementation of the Proposed Project would not interfere with existing bicycle facilities. The proposed bicycle facilities would not conflict with the general intent of the planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. While there are minor differences between the Proposed Project and planned bicycle facilities, this is not considered a significant environmental impact, as described below.

1. The Proposed Project would modify the roadway classification of Colonel Durham Street from an arterial to a multi-modal street and is proposed to have a Class III bicycle route facility between Lightfighter Drive and 7th Avenue. Under the Proposed Project, this roadway would have retail storefronts and heavy pedestrian traffic with a goal to reduce the speeds to 25 miles per hour, making this an acceptable road for bicycle route. Under the Monterey County *Active Transportation Plan* 2018, Colonel Durham Road is planned as a Class II bicycle lane facility. The TAMC *Active Transportation Plan* recommendation for Class II bicycle lanes did not take into consideration the change in roadway classification proposed by the Proposed Project. A Class III bicycle route is appropriate for the proposed roadway classification due to the lower speeds and roadway context and meets the intent of providing a bicycle facility along Colonel Durham Street.

2. Lightfighter Drive borders the northern boundary of the Proposed Project west of General Jim Moore Boulevard and is proposed to have a Class II bicycle lane facility on the south side of Lightfighter Drive. Under the *Active Transportation Plan 2018*, this section of Lightfighter Drive is planned for a Class IV protected bicycle lane facility. Due to other environmental constraints, which were not considered as part of the TAMC *Active Transportation Plan*, an 8-foot, Class II bicycle lane is proposed in place of a Class IV protected bicycle lane. This Class II bicycle lane meets the intent of providing a bicycle facility along Lightfighter Drive.
3. 2nd Avenue between Lightfighter Drive and the southern Plan Area boundary is proposed to have a Class III bicycle route. The Proposed Project also proposes to maintain 2nd Avenue as a local roadway with heavy pedestrian traffic and a speed limit of 25 miles per hour, making this an acceptable road for a bicycle route. Under the Monterey County *Active Transportation Plan 2018*, 2nd Avenue is planned as a Class I multi-use path facility. Although this Plan proposes a different bicycle facility, a Class III bicycle route meets the intent of providing a bicycle facility along Second Avenue within the Plan Area.

Implementation of the Proposed Project would create new bicycle facilities and would thus have a beneficial impact on bicycle circulation and access in comparison to existing conditions. Although the Proposed Project would construct a different bicycle facility along Colonel Durham Road, Lightfighter Drive, and 2nd Avenue than what is envisioned in the TAMC *Active Transportation Plan*, it would have a less than significant impact on bicycle facilities because the new facilities would be consistent with the intent of the planned bicycle facilities identified in the TAMC *Active Transportation Plan 2018*. No mitigation measures would be required.

Pedestrian Impacts

The existing pedestrian network in the Plan Area has many gaps. Some portions of the Plan Area, the areas along General Jim Moore Boulevard and Gigling Road have a walking environment with many destinations within a close walking distance. Other areas within and near the Plan Area lack sidewalks. The Proposed Project would increase utilization of sidewalks and off-street shared-use paths that allow pedestrians to access nearby transit stops and adjacent land uses. Crosswalks and pedestrian signals are provided at signalized intersections in the Plan Area.

Where sidewalk gaps exist, as seen in Figure 4.14-3, the Proposed Project would close those sidewalk gaps and/or create an alternative route for pedestrians. The Proposed Project encourages walking by improving pedestrian connectivity with a street grid network and off-street paths to CSUMB to shorten walking distances and improve pedestrian connections to transit stops and to adjacent buildings.

Implementation of the Proposed Project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the Proposed Project would create new pedestrian facilities and would have a beneficial impact on pedestrian circulation and access. Therefore, the impact of the Proposed Project on pedestrian facilities would be less than significant, and no mitigation measures would be required.

Parking Impacts

The Specific Plan includes parking policies that are consistent with the mixed-use development standards in the 2004 General Plan and *Draft Seaside 2040* goal to reduce the potential for an oversupply of parking within the Proposed Project. The residential portion of the Campus Town

Specific Plan is adequately parked per the parking requirements outlined in the City of Seaside Zoning Code, Section 17.48.030 Parking Space Requirements. The proposed parking policy for the commercial portion of the Proposed Project is:

- M-8: The Plan utilizes the latest research on parking allowing market forces to determine the appropriate quantity and methods of parking management for commercial uses.

Specific parking supplies have not been identified for the commercial uses in the Plan Area. Each commercial development that occurs within the Plan Area would be required to provide their proposed parking supply for review by City staff, who would ensure the proposed development is adequately parked. Therefore, the Campus Town Specific Plan adheres to both the 2004 General Plan and the *Draft Seaside 2040* General Plan parking policies. Therefore, the impact of the Proposed Project on parking facilities would be less than significant, and no mitigation measures are required.

Construction Impacts

Daily peak construction traffic would be during the overlapping Phase 2 Demolition, Phase 2 Grading, Phase 1 Building Construction, and Phase 1 Architectural Coating phases (from October 2022 to October 2025). During this time, the daily construction traffic is estimated to be 2,845 trips (estimated using CalEEMod, see Appendix E) and no Plan trips are estimated to occur. This is approximately five times less than the number of daily trips generated by the Proposed Project after it is fully occupied. The daily trips generated by the Proposed Project were calculated by multiplying the sum of the AM and PM peak hour trip generation by five (this factor was determined based on counts collected throughout the AMBAG region). In addition, in the situation where road closures are necessary, there are ample detour routes that are a short distance away and are not anticipated to substantially increase the miles traveled on the roadway network. Moreover, construction documents for submitted for each building permit for the Proposed Project, including emergency access and public and private road widths and surfaces, would be required to be submitted to the Seaside Building Department and Fire Department for review and approval prior to construction of the Proposed Project. With primary and secondary access provided, and with these review and approval procedures in place, the Proposed Project would not result in inadequate emergency access.

While City Staff would review all construction documents and there would be availability of short detours and smaller trip generation during construction, construction of the Proposed Project could result in impacts to existing access and roadways near the Plan Area. However, the Proposed Project would be subject to a standard condition of approval that requires the applicant to develop a construction management plan in accordance with the latest version of the California Manual on Uniform Traffic Control Devices (CA MUTCD) for review and approval by the City staff. In addition to the requirements set forth in the CA MUTCD, the construction management will be required to include at least the following items and requirements:

- Identify proposed truck routes to be used
- Specify construction hours, including limits on the number of truck trips during the AM and PM peak traffic periods (7:00 – 9:00 AM and 4:00 – 6:00 PM), if conditions demonstrate the need
- Include a parking management plan for ensuring that construction worker parking results in minimal disruption to surrounding uses
- Include a public information and signage plan to inform student, faculty and staff of the planned construction activities, roadway changes/closures, and parking changes

- Store construction materials only in designated areas that minimize impacts to nearby roadways
- Limit the number of lane closures during peak hours to the extent possible. Inform the Campus at least two weeks before any partial road closure
- Use Caltrans certified flag persons for any temporary lane closures to minimize impacts to traffic flow, and to ensure safe access into and out of the project sites
- Install traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones
- To minimize disruption of emergency vehicle access, affected jurisdictions (Campus Police, City Police, County Sheriff, and City Fire Department) will be consulted to identify detours for emergency vehicles, which will then be posted by the construction contractor
- Coordinate with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary
- Coordinate with other projects under construction near the project site, so an integrated approach to construction-related traffic is developed and implemented

With inclusion of this standard condition of approval, construction impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
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Impact T-2 THE PROPOSED PROJECT WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3(B). THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Two VMT analyses were performed in compliance with CEQA Guidelines. Transportation impacts were evaluated using project generated VMT per service population (i.e. residents plus employees) and the Proposed Project's effect on VMT per service population. These ratios are a quantitative threshold based on a measurement of VMT efficiency for a given project, regardless of the amount of total VMT. The VMT per service population ratio distinguishes the effects of population and/or employment growth from the effects of changes in personal travel behavior. For example, a project may cause an increase in total VMT, but if travelers change their behavior by using different travel modes or decreasing their trip lengths, then the VMT per service population would be reduced.²

VMT per service population was evaluated under the following four scenarios to determine the effects of the Proposed Project compared to baseline existing conditions:

² Given the current state of practice for air quality, greenhouse gases, and energy consumption impact analysis, this analysis focuses on the VMT for all trip purposes and vehicle types. In general, VMT is used as an input for these other analyses, which produces VMT estimates and forecasts that comply with CEQA guidelines expectations and have been reinforced through court decisions. This method of selecting the total VMT provides a complete picture of the VMT effects on the environment.

- **Scenario 1: Existing (Baseline) Conditions.** VMT from the base year (2018) travel demand forecasting model from AMBAG, divided by service population in the region.
- **Scenario 2: Existing Conditions with Proposed Project.** VMT from AMBAG base year (2018) model with the addition of the Proposed Project, divided by service population including the Proposed Project.
- **Scenario 3: Buildout Year (2034) Conditions.** VMT estimated in year the Proposed Project is estimated to be fully constructed (2034) without the Proposed Project.
- **Scenario 4: Buildout Year (2034) Conditions with Proposed Project.** VMT estimated in the year the Proposed Project is estimated to be fully constructed (2034) with the addition of the development allowed under Campus Town Specific Plan

For purposes of analyzing VMT, the AMBAG travel demand forecasting model was applied. Selection of the AMBAG region is based upon the area where most of the residents and workers are anticipated to reside and work within the Plan Area.³ As described in OPR's *Technical Advisory Prepared for Implementing SB 743* (December 2018), "lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary." To ensure that the most trips generated by the Proposed Project were considered, the AMBAG region was selected.

The 2018 AMBAG Regional Travel Demand Model (RTDM) is a technical update to the previously calibrated and validated 2014 RTDM. The update uses a new base year 2015 to incorporate land use and transportation network changes. For the VMT analysis the base year, VMT was adjusted to 2018 conditions by interpolating between the 2015 and 2040 conditions. It has a 2040 future forecast year.

Information regarding VMT, service population and number of trip ends for the Proposed Project traffic analysis zone (TAZ) and the AMBAG region was provided for the base year and 2040 future year by *Draft Seaside 2040* transportation consultant, TJKM, on May 8, 2019 and June 17, 2019. These future year estimates include growth assumed in Seaside as presented in the preliminary *Seaside 2040* General Plan.

Proposed Project Generated VMT per Service Population

Table 4.14-3 presents project generated VMT per service population for the two scenarios. As seen in the table, project generated VMT per service population would be 22.37 under existing conditions with the Proposed Project and 25.22 under Buildout Year (2034) with the Proposed Project. Because the Proposed Project includes residential development near regional destinations like the CSUMB campus and other nearby potential job sites, it results in a lower average VMT rate than the average region-wide VMT rate. Providing housing near jobs increases the likelihood that trips can remain within a local area, thus shortening travel distances and increasing residents' ability to accomplish some travel needs by walking, cycling, or using short-distance transit. Given that project generated VMT per service population would be below the AMBAG region VMT per service population threshold of 30.77, the impact of the Proposed Project would be less than significant

³ The City of Seaside and Monterey County jurisdictional boundaries were considered but rejected because the Plan land use could be constructed within another jurisdiction within the AMBAG region. Selecting the City of Seaside would be comparing neighborhoods only in the City of Seaside. Selecting the Monterey County jurisdictional boundary would have only compared jurisdictions within Monterey County. This mix of land uses could be built in one or more neighborhoods in the AMBAG region. Furthermore, the residents and employees of this Plan Area would travel to complementary land uses outside the City of Seaside and Monterey County (like Watsonville).

under existing conditions with the Proposed Project and Buildout Year (2034) with the Proposed Project.

Table 4.14-3 Existing and Project Generated VMT

Scenario	Threshold ¹	VMT per Service Population ^{2,3}
Existing		0.00
Existing with Plan		22.37
Buildout Year (2034)	30.77	0.00
Buildout Year (2034) with Plan		25.22

¹ The threshold for Plan generated VMT per service population is discussed in more detail in Chapter 3 of the TA.

² Plan generated SB 743 VMT = Internal-Internal (II) x2 + Internal-External (IX) + External-Internal (XI) VMT.

³ Service population = residents + employees.

Source: Fehr & Peers 2019

Proposed Project's Effect on VMT per Service Population

The results of the Proposed Project's effect on regional VMT are presented in Table 4.14-4 for the six scenarios. Regionwide Plan effect on VMT impacts under Existing with Plan, Buildout Year (2034) with Plan, and Cumulative (2040) with Plan Conditions are as follows:

- Existing with Plan Conditions: The regionwide boundary VMT per service population of 15.18 under Existing with Plan Conditions is lower than the regionwide threshold of 15.20. Therefore, the Proposed Project **would not have a significant effect on VMT under Existing with Plan Conditions.**
- Buildout Year (2034) with Plan Conditions: The regionwide boundary VMT per service population of 16.04 under Buildout Year (2034) with Plan Conditions is lower than the regionwide threshold of 16.06. Therefore, the Proposed Project **would not have a significant effect on VMT under Buildout Year (2034) with Plan Conditions.**
- Cumulative (2040) with Plan Conditions: The regionwide boundary VMT per service population of 16.32 under Cumulative (2040) with Plan Conditions is lower than the regionwide threshold of 16.34. Therefore, the Proposed Project **would not have a significant effect on VMT under Cumulative (2040) with Plan Conditions.**

Table 4.14-4 Campus Town Specific Plan's Effect on Vehicle Miles Traveled Assessment

Scenario	AMBAG Boundary VMT ¹			VMT per Service Population ^{1,2}		
	No Plan	With Plan	Difference	No Plan	With Plan	Difference
AMBAG Region						
Existing Conditions	17,045,966	17,108,263	62,297	15.20	15.18	-0.02
Buildout Year (2034) Conditions	19,840,727	19,895,877	55,150	16.06	16.04	-0.02

¹ Plan's effect on SB 743 VMT includes all trips within the AMBAG region, including pass-through trips.

² Service population = residents + employees.

Source: Fehr & Peers 2019

VMT per service population with the Proposed Project would be lower than the regionwide threshold for both existing conditions and conditions at the 2034 buildout year. Given the reduced VMT, impacts to VMT per service population would be less than significant, and no mitigation measures would be required.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 3: Would the project substantially increase traffic-related hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact T-3 THE PROPOSED PROJECT WOULD NOT INCLUDE ROADWAY DESIGN OR PEDESTRIAN FEATURES THAT WOULD SUBSTANTIALLY CONTRIBUTE TO EXISTING SAFETY HAZARDS OR BE SEEN AS INCOMPATIBLE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The Proposed Project does not include any roadway design features, such as sharp curves, that could result in a safety hazard. The Proposed Project implements a multi-modal transportation network through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants, and to ensure a minimum density of 235 intersections per square mile to achieve walkability. Other safety features include a high-intensity activated crosswalk beacon along General Jim Moore Boulevard, curb bump outs, and median refuges, and roundabouts.

With additional Plan traffic there is the potential for increased ramp queuing during the peak hours. Because all off-ramps studied terminate at an intersection, off-ramp queues were evaluated using ramp-terminal intersection queue estimates from the intersection LOS calculations.

As shown in Table 4.14-5, none of the three off-ramps are anticipated to have queues that exceed capacity under Existing and Existing with Proposed Project Conditions. Additional information on the ramp queuing analysis may be found in Appendix K.

Table 4.14-5 Existing Freeway Off-Ramp Queuing Evaluation

Off-Ramp	Storage Capacity (ft)	Peak Hour	Existing without Plan		Existing with Plan	
			Ramp Volume	Queue (ft)	Ramp Volume	Queue (ft)
SR 1 Southbound Off-Ramps						
Imjin Parkway	1,140	AM	414	550	414	550
		PM	261	325	261	325
Lightfighter Drive	2,800	AM	431	250	482	300
		PM	167	125	283	200
SR 1 Northbound Off-Ramps						
Lightfighter Drive	1,200	AM	460	250	499	300
		PM	384	125	472	200

Vehicle storage capacity is defined as the length of the longest mixed-flow lane available for vehicle queuing. Length is measured from gore point to gore point or where any queue spillback has the potential to block other movements.

AM = morning peak hour; PM = evening peak hour.

Source: Fehr & Peers 2019

The Proposed Project would not involve the use of vehicles that could cause a safety hazard due to incompatibility with on-road traffic, such as tractors. In addition, the Proposed Project would be required to comply with applicable codes and regulations that govern traffic-related design features and uses, driveways and site access, including ADA and National Association of City Transportation Officials (NACTO) standards.

Implementation of standard conditions and regulations would ensure that adequate design features, uses and sufficient access would be provided within the Plan Area. Therefore, no safety hazards related to roadway design or incompatible uses would occur.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

Threshold 4: Would the project result in inadequate emergency access?

Impact T-4 THE PROPOSED PROJECT WOULD PROVIDE FOR ADEQUATE PRIMARY AND SECONDARY EMERGENCY ACCESS TO ALL PLANNED USES. THE PROPOSED PROJECT WOULD HAVE A LESS THAN SIGNIFICANT IMPACT.

Primary emergency access to the Plan Area during phase 1 of the Proposed Project would be provided via Errington Road, which currently provides access to the Plan Area. During construction of phase 2 of the Proposed Project, Loma Vista Drive would be extended to the Plan Area, east through a sloped area in the existing Sea View Ranch residential development, west of the Plan Area and east of the intersection of Loma Vista Drive and Ohlone Parkway. The extension of this road

would meet the City's street standard of a 50-foot-wide right-of-way with a 34-foot roadway width, measured curb-to-curb. This would be the primary access for the remaining construction period, and for operation of the Proposed Project.

Secondary emergency vehicle access to the Plan Area would be provided via an emergency vehicle/restricted access road connecting the southeast corner of the Plan Area to an emergency vehicle access road extending from the end of a street in the Sunshine Garden residential project, which is currently being constructed. Gates at both ends would restrict access to emergency vehicles only.

Development of new roadways in the Plan Area would be required to comply with Fire Code Chapter 10, which addresses fire-related Means of Egress, including Fire Apparatus Access Road width requirements. While the Proposed Project includes the potential relocation of the fire station within the Plan Area, this relocation would not occur until there is a new functional fire station, and consequently would not physically interfere with emergency responses. Furthermore, the Proposed Project would increase access to and through the Plan Area with new thoroughfares and would replace existing deteriorated roadways. The Plan Area is also in proximity to several evacuation routes, including General Jim Moore Boulevard, Lightfighter Drive, and Gigling Road. Two roundabouts would be installed on General Jim Moore Boulevard at Lightfighter Drive and Gigling Road, replacing existing signalized intersections. These roundabouts would be intended to reduce traffic speeds through the Plan Area and the CSUMB campus. The removal of red-light cycles at both intersections could incrementally reduce travel times during emergency evacuations. Nonetheless, proposed physical changes to circulation in the Plan Area would not substantially alter vehicle capacity or traffic flow on evacuation routes in Seaside.

In addition, the Seaside Fire Department reviews and approves projects to ensure that emergency access meets City standards. The Seaside Fire Department's review would confirm that the Proposed Project does not interfere with evacuation routes or impede the effectiveness of evacuation plans. The development of new land uses and physical changes to circulation in the Plan Area also would not affect the speed of recovery and redevelopment following future disaster events in accordance with the Monterey County Multi-Jurisdictional Hazard Mitigation Plan and the MPRECC's planning activities. Therefore, the Proposed Project provide adequate emergency access to planned uses. The impact related to emergency access would be less than significant and no mitigation measures would be required.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

This cumulative analysis considers the potential impacts of the Proposed Project in combination with other cumulative projects in close proximity to the Plan Area. As stated in the TA (Fehr & Peers 2019), this includes projected traffic volumes from projects under construction, approved, and pending development, and planned closure of Inter-Garrison Road on CSUMB campus and 8th Street extension from 3rd Avenue to General Jim Moore Boulevard/4th Avenue. A full list of projects

considered in the transportation cumulative analysis is provided in Table 14 of the TA (refer to Appendix K).

Proposed Project Generated VMT per Service Population

This analysis considers VMT from the AMBAG future year (2040) travel demand forecasting model with the addition of the Proposed Project, divided by the projected service population including the Proposed Project. Based on the Transportation Analysis, project generated VMT per service population would be 26.29 under cumulative conditions with the Proposed Project. As discussed under Impact T-2, project generated VMT per service population would be 22.37 under existing conditions with the Proposed Project. Therefore, project generated VMT per service population increases by more than 20 percent when considering cumulative conditions with the Proposed Project. This increase indicates the planned land use and/or transportation network changes in the region would likely lead to an increase in VMT on the transportation network over time. However, the Proposed Project includes residential development near regional destinations like the CSUMB campus and other nearby potential job sites resulting in a lower average VMT rate than the average region-wide VMT rate. Providing housing near jobs increases the likelihood that trips can remain within a local area, thus shortening travel distances and increasing residents' ability to accomplish some travel needs by walking, cycling, or using short-distance transit. Given that project generated VMT per service population would be below the AMBAG region project generated VMT per service population threshold of 30.77, the impact of the Proposed Project when considered in combination with cumulative projects would be less than significant.

Proposed Project's Effect on VMT per Service Population

This analysis considers VMT and service population estimates from the AMBAG future year (2040) travel demand forecasting model. The Proposed Project's effect on VMT per service population for the AMBAG region would be, on average, 0.02 VMT less than if the Proposed Project were not constructed, resulting in a reduced VMT per service population in the AMBAG region due to the Proposed Project.⁴

- **Cumulative (2040) with Plan Conditions:** The regionwide boundary VMT per service population of 16.32 under Cumulative (2040) with Plan Conditions would be lower than the regionwide threshold of 16.34. Therefore, the Proposed Project would not have a significant effect on VMT under Cumulative (2040) with Plan Conditions.

Off-Ramp Queuing

Table 4.14-6 below shows cumulative freeway off-ramp queuing with and without the Proposed Project. Additional information may be found in Appendix K. While there is an existing queuing deficiency, the Proposed Project would not result in a worse deficiency or less capacity in the Cumulative with Plan scenario. Therefore, cumulative impacts would be less than significant.

⁴ As noted under CEQA Guidelines Section 15064.3(b)(3) existing models may not yet be sensitive enough to capture the full VMT benefits of a project. This is the case with the current RTDM, which is not yet sensitive enough to capture the VMT benefits from all displaced/redistributed population. While the RTDM captures some displaced population, it does not fully capture the redistribution benefits of the Proposed Project.

Table 4.14-6 Cumulative Freeway Off-Ramp Queuing Evaluation

Off-Ramp	Storage Capacity (ft)	Peak Hour	Cumulative without Plan		Cumulative with Plan	
			Ramp Volume	Queue (ft)	Ramp Volume	Queue (ft)
SR 1 Southbound Off-Ramps						
Imjin Parkway	1,140	AM	1,301	2,650*	1,301	2,650*
		PM	1,305	2,650*	1,306	2,650*
Lightfighter Drive	2,800	AM	686	1,000*	737	1,100*
		PM	547	850*	663	1,050*
SR 1 Northbound Off-Ramps						
Lightfighter Drive	1,200	AM	1,031	1,000*	1,070	1,100*
		PM	1,044	850*	1,132	1,050*

*95th percentile volume exceeds capacity, queue may be longer.

du=dwelling units; rm=rooms; ksf=1,000 square feet

Source: Fehr & Peers, 2019

Emergency Access

The Proposed Project in combination with cumulative projects has the potential to effect emergency access in and surrounding the Plan Area. However, like development proposed under the Proposed Project, construction documents for cumulative projects would need to be reviewed and approved for adequate emergency access by the Seaside Building Department and Fire Department. With implementation of this approval process, individual projects would be expected to provide adequate emergency access, such that cumulative impacts related to emergency access would be less than significant. The Proposed Project’s contribution to this impact would be less than significant.

4.15 Tribal Cultural Resources

The analysis in this section considers impacts to tribal cultural resources associated with implementation of the Proposed Project. This section includes a brief summary of ethnographic background information and the results of consultation with local Native American tribes, as well as the Project's potential impacts on tribal cultural resources. Impacts to Native American human remains are addressed under Impact CUL-3 in Section 4.4, *Cultural Resources*.

4.15.1 Setting

The City of Seaside is located in a region historically occupied by the Ohlone (named Costanoan, for "coast," by the Spanish) (Kroeber 1925). The term Costanoan is a modern linguistic designation for populations that spoke one of eight related languages in the Bay Area region. These languages are part of the hypothesized Penutian language family. Linguistic research has grouped the Ohlone languages into four branches: 1) Karkin (far northern, located in the Carquinez Strait area); 2) Chochenyo, Ramaytush, Tamyen, and Awaswas (the northern branch); 3) Chalon (far southern branch); and 4) Rumsen and Mutsun (the southern branch) (Mithun 2001).

The pre-contact Ohlone were semi-sedentary, with a settlement system characterized by base camps of tule reed houses and seasonal specialized camps (Skowronek 1998). Villages were divided into small polities, each of which was governed by a chief responsible for settling disputes, acting as a war leader (general) during times of conflict, and supervising economic and ceremonial activities (Skowronek 1998, Kroeber 1925). Social organization appeared flexible to ethnographers and any sort of social hierarchy was not apparent to mission priests (Skowronek 1998).

The Ohlone were organized into numerous tribelets. Each tribelet's territory contained a main village and smaller satellite villages. The villages were typically situated along a river or stream for easy access to water (Levy 1978). The tribelet's functioned as political units that were structured by similarities in language and ethnicity, each holding claim to a designated portion of territory. Milliken (1995) was able to conduct a detailed examination of mission records, marriage patterns, and dialect variation seen in personal names and delineated 43 separate political entities (tribelet) in the San Francisco Bay, Santa Cruz, and inland area, with another six or so tribelets in the south Monterey Bay and Carmel Valley region. In general, Ohlone territory extended between the Carquinez Strait and San Pablo Bay on the north, southward along the coast beyond Monterey Bay to Carmel Valley, and inland to the coast range (Levy 1978). Neighboring groups included the Coast Miwok to the north, the Miwok and Northern Valley Yokuts to the east, and the Salinan and Esselen to the south.

Ohlone subsistence was based on hunting, gathering, and fishing (Kroeber 1925, Skowronek 1998). Mussels were a vital food resource (Kroeber 1925). Sea mammals were also important; sea lions and seals were hunted and beached whales were exploited (Kroeber 1925). Like the rest of California, the acorn was a key staple and was prepared by leaching acorn meal both in openwork baskets and in holes dug into the sand (Kroeber 1925). The Ohlone also practiced controlled burning to facilitate plant growth (Kroeber 1925; Skowronek 1998).

Ohlone groups came into contact with European culture at the beginning of Spain's land exploration and settlement of Alta California in 1769. During the late 1700's and early 1800's, traditional lifeways were drastically altered when the Spanish placed their capital at Monterey, built forts at Monterey and San Francisco, and established seven Franciscan missions to convert native peoples to Christianity and the European way of life. During this time, large-scale epidemics swept through

the mission population and remaining Ohlone villages (Milliken 1995). It is estimated that the combined Ohlone population decreased from a pre-contact total of 10,000 down to 2,000 by the end of the mission period in 1834 (Levy 1978). During the mission period, the dwindling Ohlone population also intermarried with other interior tribes at the missions, mixing their cultural identities.

During the late 1800s, several multi-ethnic Native American communities began to appear in Ohlone territory. The best known of these were located in Pleasanton, Monterey, and San Juan Bautista. However, even these groups continued to shrink as young people married into other groups and moved away. Estimates of the total remaining population of people with recognizable Ohlone descent were fewer than 300 in 1973 (Levy 1978).

Descendants of the Ohlone united in 1971 to form a corporate entity known as the Ohlone Indian Tribe. This entity was successful in obtaining title to the Ohlone Indian Cemetery where their ancestors who died at Mission San José are buried (Levy 1978). Since that time, other descendants of Ohlone tribelets, notably the Rumsen and Mutsun groups, have organized political and cultural heritage organizations that are active locally and statewide. All are concerned with revitalizing aspects of their culture, learning the language through notes collected by anthropologist John Harrington, and preserving the natural resources that played a vital role in traditional culture.

In addition, some Ohlone groups (namely the Amah-Mutsun Band of Mission Indians, Costanoan Band of Carmel Mission Indians, Costanoan Rumsen Carmel Tribe, the Indian Canyon Mutsun Band of Costanoan, and the Muwekma Ohlone Tribe) are seeking federal recognition of their tribe, petitioning the Bureau of Indian Affairs with reconstructed tribal histories and genealogies.

As discussed in Section 4.4, *Cultural Resources*, a records search conducted at the Northwest Information Center at Sonoma State University was conducted for the Proposed Project. No cultural resources of Native American origin were identified within the Specific Plan Area (Plan Area). The Monterey Bay Area, in general, is considered to be sensitive for archaeological resources due to Native American Villages in the region and the resource-rich bay, thus it is possible that unrecorded resources are present in the Plan Area. However, the 2004 General Plan and the Fort Ord Base Reuse Plan (BRP) identify the Plan Area as being outside the area of high sensitivity for archaeological resources (2004 General Plan, Figure COS-4).

4.15.2 Regulatory Setting

a. State

Senate Bill 18

Enacted on March 1, 2005, California Senate Bill 18 (SB 18) (California Government Code Sections 65352.3 and 65352.4) requires cities and counties to notify and consult with California Native American tribal groups and individuals regarding adoption and amendment of both general plans and specific plans for the purpose of protecting traditional tribal cultural places (sacred sites), prior to adopting or amending a General Plan, Specific Plan, or designating land as open space. Tribal groups or individuals have 90 days to request consultation following the initial contact.

Assembly Bill 52

As of July 1, 2015, Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect

that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and meets either of the following criteria:

- a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The lead CEQA agency is required to begin consultation with California Native American tribes that are traditionally and culturally affiliated with the project area and request consultation prior to the release of a Negative Declaration, Mitigated Negative Declaration or Draft EIR; the consultation process must be completed before a CEQA document can be adopted or certified. Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

The City of Seaside sent SB 18 and AB 52 notice letters on March 26, 2018 to the following Native American groups: Esselen Tribe of Monterey County, Costanoan Rumsen Carmel Tribe, Ohlone/Costanoan-Esselen Nation, Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, and Indian Canyon Mutsun Band of Costanoan. The Ohlone/Costanoan-Esselen Nation (OCEN) responded via email on April 10, 2018 to request consultation. The City held a consultation meeting with OCEN Chairwoman Louise Miranda-Ramirez on May 3, 2018. Ms. Ramirez requested copies of any records searches conducted for the Specific Plan, which were provided to her after the meeting.

No tribal cultural resources were identified within the Plan Area as a result of the SB 18 and AB 52 consultation. However, Ms. Ramirez requested mitigation language related to the discovery of unanticipated potential tribal cultural resources during construction. Suggested mitigation included a request that OCEN be consulted when Native American cultural resources are identified and that they be consulted on the treatment of a find. If human remains are identified and OCEN is not identified as the Most Likely Descendant, OCEN has requested that they be kept informed of any recovery programs or other work related to the find. They further requested that any Native American artifacts identified be reburied onsite and not donated to museums.

No other groups responded to the City’s notification letters.

b. Regional

1997 Fort Ord Reuse Authority Base Reuse Plan

FORA adopted the Fort Ord Reuse Plan (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. Goals, policies, and programs specific to the City of Seaside and pertaining to cultural

resources, are found in the Conservation Element of the BRP. Cultural Resources Policy A-2 provides that the City shall provide for protection and/or support of Native American cultural properties at the former Fort Ord. Program A-2.1 provides that the City shall coordinate with the California Native American Heritage Commission and California Native American points of contact for this region to identify traditional cultural properties located on former Fort Ord lands. Program A-2.2 provides that if traditional cultural properties are found to exist on the City's lands at the former Fort Ord, the City of Seaside shall ensure that deeds transferring Native American traditional properties include covenants that protect and allow Native Americans access to these properties. These covenants will be developed in consultation with interested Native American groups, the State Historic Preservation Officer, and the Advisory Council on Historic Preservation. Leases will contain clauses that require compatible use and protection as a condition of the lease.

c. Local

2004 Seaside General Plan

The current Seaside General Plan includes goals and policies relating to cultural resources, including those of Native American origin. Implementation plans for the protection of cultural resources include requiring assessments of development proposals for their potential to impact cultural resources and providing funding for education programs and cultural resources preservation.

Draft Seaside 2040

Draft Seaside 2040 includes a goal and several policies intended to help preserve important tribal cultural resources. Goal C-7 aims to preserve, conserve, enhance, and educate the public about Seaside's cultural resources and includes policies to identify and conserve resources, including efforts to protect Native American cultural resources.

4.15.3 Impact Analysis

a. Methodology and Significance Thresholds

An impact is considered significant if development under the Proposed Project would result in one or more of the following conditions:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

b. Project Impacts and Mitigation Measures

Threshold: Would the project cause a substantial adverse change in the significance of a tribal cultural resource?

Impact TCR-1 THE PROPOSED PROJECT COULD IMPACT PREVIOUSLY UNIDENTIFIED TRIBAL CULTURAL RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

AB 52 and SB 18 consultation conducted for the Proposed Project did not identify any known tribal cultural resources within the Plan Area or off-site improvement areas. The records search conducted for the Proposed Project did not identify tribal cultural resources of Native American origin. However, currently unknown tribal cultural resources may be identified during ground disturbing activities to construct the Proposed Project. As discussed in Section 4.4, *Cultural Resources*, the Plan Area and off-site improvement areas are identified in the City's General Plan and the BRP as being in an area with unknown sensitivity for archaeological or Native American resources that may also be considered tribal cultural resources, but the Monterey Bay Area in general is known to be sensitive. Therefore, there is potential that the Proposed Project could encounter and disturb unknown tribal cultural resources during the construction process.

If unknown tribal cultural resources are encountered during construction activities, there is a potential to result the destruction, damage, or loss of the resources. The ground-disturbing construction activities that could result in such adverse impacts include demolition, grading, excavation, drilling, or any other activity that disturbs surface or subsurface deposits associated with tribal cultural resources. Given the potential to damage these unknown tribal cultural resources, impacts are considered significant without mitigation.

Implementation of Mitigation Measures CUL-2(a) and CUL-2(b) in Section 4.4, *Cultural Resources*, would mitigate the Proposed Project impacts to unknown tribal cultural resources to a less than significant level by ensuring the proper treatment of unanticipated finds during project construction.

Mitigation Measures

CUL-2(a) Worker's Environmental Awareness Program

Mitigation Measure CUL-2(a) text is included under Impact CUL-2 in Section 4.4.3.

CUL-2(b) Unanticipated Discoveries

Mitigation Measure CUL-2(b) text is included under Impact CUL-2 in Section 4.4.3.

Significance After Mitigation

Less than significant with mitigation.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines Section 15065(a)(3)). Tribal cultural resources are regionally specific and determined by the local tribes. The geographic scope for cumulative tribal cultural resources impacts therefore includes

former Ohlone territory between the Carquinez Strait and San Pablo Bay on the north, southward along the coast beyond Monterey Bay to Carmel Valley, and inland to the coast range (Levy 1978). Cumulative buildout in this region in accordance with various applicable planning documents would have the potential to adversely impact tribal cultural resources. Cumulative development in the region would continue to disturb areas with the potential to contain tribal cultural resources. Given the potential to damage these unknown tribal cultural resources, cumulative impacts are considered significant without mitigation, and the Project's contribution is considered cumulatively considerable. Cumulative projects are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exists. In the event that future cumulative projects would result in impacts to known or unknown tribal cultural resources, impacts to such resources would be addressed on a case-by-case basis, and would likely be subject to mitigation measures similar to those imposed for this project as a result of the CEQA process. Cumulative impacts to tribal cultural resources would therefore be significant but mitigable.

As described under Impact TCR-1, the Proposed Project would result in a significant impact without mitigation to unknown tribal cultural resources. Mitigation Measures CUL-2(a) and CUL-2(b) would reduce Project-level impacts to less than significant. Therefore, the Project's contribution to significant cumulative impacts to tribal cultural resources would not be cumulatively considerable with mitigation.

4.16 Utilities and Service Systems

This section analyzes the environmental effects related to utilities and service systems associated with implementation of the Proposed Project. It discusses water and wastewater infrastructure as well as solid waste facilities. Issues related to water quality, drainage and infiltration patterns, and flood hazards are discussed in Section 4.9, *Hydrology and Water Quality*. Additional information related to water supply and reliability is included in the Water Supply Assessment (WSA) which is included in Appendix M.

4.16.1 Setting

Throughout the development of the Fort Ord base and its subsequent closure, utility systems were installed to serve the Specific Plan Area (Plan Area), including electric, telecommunications, natural gas, water, storm, and sewer lines. Figure 1.12 in the Specific Plan (Appendix B) shows existing utilities in the Plan Area.

a. Water Source and Supply

The Specific Plan Area currently relies entirely on local water supplies to meet its demands. The Marina Coast Water District (MCWD) primarily sources its water from the underlying Salinas Valley Groundwater Basin. Other existing water supply sources include desalinated water and groundwater recharge projects.

Marina Coast Water District

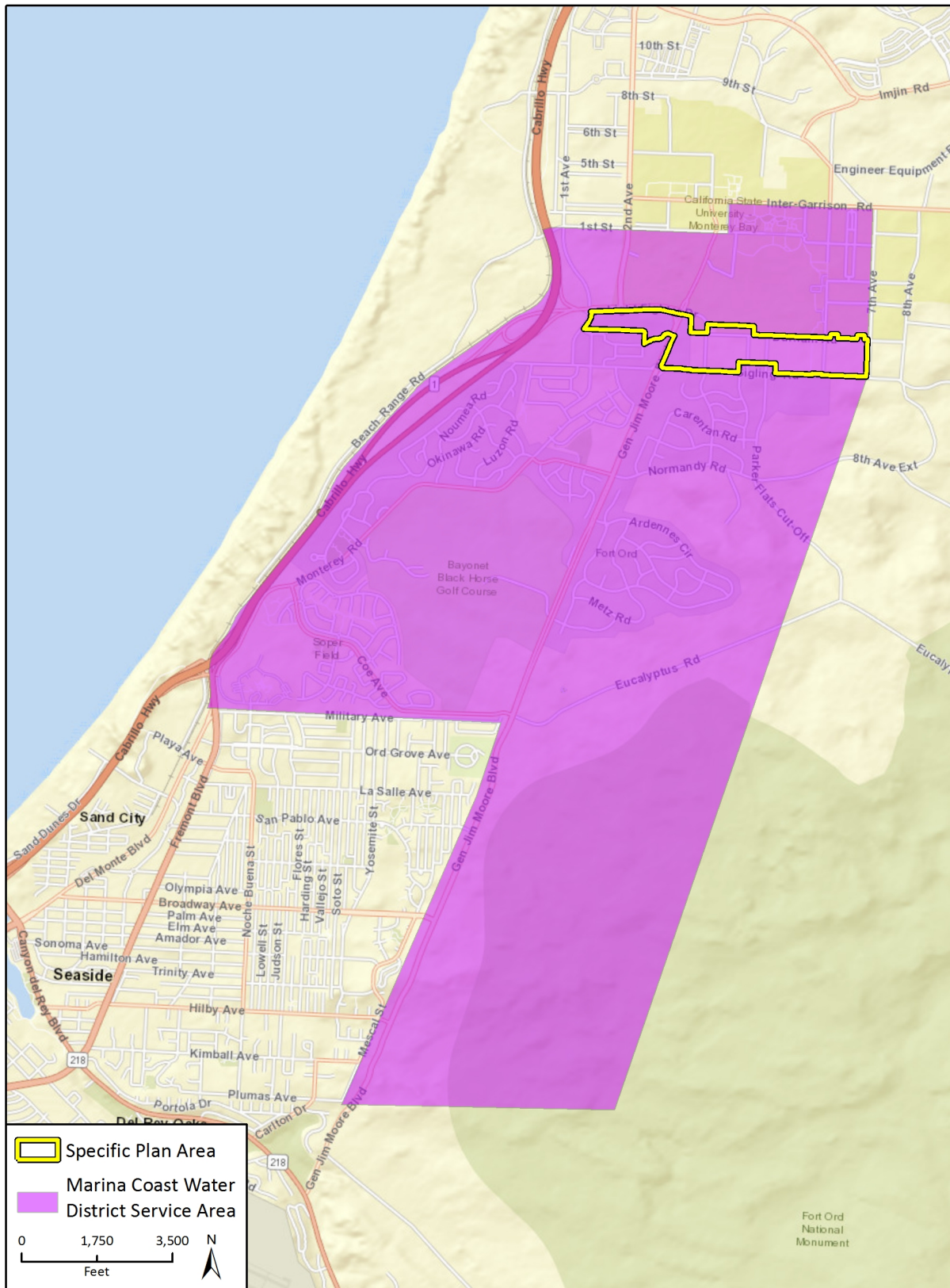
The Plan Area is served by MCWD. MCWD was formed in 1960 to serve the community of Marina, located directly north of the City of Seaside. The service area has since expanded to include the former Fort Ord area, which is also known as the Ord Community. The Plan Area is located in the Ord Community service area. Figure 4.16-1 shows the MCWD's current service area. MCWD provides potable water delivery and wastewater conveyance services to the Ord Community through a contract with the Fort Ord Reuse Authority (FORA).

MCWD provides water service to the Ord Community from eight wells, with three in Central Marina and five in the Ord Community.¹ These wells are in the 400-foot Aquifer and the Deep-Aquifer; the District does not operate any wells in the 180-foot Aquifer (MCWD 2015 UWMP, Section 4.1, at pp. 31–32; Table 4-1). All of the District's wells are located within the Monterey Subbasin of the Salinas Valley Groundwater Basin. MCWD also owns the MCWD Desalination Plant, a seawater desalination facility built in 1996. At full capacity, the plant can produce 300,000 gallons per day of potable water. Due to high energy costs, the plant is currently not in use. However, MCWD maintains State and Federal water quality monitoring requirements for the ocean intake well (MCWD 2016).

Within the Ord Community, 6,600 AFY of existing Salinas Valley groundwater supply has been allocated among the land use jurisdictions by FORA. The 6,600 acre-feet per year figure is derived from the 1984 peak and the 1988-1992 average amount of potable water Fort Ord withdrew from

¹ See Figure 2.2, MCWD 2015 UWMP.

Figure 4.16-1 Marina Coast Water District Service Area



Imagery provided by Google, ESRI and their licensors © 2018.
 Water District data from the City of Seaside, 2017 and Marina Coast Water District, 2015.

Fig 4.8-1 Water District Boundaries

the Salinas Basin, not including pumping from a non-potable golf course well (MCWRA 1993).² The 6,600 AFY is considered the 1991 Statutory Baseline under the Base Reuse Plan. The 6,600 acre-feet per year amount includes 5,200 acre-feet from the 180-foot and 400-foot aquifers, along with 1,400 acre-feet per year from the 900-foot or Deep Aquifer (FORA 1998).³ The District is the only significant user of the Deep Aquifer, although there are Deep Aquifer wells serving the Monterey Dunes Colony (120 homes) and the Armstrong Ranch (MCWD 2015 UWMP, Section 4.1 at pp. 31–32).

The municipal jurisdictions (cities and Monterey County) formally sub-allocate this supply to developments. Until additional water supplies are developed and allocated within the Ord Community, MCWD will only allow new service connections up to the usage totals allocated by the respective jurisdictions (MCWD 2019).

MCWD estimates that water demand from the redevelopment of the Ord Community will be 2,876 acre-feet per year by 2035. MCWD models future water demand as equal to future water supply. Recycled water and desalinated water are predicted to become contributing sources of supply by 2020 and 2025, respectively (MCWD 2016).

Table 4.16-1 shows projected water demand for the City of Seaside Ord Community. The MCWD assumes that, in any given year, it will only produce the amount of water demanded within its service area. The 2015 Urban Water Management Plan (UWMP) assumes that the MCWD will develop water supplies to meet its projected demands. Therefore, the MCWD equates demand with supply.

Table 4.16-1 Marina Coast Water District Projected Cumulative Water Demand – Ord Community

	2015	2020	2025	2030	2035
Groundwater	657	597	1,012	1,012	1,012
Recycled Water	0	400	453	453	453
Desalinated Water	0	0	387	982	1,402
Total Demand	657	997	1,852	2,447	2,876

Units in acre-feet per year
 Source: MCWD 2016 UWMP

² “After execution of this agreement and until Project implementation, Fort Ord/Presidio of Monterey/Reserve Center may withdraw a maximum of 6,600 acre-feet of water per year from the Salinas Basin, provided no more than 5,200 acre-feet per year are withdrawn from the 180-foot aquifer and 400-foot aquifer. The 6,600 and 5,200 acre-feet thresholds correspond to the annual peak (1984) and recent average (1988-1992) amounts of potable water Fort Ord has withdrawn from the Salinas Basin (does not include pumpage from the non-potable golf course well in the Seaside Basin)” (Agreement A-06404, § 4, subd. (c); available at <https://www.fora.org/Reports/09231993-agreement-Army-MCWRA.pdf>.)

³ See section 5.3.1 of the “Water/Wastewater Facilities Agreement” between the Fort Ord Reuse Authority and MCWD dated 1998, available at http://b77.402.myftpupload.com/wp-content/uploads/031398-Water_Wastewater_Facilities_Agreement.pdf.

b. Groundwater

Salinas Valley Groundwater Basin

As described in detail in Section 4.9, *Hydrology and Water Quality*, the Salinas Valley Groundwater Basin is located in the Central Coast region of California. The Salinas Valley Groundwater Basin stretches from Monterey Bay on the coast to the community of Santa Margarita in the San Luis Obispo County to the south, approximately 14 miles east of the Pacific Ocean. The Salinas Valley Groundwater Basin consists of nine Subbasins (also referenced as “subareas”): Langley Area, 180/400 Foot Aquifer, East Side Aquifer, Forebay Aquifer, Upper Valley Aquifer, Paso Robles Area, Atascadero Area, Seaside, and Monterey (see Figure 4.16-2).

In August 2003, California-American Water Company (CalAm) requested an adjudication of the Seaside Area Subbasin in *California American Water v. City of Seaside et al.*, Case No. M66343. In 2006, the Monterey County Superior Court gave its Adjudication Judgement, which established a physical solution for the Subbasin, defined water rights, and set pumping limits for producers in the area. The 2016 update of Bulletin 118 divided the Seaside Area Subbasin into two separate Subbasins: Seaside Subbasin and Monterey Subbasin. The Plan Area overlies the newly formed Monterey Subbasin.

Other Existing Supply Sources

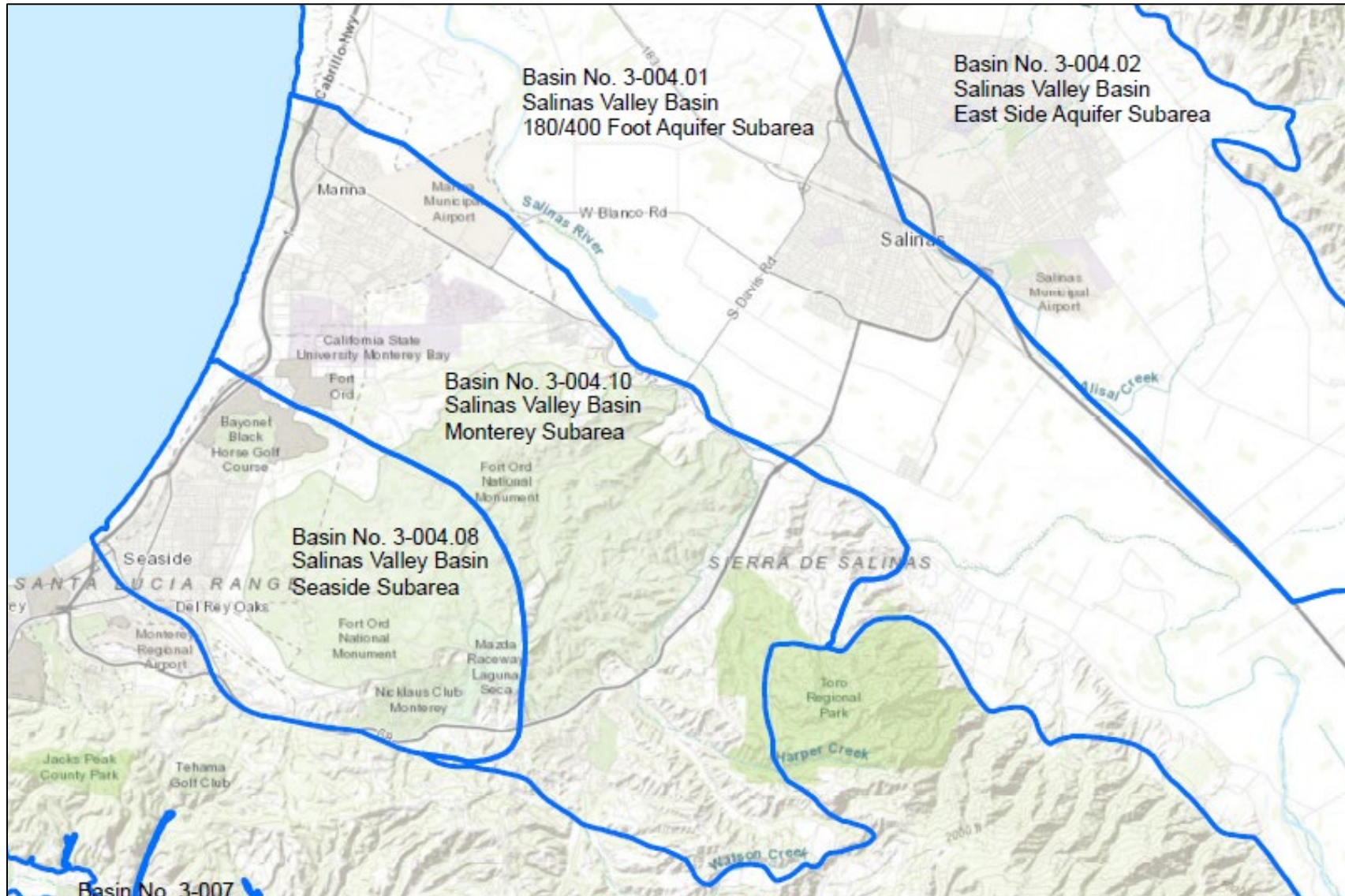
The Aquifer Storage and Recovery Project is a groundwater recharge project implemented by Monterey Peninsula Water Management District (MPWMD) and CalAm. MPWMD and CalAm jointly own and operate two injection/extraction sites in the coastal area of the Seaside Area Subbasin. Excess winter flows from the Carmel River are collected via the CalAm distribution system and used to artificially recharge the Seaside Area Subbasin. The average annual yield of this system varies depending on rainfall and river flows, but it is anticipated to be approximately 1,940 acre-feet per year (AFY; MPWMD 2017).

In 1996, MCWD constructed a 300-AFY seawater desalination facility at Marina State Beach. Because the Monterey Bay is a national marine sanctuary, open ocean intakes and discharges are not permitted. MCWD’s desalination facility was designed and constructed to test whether adequate seawater supply could be produced from shallow beach wells, and also to test the use of beach injection wells for brine discharge. The facility is currently idle; however, it could be restored to function (MCWD 2016).

Additional Future Supply Sources

MCWD is currently working towards developing new sources of water supply to meet projected demand increases due to redevelopment within the Ord Community, as well as taking actions to address groundwater wells impacted by seawater intrusion. The two major water supply projects described below are recycled water and desalinated water, which together make up the Regional Urban Water Augmentation Project (RUWAP).

Figure 4.16-2 Groundwater Basin Subareas Near Plan Area



Recycled Water

Recycled water refers to sanitary sewage and other source water, which undergoes treatment and disinfection, typically for non-potable uses such as agricultural and landscape irrigation. The Monterey One Water (M1W, formerly Monterey Regional Water Pollution Control Agency) operates a regional wastewater treatment facility in north Marina and produces reclaimed water for agricultural irrigation in the Castroville area. Through prior agreements with M1W, MCWD is entitled to receive recycled water from the regional plant, up to the volume of wastewater generated within the MCWD service area and sent to the plant. In 2007, MCWD completed project design and CEQA documents for the RUWAP, and has since constructed several portions of the transmission main. Additional details about the RUWAP are provided in the WSA (Appendix M1).

In 2012, M1W began planning the Pure Water Monterey Groundwater Replenishment Project, which will develop additional sources of water supply and produce advanced treated water for injection into the Seaside Groundwater Basin for indirect potable reuse. The Pure Water Monterey Groundwater Replenishment Project replaces previously planned urban recycled water deliveries to the Monterey Peninsula under the RUWAP. In 2016, MCWD and M1W entered into an agreement allowing MCWD to participate in the Pure Water Monterey Project. MCWD is completing construction of the transmission main, which will be used to deliver advanced treated water for both groundwater injection and for urban irrigation. Additional details about the Pure Water Monterey Project are provided in the WSA (Appendix M1).

In addition, the City has proposed partnering with MCWD to develop an in-lieu storage and recovery program involving a portion of MCWD's 600 AFY entitlement to advanced-treated recycled water from the Phase 1 Recycled Water Project.

FORA has allocated 453 AFY of the District's Phase 1 Recycled Water Project for use within the City's portion of the Ord Community. Additional recycled water may also be available for use with the City's portion of the Ord Community if other jurisdictions do not make use of portions of the remaining 147 AFY of the District's 600 AFY recycled water entitlement from the Phase 1 Recycled Water Project. Additional recycled water will also become available when the District receives recycled water from future phases of the Pure Water Monterey Project (Appendix M1).

Desalinated Water

Given readily available saline and brackish waters near the District's service area, desalinated water has been considered as another potential water supply. The RUWAP EIR includes a 1,500 AFY desalination facility for MCWD. The facility was sized to provide 1,200 AFY of new supply to the Ord Community and 300 AFY to Central Marina. Additional details about the RUWAP are provided in the WSA (Appendix M1).

c. Wastewater Collection and Treatment

Within the boundaries of the former Fort Ord, sanitary sewer service is provided by MCWD. MCWD owns and operates 20 lift stations, more than 140 miles of gravity sewer pipeline, and seven miles of forced main across its service area. Wastewater discharged to MCWD's sanitary sewer system is ultimately pumped to the Regional Wastewater Treatment Plant located north of Marina (MCWD 2017). M1W operates the treatment plant. M1W provides wastewater treatment, disposal, and reclamation services for the cities of Monterey, Pacific Grove, Del Rey Oaks, Sand City, Marina, and

Salinas; Castroville, Moss Landing, and Boronda Community Service Districts; and the former Fort Ord military base.

The Regional Wastewater Treatment Plant receives and treats residential, commercial, and industrial wastewater. Wastewater undergoes primary and secondary treatment at the treatment plant before reuse or discharge. Reuse is generally for agricultural applications and irrigation, and thus, occurs primarily during the summer growing season. In winter months, treated wastewater from the Regional Wastewater Treatment Plant is primarily discharged. Discharge is to the Monterey Bay through a diffuser outlet located approximately two miles offshore at a depth of approximately 100 feet below mean sea level. The treated water meets and exceeds all State discharge requirements (M1W 2017).

The treated wastewater discharge is regulated by the Central Coast Regional Water Quality Control Board (Central Coast RWQCB) under the Waste Discharge Requirements for the Monterey Regional Water Pollution Control Agency Treatment Plant (Order No. R3-2014-0013, NPDES Permit No. CA0048551), as described in the regulatory framework discussion below and in Section 4.9, *Hydrology and Water Quality*. Pursuant to the permit, the Regional Wastewater Treatment Plant has a maximum average dry weather design treatment capacity of 29.6 million gallons per day (mgd) and peak wet weather design capacity of 75.6 mgd. The diffuser outlet in Monterey Bay is designed to convey ultimate wet weather flows of 81.2 million gallons daily, which is the permitted rate of discharge through the outfall (Central Coast RWQCB 2014).

According to the Monterey Regional Water Pollution Control Agency (MRWPCA) Sewer System Management Plan (MRWPCA 2013), dry weather wastewater flows to the treatment plant are approximately 21 mgd, and peak wet weather flows are about 40 mgd. Thus, based on the Sewer System Management Plan, as of 2013, the Regional Wastewater Treatment Plant had unused but permitted treatment capacity of approximately 8.6 mgd during dry weather and about 41.2 mgd during peak wet weather conditions. Updated capacity information and future wastewater treatment expansion plans are not currently publicly available, as such plans are made in response to requests for service and connection; Section 4.9, *Hydrology and Water Quality*, provides a description of the wastewater connection fees associated with wastewater treatment and flow.

d. Stormwater Drainage

As discussed in Section 4.9, *Hydrology and Water Quality*, topography in the Plan Area slopes generally west, toward the Pacific Ocean at the Monterey Bay. The elevation ranges from approximately 160 feet at the western boundary of the Plan Area to approximately 350 feet at the eastern boundary. According to the U.S. Geological Survey (1947), there are no streams that flow within the City of Seaside. However, a network of storm drains and drainage ditches do cross the City. Water flow in these drainage ditches is correlated with stormwater runoff, and generally limited to periods during and following precipitation events. All stormwater drainage ditches and storm drains in the City discharge to the Pacific Ocean (City of Seaside 2014).

e. Electric Power

Homes and businesses in Seaside use electricity from various sources, including wind, solar, hydroelectric, nuclear, coal, and natural gas. The main electricity provider in the region is Pacific Gas and Electric Company (PG&E). In addition, the City recently joined Monterey Bay Community Power, a regional Community Choice Energy (CCE) project. Energy is discussed in more detail in Section 4.5, *Energy*.

f. Natural Gas

California relies on out-of-state natural gas imports for nearly 90 percent of its natural gas supply. The California Energy Commission (CEC) estimates that approximately 45 percent of the natural gas burned across the state is used for electricity generation, and much of the remainder is consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. Building and appliance energy efficiency standards account for up to 39 percent in natural gas demand savings since 1990 (CEC 2019a).

The Plan Area is located within PG&E's natural gas service area, which spans central and northern California (CEC 2018). In 2017, PG&E customers consumed a total of 4.7 billion therms of natural gas. Residential users accounted for approximately 40 percent of PG&E's natural gas consumption. Industrial and commercial users accounted for another 36 percent and 20 percent, respectively. The remainder was used for mining, construction, agricultural, and water pump accounts (CEC 2019b). In 2017, Monterey County users accounted for approximately 2.3 percent of PG&E's total natural gas consumption across the entire service area (CEC 2019c).

PG&E's service area is equipped with approximately 6,700 miles of gas transmission pipelines as 42,000 miles of gas distribution pipelines. A large-diameter gas transmission pipeline runs along Cabrillo Highway, approximately 750 feet west of the Plan Area (PG&E 2019).

g. Telecommunication

In California, approximately 98 percent of households have access to telecommunication infrastructure, including telephone and cable access (California Cable & Telecommunications Association 2019). The Plan Area located in area code 831 and Local Access and Transport Area 8 (California Public Utilities Commission [CPUC] 2010, NANPA 2019). A Local Access and Transport Area is a geographical area within which a divested Regional Bell Operating Company is permitted to offer exchange telecommunications and exchange access services (CPUC 2019c).

The Plan Area is located in AT&T California's carrier of last resort territory. A carrier of last resort is a telecommunications company that commits, or is required by law, to provide service to any customer in a service area that requests it, even if serving that customer would not be economically viable at prevailing rates (CPUC 2018).

h. Solid Waste

The City currently contracts with GreenWaste Recovery, a private hauler to provide trash, recycling and yard waste collection services to residents and commercial businesses within the City. Nearly all solid waste generated in Seaside is transported to and disposed of at the Monterey Peninsula Landfill and Materials Recovery Facility, which is operated by the Monterey Regional Waste Management District (MRWMD). The landfill and facility site consists of 466 acres and is located in Marina, at 14201 Del Monte Boulevard, approximately five miles north of the Plan Area. Approximately 315 acres of the site are permitted for the Monterey Landfill Peninsula (MRWMD 2014b).

According to the Solid Waste Facility Permit for the Monterey Peninsula Landfill (CalRecycle 2011), peak traffic volume for incoming waste materials shall not exceed 2,000 trips per day, and the peak tonnage of incoming waste shall not exceed 3,500 tons per day. The maximum permitted capacity of the landfill is 49.7 million cubic yards. CalRecycle (2017) reported approximately 48,560,000 million cubic yards, or approximately 99 percent, of the permitted capacity remained at the end of 2004. According to MRWMD (2014b), the remaining capacity of the landfill in 2014 was 71,000,000 cubic

yards, or 48,000,000 tons. MRWMD that the landfill will reach its maximum capacity in year 2061 (MRWMD 2014b).

According to MRWMD (2014b), the Monterey Peninsula Landfill receives less than 1,000 tons per day of municipal solid waste for disposal. Municipal solid waste comes from City of Seaside, as well as other cities and towns in the area, including the Monterey, Marinas, Del Rey Oaks, Carmel, Castroville, Pebble Beach, Big Sur, and Sand City. Table 4.16-2 presents the amount of solid waste disposed of at the Monterey Peninsula Landfill that originated from Seaside between the years of 2011 and 2016. As Table 4.16-2 shows, the majority of solid waste generated in this area is disposed of at the Monterey Peninsula Landfill.

Table 4.16-2 Annual Solid Waste Disposal – Seaside

Year	Solid Waste Disposed of at Monterey Peninsula Landfill (annual tons)	Solid Waste Disposed of at Other Regional Landfills (annual tons)*
2011	23,716	57
2012	21,604	31
2013	22,667	618
2014	22,280	653
2015	21,358	35
2016	23,918	935

*Other regional landfills include: Altamont Landfill, American Avenue Disposal Site, Azusa Land Reclamation Co. Landfill, Forward Landfill, Inc. Johnson Canyon Sanitary Landfill, Recology Hay Road

Source: CalRecycle 2017

The Materials Recovery Facility at the MRWMD site in Marina processes more than 100,000 tons of “dry mixed waste” each year that arrives in debris boxes, dumpsters, pick-up trucks and trailers. The Materials Recovery Facility also receives clean loads of source separated green waste and wood scraps, the raw materials for making compost and wood chips (MRWMD 2014a). The Materials Recovery Facility does not process loads from residential or commercial garbage trucks nor does it process the curbside recyclables picked up from residents and businesses in its service area, include Seaside. These loads are processed at the Waste Management, Inc. Materials Recovery Facility in Castroville and the City of Monterey Materials Recovery Facility in Ryan Ranch.

4.16.2 Water Regulatory Setting

This regulatory setting discussion is specific to the assessment of water supply availability and reliability in addition to the Water Supply Assessment included in Appendix M1. Regulations and policies pertaining to water quality and potable drinking water standards are also discussed in Section 4.9, *Hydrology and Water Quality*.

a. Federal

Clean Water Act

The Federal Clean Water Act, enacted by Congress in 1972 and amended several times since, is the primary Federal law regulating water quality in the United States and forms the basis for several State and local laws throughout the country. The Clean Water Act established the basic structure for regulating discharges of pollutants into the waters of the United States. The Clean Water Act gave

the U.S. Environmental Protection Agency the authority to implement Federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the Clean Water Act is administered by the USEPA and USACE. At the state and regional levels in California, the act is administered and enforced by the State Water Resources Control Board (SWRCB) and the nine RWQCBs.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) regulates public water systems (PWSs) that supply drinking water. 42 U.S.C. Section 300(f) et seq.; 40 C.F.R. Section 141 et seq. The principle objective of the Federal SDWA is to ensure that water from the tap is potable (safe and satisfactory for drinking, cooking, and hygiene). The main components of the Federal SDWA are to:

- Ensure that water from the tap is potable
- Prevent contamination of groundwater aquifers that are the main source of drinking water for a community
- Regulate the discharge of wastes into underground injection wells pursuant to the Underground Injection Control program (see 40 C.F.R. Section 144)
- Regulate distribution systems

b. State

Senate Bill 610

Senate Bill 610 (SB 610) amended California Water Code to require detailed analysis of water supply availability for certain types of development projects. The primary purpose of SB 610 is to improve the linkage between water and land use planning by ensuring greater communication between water providers and local planning agencies, and ensuring that land use decisions for certain large development projects are fully informed as to whether sufficient water supplies are available to meet project demands. SB 610 requires the preparation of a Water Supply Assessment (WSA) for certain large development projects.

Pursuant to SB 610, a WSA was prepared by MCWD (Appendix M2). The original WSA stated the EIR should describe the water offset programs and “the project EIR should clearly describe that intent and the resulting allocation of potable and recycled water supply.” Consistent with this direction, the City of Seaside has prepared an Updated WSA to provide more detailed information on the water offset programs (Mitigation Measure UTIL-1 below) and to correct several minor errors (e.g., incorrect street addresses) and provide additional background information. The Updated WSA is included in the EIR as Appendix M1. See Appendix M1, Summary of Updates to the WSA, for additional information.

California Safe Drinking Water Act

The California SDWA (Health & Safety Code Section 116270 et seq.; 22 Cal. Code Regs. Section 64400 et seq.) regulates drinking water more rigorously than the Federal law. Like the Federal SDWA, California requires that primary and secondary maximum contaminant levels (MCLs) be

established for pollutants in drinking water; however, some California MCLs are more protective of health. The Act also requires the SWRCB to issue domestic water supply permits to public water systems.

The SWRCB enforces the Federal and State SDWAs and regulates more than 7,500 PWSs across the state. (Implementation of the Federal SDWA is delegated to the State of California.) The SWRCB's Division of Drinking Water oversees the State's comprehensive Drinking Water Program (DWP). The DWP is the agency authorized to issue PWS permits.

Sustainable Groundwater Management Act

In September 2014, the governor signed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act (SGMA) gives local agencies the power to sustainably manage groundwater and requires groundwater sustainability plans to be developed for medium- and high-priority groundwater basins, as defined by the DWR.

The Plan Area overlies the Monterey Subbasin. Two groundwater sustainability agencies have been established for the Monterey sub-area: the Salinas Valley Groundwater Sustainability Agency (SVBGSA) and the MCWD. The SVGSA is developing a comprehensive groundwater sustainability plan for a portion of the subbasin under its jurisdiction for submittal to the California Department of Water Resources by 2020. The plan will address its portion of the Monterey Subbasin together with neighboring subbasins within the Salinas Valley Basin under its jurisdiction. MCWD will develop a groundwater sustainability plan for the remainder of the Monterey Subbasin, including the areas of the subbasin where MCWD's wells are located. Together, these plans will be designed to achieve sustainability throughout the Salinas Valley Basin by 2040.

Seaside Subbasin Groundwater Adjudication

As discussed above, all of MCWD's wells are located within the Monterey Subbasin of the Salinas Valley Groundwater Basin. The Seaside Subbasin is adjacent to, and immediately south of, the Monterey Subbasin. In the 1970s, improved monitoring and data collection in the Seaside Area Subbasin showed declines in the water table and overdrafting in many areas across the basin. In 1995, SWRCB issued Order No. WR 95-10, which found that CalAm was diverting more water from the Carmel River than it was allowed (MPWMD 2014). CalAm was ordered to reduce surface water intake from the Carmel River. As a result, the utility increased coastal groundwater extraction from the Seaside Area Subbasin to supplement its water supplies.

In the early 2000s, the MPWMD considered implementing groundwater protection ordinances, and began preparing the Seaside Basin Groundwater Management Plan (GMP). Concerned that MPWMD might be taking steps to curtail its groundwater pumping, in August 2003 CalAm requested an adjudication of a portion of the Seaside Area Subbasin in *California American Water v. City of Seaside et al.*, Monterey Superior Court, Case No. M66343. The utility sought a declaration of rights among parties interested in groundwater production and storage in the basin, and named a number of defendants, including local cities, developers, and landowners that historically extracted groundwater from the basin.

In October 2003, CalAm and a number of defendants executed a stipulated agreement. MCRWA and MPWMD, who had intervened in the adjudication against CalAm and the other parties, did not join in the stipulation. In 2006, the Monterey County Superior Court accepted parts of the stipulation

and set forth its findings regarding the Seaside Area Subbasin, including a determination of safe yield, an operating plan, and a determination of water rights.⁴

The court determined that the Seaside Area Subbasin was in overdraft, and that recent groundwater production exceeded the natural safe yield (NSY) of the basin (which was defined as approximately 2,581 to 2,913 AFY) and potentially contributed to seawater intrusion. The court found that total groundwater production in each of the preceding five years was between 5,100 and 6,100 AFY. A physical solution was adopted in order to set pumping limits and establish monitoring and reporting requirements within the basin. The adjudication created a Watermaster, a court-created body with representation of the parties to the adjudication, which was tasked with managing the physical solution of the basin. The Seaside Basin Watermaster Board consists of a nine-member board, representing municipal water suppliers, cities, individual pumpers, and water management agencies (Seaside Basin Watermaster).

The court defined an operation safe yield (OSY) as the maximum amount of groundwater that should be allowed to be produced from the basin in a given year. An initial OSY was set at 5,600 AFY; with overdraft conditions in the basin it was mandated that groundwater pumping from the basin be reduced by 2,600 AFY by 2021, in order to achieve the aforementioned OSY. The court determined each party's water right based on their historical production from the basin. Water rights were established as a percentage of the OSY. The physical solution imposed a deliberate and gradual ramp-down of allowed groundwater pumping over time, so as to bring the basin into balance and reduce the risk of seawater intrusion. Cutbacks to the OSY were to be implemented until the OSY was equal to the NSY. The physical solution required a triennial reduction (a reduction every three years) of the OSY.

California Plumbing Code

The California Plumbing Code is codified in Title 24, California Code of Regulations, Part 5. The Plumbing Code contains regulations including, but not limited to, plumbing materials, fixtures, water heaters, water supply and distribution, ventilation, and drainage. More specifically, Part 5, Chapter 4, contains provisions requiring the installation of low flow fixtures and toilets. Existing development will also be required to reduce its wastewater generation by retrofitting existing structures with water efficient fixtures (SB 407 [2009] Civil Code Sections 1101.1 et seq.).

The Water Conservation Act of 2009 (Senate Bill X7 7 (2009))

Requirements per State law (SB-X7 7) mandate reduction of per capita water use and agricultural water use in throughout the State by 20 percent by 2020.

State Updated Model Landscape Ordinance (Assembly Bill 1881 (2006))

The updated Model Landscape Ordinance requires cities and counties to adopt landscape water conservation ordinances. Section 17.30.040 of the Seaside Municipal Code establishes landscaping standards across the City. The standards strongly encourage the installation of water-efficient and/or drought tolerant landscape materials. Per Seaside Municipal Code Section 17.30.040(B)(1), where projects are subject to the state Model Water Efficient Landscape Ordinance (Title 23 California Code of Regulations Section 490 et seq.), drought-tolerant and water-efficient landscaping

⁴ A copy of the Seaside Basin Adjudication is available online at the Watermaster's website: <http://www.seasidebasinwatermaster.org/Other/Amended%20Decision0207.pdf>

and irrigation systems are required to be installed in compliance with the provisions of the model ordinance.

c. Regional

1997 Fort Ord Reuse Authority Base Reuse Plan

FORA adopted the *Fort Ord Base Reuse Plan* (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. Goals, policies, and programs specific to the City of Seaside and pertaining to utilities and service systems, including water supply, are found in the Conservation Element of the BRP. Hydrology and Water Quality Policy B-1 ensures additional water is available to critically deficient areas. Hydrology and Water Quality Policy B-2 provides for development on verification of an assured long-term water supply. Hydrology and Water Quality Policy C-5 supports actions necessary to ensure that wastewater treatment facilities operate in compliance with waste discharge requirements of the Central Coast RWQCB. Hydrology and Water Quality Policy C-7 provides for approval of development on verification of adequate wastewater treatment capacity.

Marina Coast Water District 2015 Urban Water Management Plan

The California Water Code, Division 6, Part 2.6, Section 10610 et. seq. (California Urban Water Management Planning Act) requires any municipal water supplier serving over 3,000 connections or 3,000 AFY to prepare an UWMP. MCWD's 2015 UWMP characterizes historical water supplies and use, projects future demand and supply through 2035, and identifies supply augmentation projects and programs, cumulative water demand projections, and water shortage contingency plans. Supply and demand projections address climate variability and regional cooperative agreements (MCWD 2016). The MCWD Urban Water Management Plan is incorporated by reference.⁵

d. Local

2004 Seaside General Plan

The City's 2004 General Plan includes goals and policies aimed at protecting water supply resources and improving utility infrastructure. The Land Use Element identifies goals and policies related to water supply. Policy LU-5.1 aims to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community in the development proposal review process. Policy LU-5.2 involves cooperation with local and regional water suppliers to ensure adequate water reserves. Policy LU-5.3 involves actively promoting water conservation by City residents and businesses. Policy LU-5.4 directs the City to promote the use of recycled water for irrigation of parks, golf courses, and public landscaped areas in the community. The Conservation/Open Space Element addresses water supply and conservation. The 2004 General Plan goals and policies encourage water conservation and the use of recycled water.

⁵ Marina Coast Water District 2015 UWMP available online at: https://wuedata.water.ca.gov/public/uwmp_attachments/1852918326/MCWD_2015_UWMP_Final.pdf. The UWMP appendices are also available online at: https://www.mcwd.org/docs/engr_files/MCWD%202015%20UWMP%20Appendices_Final.pdf.

Draft Seaside 2040

Draft Seaside 2040 contains goals and policies aimed at improving access to utility infrastructure. Goal CFI-2 promotes a framework of policies and practices to encourage a sustainable water supply. To achieve this, the City of Seaside identifies policies to promote water conservation, recycled water, stormwater infiltration, and to aggressively seek new water sources. One policy encourages the City to continue to work cooperatively with local and regional water utilities, suppliers, and agencies to maintain an adequate water supply for existing uses and develop new water supplies for development of the former Fort Ord lands and redevelopment within the City. Policies under Goal CFI-3 pertain to clean and sustainable groundwater. For example, the City seeks to continue to optimize groundwater recharge from new and redevelopment projects by infiltrating stormwater in accordance with State, regional, and local requirements, including FORA development requirements. Policies under Goal CFI-4 intend to ensure that new development and redevelopment projects provide adequate water distribution infrastructure. Goal HSC-8 and its underlying policies encourage buildings and landscapes in the City of Seaside to expand and implement conservation and recycled water programs.

4.16.3 Wastewater Regulatory Setting

a. Federal Clean Water Act

The Federal Clean Water Act is described in Section 4.16.2, *Water Regulatory Setting*.

b. State and Regional

Standards for wastewater treatment plant effluent are established using State and Federal water quality regulations. After treatment, wastewater effluent is either disposed of or reused as recycled water. The RWQCBs set the specific requirements for community and individual wastewater treatment and disposal and reuse facilities through the issuance of Waste Discharge Requirements, required for wastewater treatment facilities under the California Water Code Section 13260.

The treated wastewater discharged from the M1W Regional Treatment Plant is regulated by the Central Coast RWQCB under the *Waste Discharge Requirements for the Monterey Regional Water Pollution Control Agency Treatment Plant* (Order No. R3-2014-0013, NPDES Permit No. CA0048551). The minimum initial dilution established in the NPDES permit at the point of discharge for operations by M1W is 1:145 (parts effluent to seawater). The minimum initial dilution is used by the Central Coast RWQCB to determine compliance with the water quality effluent limitations established in the NPDES permit for in-pipe water quality (i.e., prior to discharge) that are based on water quality objectives contained in the SWRCB's Ocean Plan (see Section 4.9, *Hydrology and Water Quality*). The effluent limitations in the permit are based on and are consistent with the water quality objectives contained in the Ocean Plan.

The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered by the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from un-disinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water. Salt concentrations (such as chloride, nitrogen, sodium, etc.)

in the effluent are regulated based on the Basin Plan for the Central Coast Region (Central Coast RWQCB 2016), which also considers local groundwater quality.

In 2016, the SWRCB adopted General Order WQ 2016-0068-DDW, which establishes a separate permitting program for recycled water use. Under this approach, new recycled water uses can be authorized by a single permit that can be used across RWQCB boundaries if certain water reclamation requirements are met. The permitting program governs non-potable uses of treated municipal wastewater, for example landscape and crop irrigation, dust control, and industrial and commercial cooling.

1997 Fort Ord Reuse Authority Base Reuse Plan

Goals, policies, and programs pertaining wastewater collection and treatment are found in the Conservation Element of the BRP. Hydrology and Water Quality Policy C-5 supports all actions necessary to ensure that sewage treatment facilities operate in compliance with waste discharge requirements adopted by the California RWQCB. Hydrology and Water Quality Policy C-7 provides for verification of adequate wastewater treatment capacity.

c. Local

2004 Seaside General Plan

Policy LU-6.1 of the 2004 General Plan includes maintenance of the existing sewer system to provide a high level of service to community neighborhoods. Policy LU-6.2 aims to ensure new development and redevelopment projects provide adequate sewage collection infrastructure. The 2004 General Plan goals and policies aim to ensure that sewer service and facilities are provided and maintained adequately meet the community's current and future need for sewer collection and treatment.

Draft Seaside 2040

Policies under *Draft Seaside 2040* Goal CFI-4 intend to ensure that new development and redevelopment projects provide adequate sewage collection infrastructure. The City aims to work with utility owners to maintain the existing sanitary sewer systems to provide a high level of service to the City's neighborhoods. Another policy directs the City to continue to monitor and coordinate with partners about the regional wastewater treatment plant as new development projects are proposed and treatment capacity needs expand.

4.16.4 Stormwater Drainage Regulatory Setting

Regulations and policies pertaining to stormwater drainage are discussed in Section 4.9, *Hydrology and Water Quality*.

4.16.5 Electric Power Regulatory Setting

Regulations and policies pertaining to electric power are discussed in Section 4.5, *Energy*.

4.16.6 Natural Gas Regulatory Setting

As the State's primary energy policy and planning agency, the CEC collaborates with State and Federal agencies, utilities, and other stakeholders to develop and implement State energy policies. Since 1975, the CEC has been responsible for reducing the State's electricity and natural gas demand, primarily by adopting new Building and Appliance Energy Efficiency Standards that have

contributed to keeping California's per capita electricity consumption relatively low. The CEC is also responsible for the certification and compliance of thermal power plants 50 megawatts and larger, including all project-related facilities in California (CEC 2019d).

The California Public Utilities Commission (CPUC) regulates investor-owned electric and natural gas utilities operating in California. The energy work responsibilities of the CPUC are derived from the California State Constitution, specifically Article XII, Section 3 and other sections more generally, numerous State legislative enactments and various Federal statutory and administrative requirements. The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from PG&E and other natural gas utilities across California (CPUC 2019a).

4.16.7 Telecommunication Regulatory Setting

The CPUC develops and implements policies for the telecommunication industry. The Communications Division is responsible for licensing, registration and the processing tariffs of local exchange carriers, competitive local carriers, and non-dominant interexchange carriers. It is also responsible for registration of wireless service providers and franchising of video service providers. The Division tracks compliance with commission decisions and monitors consumer protection and service issues and Commission reliability standards for safe and adequate service. The Communications Division is responsible for oversight and implementation of the six public purpose Universal Service Programs (CPUC 2019b).

Draft Seaside 2040

Draft Seaside 2040 contains goals and policies aimed at improving access to telecommunication infrastructure. Policies under Goal CFI-7 intend to ensure that all residents and businesses have access to affordable, reliable, and high-quality energy and telecommunication services. Policies under this goal direct the City to ensure that adequate utility and telecommunication infrastructure support future development, ensure that siting of telecommunication facilities provides efficiency and quality services to emergency response providers in the City, and actively seek a public-private partnership to provide ultra-high speed fiber optic communications to businesses in Seaside.

4.16.8 Solid Waste Regulatory Setting

a. Federal

Title 40 of the Code of Federal Regulations

Title 40 of the Code of Federal Regulations (CFR), Part 258 (Resource Conservation and Recovery Act, Subtitle D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria.

b. State

Assembly Bill 341 and Senate Bill 1383

The purpose of Assembly Bill (AB) 341 of 2011 (Chapter 476, Statutes of 2011) is to reduce greenhouse gas (GHG) emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in

California. In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

In addition, SB 1383 of 2016 (Chapter 395, Statutes of 2016) established the following goals: a 50-percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2020, and a 75-percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2025. This bill also authorized CalRecycle to adopt regulations, to take effect on or after January 1, 2022, to achieve these targets.

Assembly Bill 939

AB 939 (Public Resources Code 41780) requires cities and counties to prepare integrated waste management plans and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare source reduction and recycling elements as part of the integrated waste management plans. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Assembly Bill 1826

AB 1826 of 2014 (Chapter 727, Statutes of 2014) requires businesses that generate a specified amount of organic waste per week to arrange for recycling services for that waste, and for jurisdictions to implement a recycling program to divert organic waste from businesses subject to the law, as well as report to CalRecycle on their progress in implementing an organic waste recycling program. As of January 1, 2017, businesses that generate four cubic yards or more of organic waste per week shall arrange for organic waste recycling services.

Senate Bill 1016

SB 1016 of 2007 (Chapter 343, Statutes of 2007) requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. After an initial determination of diversion requirements in 2006 and establishing diversion rates for subsequent calendar years, the Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

c. Local

2004 Seaside General Plan

The Land Use Element of the 2004 General Plan identifies goals and policies related to solid waste. Policy LU-7.1 encourages the City to participate in local and regional programs that encourage the per capita reduction of solid waste in Seaside in order to meet State mandates for waste reduction. The 2004 General Plan goals and policies aim to reduce per capita solid waste disposal.

Draft Seaside 2040

Goal CFI-6 of *Draft Seaside 2040* aims to reduce solid waste sent to the landfill. For example, one policy directs the City to require construction demolition to meet or exceed the State's 50 percent

targets for material salvage and recycling of non-hazardous construction materials. Another policy directs the City to promote awareness about responsible waste management practices, including recycling, green waste collection, and composting. Under Goal POC-7, one policy directs the City to promote solid waste diversion at City parks and recreation facilities through recycling and composting.

4.16.9 Impact Analysis

a. Methodology and Significance Thresholds

Assessment of impacts is based on review of site information and conditions, analysis provided in the MCWD's current UWMP, the WSA prepared for the Proposed Project (Appendix M1 and M2), and City information regarding utility-related issues, including water supply and facilities, wastewater facilities, and solid waste. An impact is considered significant if development under the Proposed Project would result in one or more of the following conditions:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects;
2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments;
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals;
5. Conflict with Federal, State, and local management and reduction statutes and regulations related to solid waste;
6. Substantially decrease groundwater supplies.

b. Project Impacts and Mitigation Measures

- Threshold 1:** Would the project require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?
- Threshold 2:** Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- Threshold 3:** Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's demand in addition to the provider's existing commitments?
- Threshold 6:** Would the project substantially decrease groundwater supplies?

Impact UTIL-1 IMPACTS RELATED TO REGIONAL WASTEWATER, STORMWATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATION INFRASTRUCTURE WOULD BE LESS THAN SIGNIFICANT. HOWEVER, WATER SUPPLY IMPACTS WOULD BE SIGNIFICANT WITHOUT MITIGATION. WITH MITIGATION, IMPACTS RELATED TO WATER SUPPLY WOULD BE LESS THAN SIGNIFICANT.

Water

A WSA was prepared for the Proposed Project and is included as Appendix M1, which includes more detailed information related to water supply reliability, and alternative water supplies.

Within the Ord Community, 6,600 AFY of existing Salinas Valley groundwater supply has been allocated among the land use jurisdictions by FORA. The 6,600 acre-feet per year figure is derived from the 1984 peak and the 1988-1992 average amount of potable water Fort Ord withdrew from the Salinas Basin, not including pumping from a non-potable golf course well. The City has an existing potable water allocation of Salinas Valley Groundwater of 1,012.5 AFY (from the 6,600 AFY regional allocation).

The Salinas Valley Groundwater Basin has a large storage volume and is recharged by the Salinas River, which is augmented by upstream reservoirs. Consequently, the aquifer does not experience wide level variations due to climatic conditions. Water levels vary by 20 to 30 feet seasonally, and decline an additional 10 to 20 feet during drought periods. MCWD's demands accounted for less than one percent of the total groundwater pumped from the Salinas groundwater basin in 2015, the latest year reported. Therefore, the MCWD's supply is considered reliable on a quantity basis.

The upper aquifers in the Salinas Valley Groundwater Basin (180-foot aquifer and 400-foot aquifer) along the coast are experiencing high salinity due to seawater intrusion (MCWRA 2019).⁶ MCWD's wells in Central Marina, although near the coast, are in the Deep Aquifer within the Monterey Subbasin (DWR, Bulletin 118, Basin No. 3-004.10) of the broader Salinas Groundwater Basin, which has not experienced signs of seawater intrusion and is considered to have reliable quality.

⁶ According to the 2019 Salinas River Long-Term Management Plan, "seawater intrusion extends approximately 7 miles inland within the 180-foot aquifer and 4 miles inland in the 400-foot Aquifer." (Salinas River Long-Term Management Plan 3-41, 3-42, available at http://www.salinasrivermanagementprogram.org/ltmp_doc.html.)

MCWD’s 2015 UWMP concludes that “neither seawater intrusion nor groundwater contamination pose an immediate threat to water supply reliability” (MCWD 2015 UWMP Section 5.2, at p. 73). In the Ord Community, the District has one well in the deep aquifer and four wells in the upper aquifers; these five wells are outside the area currently affected by seawater intrusion. MCWD is closely monitoring the quality in these wells. While there “is some concern that the Deep Aquifer may become affected by seawater intrusion,” there is a monitoring well that serves as an “early warning system to identify any seawater intrusion...” (MCWD 2015 UWMP Section 4.2.5, at p. 48). In 2003, a study modeled seawater intrusion resulting from increasing pumping from the Deep Aquifer by two to five times the baseline rate, and found that “in the absence of other action to control seawater intrusion, the landward flow of groundwater would increase...” (MCWD 2015 UWMP § 4.2.5, at p. 50). No increases of such a magnitude in pumping from the Deep Aquifer are expected.

As to the 180-foot and 400-foot Aquifers, the MCWD 2015 UWMP concluded that “[t]he Salinas Valley Water Project has reduced groundwater pumping in the 180/400 Foot Aquifer Subbasin. Therefore, MCWD’s groundwater supply is fully available in annual average, single dry year and multiple dry years” (MCWD 2015 UWMP Section 5.1, at p. 72). The Monterey Subbasin is subject to SGMA, but is not designated as critically overdrafted (DWR 2019).⁷

Two groundwater sustainability agencies have been established for the Monterey Subbasin sub-area: the Salinas Valley Groundwater Sustainability Agency (SVBGSA) (<https://svbgsa.org>) and the District. The SVGSA is developing a comprehensive groundwater sustainability plan for a portion of the subbasin under its jurisdiction for submittal to the California Department of Water Resources by 2020. The plan will address its portion of the Monterey Subbasin together with neighboring subbasins within the Salinas Valley Basin under its jurisdiction. The District will develop a groundwater sustainability plan for the remainder of the Monterey Subbasin, including the areas of the subbasin where the District’s wells are located. Together, these plans will be designed to achieve sustainability throughout the Salinas Valley Basin by 2040.

These groundwater sustainability plans will work to manage the Monterey Subbasin in combination with MCWRA’s Long-Term Management Plan for the Salinas River Valley which is incorporated by reference (MCWRA 2019).⁸ This long-term management plan sets forth strategies, both currently employed and future plans, that are designed to manage the Salinas River and its interaction with groundwater resources within the Salinas Valley. Together, the activities of the MCWRA with those of the SVGSA and the District, implementing groundwater sustainability plans, will curtail future seawater intrusion and ensure sustainable management of the Salinas Valley groundwater supplies, and ensure the reliability of the 6,600 AFY. The MCWD wells are not in imminent threat of seawater intrusion, and the actions employed and planned by the MCWRA, the SVGSA, and District will ensure that these wells are able to provide water to serve Fort Ord in perpetuity.

Table 4.16-3 summarizes the calculation of water demand generated by the implementation of the Proposed Project.

⁷ While the Ord Community water supply come in part from wells in the 400-foot aquifers, these wells are located within the defined boundaries of the Monterey sub-area. The sub-area referred to as the “180/400 Foot Aquifer” (Subbasin 3-004.001) by the Department of Water Resources is defined as overdrafted, but the wells at issue in the WSA are not within the boundaries of that sub-area. (See <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Critically-Overdrafted-Basins/Files/2018CODBasins.pdf?la=en&hash=3014D2F2299AA503C469D41BBC0E8DCFC0267F8>.)

⁸ MCWRA’s Long-Term Management Plan for the Salinas River Valley is available online at: http://www.salinasrivermanagementprogram.org/ltmp_doc.html

Table 4.16-3 Projected Water Demand

Land Use	Proposed Project		Average Water Demand (AFY/unit)	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
	Quantity	Unit				
Homes and apartments	1,485	Dwelling units	0.25	371.25		371.25
Hotel	250	Rooms	0.17	42.5		42.5
Youth Hostel ¹	75	Beds		5.5		5.5
Retail/Dining/Commercial	150,000	Square feet	0.0003	45		45
Office/R&D	50,000	Square feet	0.000135	6.75		6.75
Irrigated Landscape (Non-turf)	4.25	Acres	2.1		8.93	8.93
Irrigated Landscape (Turf)	3	Acres	2.5		7.5	7.5
Residential Front Yards (HOA)	14	Acres	2.1	-29.4	29.4	0
Native Drought Tolerant Landscape	5	Acres	0		0	0
Total				441.60	45.83	487.43

¹The City of Seaside previously approved a 120 bed American Youth Hostel project in 2013 within the Plan Area. The water demand for that project was estimated at 5.5 AFY. It was conservatively assumed that the hostel will still have a total water demand of 5.5 AFY, despite the reduction in beds (75 beds).

* Water demand factors for each land use type are based upon the demand factors in UWMP Table 3.4.

AFY = acre feet per year

Source: MCWD 2019

Landscaping for street medians, parks, and commercial sites would be irrigated with recycled water. Residential front yards would also be irrigated with recycled water where this can be accomplished under the current plumbing code and subject to control by a Home Owners Association (HOA). However, the residential potable water demand factor identified in “Homes and Apartments” includes potable water demand for the same residential front yards. Consequently, Table 4.16-3 converts 29.4 AFY from potable water demand to recycled water demand to account for the 14 acres of residential front yard landscaping which would utilize recycled water. The WSA concludes that the Proposed Project would require 441.6 AFY of potable water and 45.8 AFY of recycled water, for a total of 487.4 AFY.

Specific Plan Section 5.2.2 expressly allows recycled water use for non-residential toilets, floor sinks, and other applicable recycled water uses allowed under the California Building Code; however, that subset of demand was not assumed to reduce potable water demand in this analysis. Therefore, this analysis is conservative. Implementation of the Proposed Project requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include water and sewer infrastructure, as well as associated connections necessary to serve project buildings.

Within the Ord Community, 6,600 AFY of existing Salinas Valley groundwater supply has been allocated among the land use jurisdictions by FORA. The 6,600 acre-feet per year figure is derived from the 1984 peak and the 1988-1992 average amount of potable water Fort Ord withdrew from the Salinas Basin, not including pumping from a non-potable golf course well. The City has an existing potable water allocation of Salinas Valley Groundwater of 1,012.5 AFY (from the 6,600 AFY regional allocation), and has previously sub-allocated 831.2 AFY to other projects, leaving 181.3 AFY available. Based on the calculations in the WSA, the available water supply of 181.3 AFY is not

sufficient to meet the Proposed Project's potable water demand of 441.6 AFY. If groundwater pumping were to be increased to meet this demand without mitigation, this would potentially result in seawater intrusion, which would decrease water quality, by increasing salt concentrations (such as chloride, nitrogen, sodium, etc.).

The Proposed Project is projected to use up to 45.83 AFY of recycled water. The City of Seaside has an allocation of 453 AFY from the Phase 1 Recycled Water Project, which will be available in 2019. Once the recycled water distribution system is operational, potable water use that is replaced with recycled water may be reallocated to new projects. Therefore, impacts associated with potable water supply, including groundwater are considered significant.

To address the discrepancy between the Proposed Project's 441.6 AFY of potable water demand and the 181.3 AFY of available potable water supply, several in-lieu storage and offset programs have been identified. Mitigation Measure UTIL-1 has been proposed to address the 260.03 AFY potable water supply shortfall which includes:

- Bayonet and Blackhorse Golf Courses in-lieu storage and recovery program, which would replace a minimum of 311.08 AFY of existing potable water use with recycled water (up to 450 AFY as recycled water supplies increase). If implemented, this program alone could address the remaining potable water supply needed for the Proposed Project.
- Seaside Highlands and Soper Field recycled water substitution program to offset 53.1 AFY of potable water use. The Seaside Highlands development was constructed with recycled water mains to supply the landscape irrigation systems. This system is currently fed with potable water, but recycled water will be available within the next few years. Providing recycled water for irrigation of that project would make up to 43.1 AFY of potable supply available for reallocation from Seaside Highlands. An additional 10 AFY may be made available by converting the City's Soper Field sports complex (adjacent to Seaside Highlands) to recycled water.
- Use of recycled water in the Main Gate project, which would require the previously approved Main-Gate project to utilize 42.99 AFY of recycled water in-lieu of previously allocated potable water supply.
- The City may also require dual-plumbing of buildings to use recycled water for sanitary fixture flushing (toilets and urinals), which will offset potable water demand with recycled water.

With implementation of these programs, total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection would meet the projected water demand associated with the Proposed Project, in addition to the MCWD's existing and planned future uses. There would be no secondary environmental impacts associated with implementation of these programs, as the recycled water supply is a pre-existing project that has already been subject to environmental review. Therefore, there would be no additional environmental impacts caused by these mitigation measures.

Mitigation Measure UTIL-1 would require the City to implement programs to offset potable supply with recycled water, thereby making potable supplies available for the demands of the Proposed Project. The City would be required to demonstrate that sufficient water supplies have been secured prior to issuance of final map. With mitigation, impacts related to water supply sufficiency would be less than significant.

Wastewater Treatment

Wastewater Capacity

Development of the Proposed Project would generate a new source of wastewater, which would flow through the existing MCWD conveyance system to the Regional Wastewater Treatment Plant. Table 4.16-4 shows estimated wastewater flows generated by the Proposed Project, based on proposed land uses.

Table 4.16-4 Proposed Project Wastewater Generation

Land Use	Proposed Project		Average Wastewater Generation ¹ (AFY/unit)	Expected Wastewater Generation	
	Quantity	Unit		Gallons per Day	Million Gallons per Day
Homes and Apartments	1,485	Dwelling units	0.2	265,144	0.27
Hotel	250	Rooms	0.136	30,353	0.03
Youth Hostel	75	Beds	NA ²	4,910	0.00
Retail/Dining/Commercial	150,000	Square feet	0.00024	32,139	0.03
Office/R&D	50,000	Square feet	0.000108	4,821	0.00
Total				337,367	0.34

NA = Not Available

¹Assume wastewater is 80 percent of water use shown in Table 4.16-3. This is a standard conversion factor between water demand and wastewater generation.

²Youth hostel water demand was calculated in MCWD's WSA and estimated to be 5.5 AFY. Wastewater calculations assumed that associated wastewater demand would be 80 percent of 5.5 AFY.

Note: This table does not include outdoor irrigation land uses, as they would not generate wastewater flows.

Source: MCWD 2019

There are no policies contained in the Specific Plan addressing water quality or waste discharge. 2004 General Plan Policy LU-5.1 requires the City to review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community. The Proposed Project would be required to demonstrate compliance with all applicable regulations. As indicated above, the Proposed Project would generate up to approximately 0.34 mgd of wastewater. Based on the Sewer System Management Plan, as of 2013, the Regional Wastewater Treatment Plant had unused but permitted treatment capacity of approximately 8.6 mgd during dry weather and about 41.2 mgd during peak wet weather conditions. The Proposed Project would therefore account for approximately 3.9 percent of the plant's 8.6 mgd remaining dry weather capacity and approximately 0.8 percent of the plant's 41.2 mgd remaining wet weather capacity.

The existing wastewater treatment capacity of the Regional Wastewater Treatment Plant would be sufficient to accommodate the Proposed Project. Therefore, implementation of the Proposed Project would not result in the need to expand the capacity of the Regional Wastewater Treatment Plant. The Proposed Project would have a less than significant impact on wastewater capacity.

Wastewater Conveyance

Wastewater conveyance services in the Plan Area are provided by the MCWD. MCWD owns and operates 20 lift stations, more than 140 miles of gravity sewer pipeline, and seven miles of forced

main across its service area. Implementation of the Proposed Project would increase wastewater conveyance demand on the existing system by 0.34 mgd, as described above.

Implementation of the Proposed Project requires construction of additional wastewater conveyance infrastructure, including sanitary sewer pipelines and manholes for access. Sanitary sewer mains would be constructed in private and public roadways. The Proposed Project's sewer pipe network would connect to an existing trunk line in 1st Avenue north of Lightfighter Drive. Effluent would be conveyed in a gravity-fed system and no pump stations are proposed. Sanitary sewer mains would be sized to accommodate the proposed development and placed in street/alley rights-of-way, replacing the old pipe network that includes several "cross-country" alignments. Gravity-fed mains that once connected to CSUMB's sanitary system in 6th Avenue and 7th Avenue would be disconnected from this system, and would be joined to the new pipe network that feeds to 1st Avenue. Existing facilities within the Plan Area that are to remain (i.e. the College of Law) will be connected to the new system. Existing sewer mains along the Plan Area's General Jim Moore Boulevard frontage would remain and be tied to the new system. The Proposed Project's sewer network would also include the connections of the existing mains from outside the project boundary that serve the U.S. Army Main Exchange and the Defense Department complex.

Sewer mains located in public streets would be owned and maintained by MCWD, while those located in private streets would be private and maintained by the HOA. The Utility Plan (Sheets 43 - 60 of the Vesting Tentative Map, Appendix C) maps out the wastewater conveyance infrastructure included in the Proposed Project. The precise sizing of wastewater conveyance pipes would be determined at the time of installation and would be subject to the approval of the City of Seaside to ensure that the system would be adequate. Construction of wastewater conveyance pipes would occur within developed areas, such as street corridors, that already contain underground infrastructure for utilities. The construction of wastewater conveyance pipes has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR.

An overall goal of the Specific Plan is to improve and maintain basic infrastructure such as sewer mains. The Proposed Project would be required to adhere to applicable Specific Plan goals, policies, and implementation actions related to wastewater collection and treatment.

Additionally, the Proposed Project would be required to adhere to the 2004 Seaside General Plan or *Draft Seaside 2040*, as applicable. Policy LU-6.1 of the 2004 Seaside General Plan directs the City to maintain the existing sewer system to provide a high level of service to community neighborhoods. Policy LU-6.2 aims to ensure new development and redevelopment projects provide adequate sewage collection infrastructure. Policies under Goal CFI-4 of *Draft Seaside 2040* require new development and redevelopment projects to provide adequate sewage collection infrastructure.

With adherence to applicable regulations and General Plan policies, the Proposed Project would have adequate wastewater conveyance systems and impacts related to wastewater conveyance would be less than significant.

Stormwater Drainage

Impacts regarding stormwater drainage facilities are discussed in Section 4.9, *Hydrology and Water Quality*.

Electric Power

Electricity services in the Plan Area are provided by PG&E. The Proposed Project would require modification of existing electrical transmission and distribution systems on site to continue to serve

the Plan Area. This service would be provided in accordance with the rules and regulations of PG&E on file with and approved by CPUC. The construction of electrical lines has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR. Impacts regarding electric power demand are discussed in Section 4.5, *Energy*.

Natural Gas

Natural gas services in the Plan Area are provided by PG&E. A large-diameter gas transmission pipeline runs along Cabrillo Highway, approximately 750 feet west of the Plan Area (PG&E 2019). Implementation of the Proposed Project requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include natural gas infrastructure upgrades.

The precise sizing and placement of gas transmission pipelines would be submitted concurrent with the final tract map and improvement plan per phase. Construction of natural gas transmission pipelines would occur within developed areas, such as street corridors, that already contain underground infrastructure for utilities. Natural gas transmission pipelines are typically co-located with underground water pipelines. General impacts associated with natural gas transmission pipelines constructed as part of the Proposed Project are discussed throughout this EIR.

An overall goal of the Specific Plan is to improve and maintain basic infrastructure such as natural gas transmission pipelines. The Proposed Project would be required to adhere to applicable Specific Plan goals, policies, and implementation actions related to utility infrastructure. PG&E service would be provided in accordance with the rules and regulations of PG&E on file with an approved by CPUC.

Natural gas plans would be submitted concurrent with the final tract map and improvement plan per phase and would be subject to City approval. The construction of natural gas lines has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR. Therefore, the Proposed Project would have adequate natural gas facilities to serve the development and impacts related to natural gas would be less than significant.

Telecommunication Facilities

Implementation of the Proposed Project requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include telephone and cable lines. Telephone and cable utility plans would be submitted concurrent with the final tract map and improvement plan per phase. Telephone and cable lines are typically co-located with energy lines. The construction of telecommunications infrastructure has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR.

An overall goal of the Specific Plan is to improve and maintain basic infrastructure. The Proposed Project would be required to adhere to applicable Specific Plan goals, policies, and implementation actions related to utility infrastructure.

Summary

As discussed above, there is adequate regional wastewater, stormwater drainage, electric power, natural gas, and telecommunication infrastructure to serve the Proposed Project. Impacts related to the provision of these utility facilities would be less than significant. However, the City of Seaside does not have sufficient existing water supply to achieve full Project buildout, which is projected to demand 441.6 AFY of potable water. Mitigation Measure UTIL-1 is required to reduce impacts related to water supply sufficiency to a less than significant level.

Mitigation Measures

UTIL-1 Water Offset Programs

To address the discrepancy between the Proposed Project's 441.6 AFY of potable water demand and the 181.3 AFY of available potable water supply, the City shall secure the additional water supplies needed for the Proposed Project. To do so, the City shall implement programs to supply a minimum of 260.3 AFY. Programs to achieve this include, but would not be limited to:

- Bayonet and Blackhorse Golf Courses in-lieu storage and recovery program, which would replace a minimum of 311.08 AFY of existing potable water use with recycled water (up to 450 AFY as recycled water supplies increase). If implemented, this program alone could address the remaining potable water supply needed for the Proposed Project.
- Seaside Highlands and Soper Field recycled water substitution program to offset 53.1 AFY of potable water use. The Seaside Highlands development was constructed with recycled water mains to supply the landscape irrigation systems. This system is currently fed with potable water, but recycled water will be available within the next few years. Providing recycled water for irrigation of that project would make up to 43.1 AFY of potable supply available for reallocation from Seaside Highlands. An additional 10 AFY may be made available by converting the City's Soper Field sports complex (adjacent to Seaside Highlands) to recycled water.
- Main-Gate offset program, which would require the previously approved Main-Gate project to utilize 42.99 AFY of recycled water in-lieu of previously allocated potable water supply.
- The City may also require dual-plumbing of buildings to use recycled water for sanitary fixture flushing (toilets and urinals), which will offset potable water demand with recycled water.

Prior to issuance of a final map, the City shall demonstrate the offset of 260.3 AFY of potable water based upon available programs, and shall obtain written verification from MCWD that sufficient water supplies have been secured.

Significance After Mitigation

Less than significant with mitigation.

Threshold 4: Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Threshold 5: Would the project comply with Federal, State, and local statutes and regulations related to solid waste?

Impact UTIL-2 THE PROPOSED PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, INCLUDING THE MONTEREY PENINSULA LANDFILL AND THE MATERIALS RECOVERY FACILITY. THE PROPOSED PROJECT WOULD NOT IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS AND WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Implementation of the Proposed Project would result in the addition of up to 1,485 residential units, 250 hotel rooms, 75 youth hostel beds, 150,000 square feet of retail space, and 50,000 square feet of office space. As shown in Table 4.16-5, the Proposed Project would generate an estimated 9.9 tons, or 19.8 cubic yards, of solid waste per day associated with these land uses.

Table 4.16-5 Proposed Project Projected Solid Waste Generation

Land Use	Proposed Project			Projected Wastewater Generation		
	Quantity	Unit	Generation Rate	Solid Waste (pounds per day)	Solid Waste (tons per day)	Solid Waste (cubic yards per day) ¹
Homes and apartments	1,485	Dwelling units	12.23 pounds/dwelling unit/day	18,162	9.080775	18.16155
Hotel	250	Rooms	4 pounds/room/day	1,000	0.5	1
Youth Hostel ²	75	Rooms	4 pounds/room/day	300	0.15	0.3
Retail/Dining/Commercial	150,000	Square feet	0.04 pounds/1,000 square feet/day	6	0.003	0.006
Office/R&D	50,000	Square feet	6 pounds/1,000 square feet/day	300	0.15	0.3
Total				19,768	9.9	19.8

¹Conversion factor assumed to be 1,000 pounds per cubic yard.

²The youth hostel is proposed with 75 beds instead of 75 rooms; however, the solid waste generation rate requires the metric to be in rooms. This provides for a conservative analysis.

Source for generation rates: CalRecycle 2018

According to the MRWMD, the remaining capacity of the Monterey Peninsula Landfill in 2014 was 71,000,000 cubic yards, or 48,000,000 tons. MRWMD projects that the landfill will reach its maximum capacity in year 2061 (MRWMD 2014b). This equates to an average annual disposal capacity of approximately 1,510,000 cubic yards per year. With physical site enhancements and increasing diversion rates, the landfill’s projected lifespan has been increasing (LAFCO of Monterey County 2015).

The Proposed Project would yield an annual solid waste generation rate of approximately 7,215 cubic yards per year. This accounts for approximately 0.4 percent of the average annual disposal capacity of the Monterey Peninsula Landfill.

There are no specific policies contained in the Specific Plan addressing solid waste generation and disposal; however, Section 5.6, *Conceptual Solid Waste Plan*, of the Specific Plan indicates that a solid waste plan will be submitted concurrent with the final tract map and improvement plan per phase. Policy LU-7.1 of the 2004 Seaside General Plan encourages the City to participate in local and regional programs that encourage the per capita reduction of solid waste in Seaside in order to meet State mandates for waste reduction. *Draft Seaside 2040* Goal CFI-6 aims to reduce solid waste sent to the landfill. Increased recycling and waste diversion would reduce rates of solid waste disposal. For example, one policy directs the City to require construction demolition to meet or exceed the State’s 50 percent targets for material salvage and recycling of non-hazardous construction materials.

In addition, the City of Seaside is required by AB 939 to divert 50 percent of solid waste from landfills. The Materials Recovery Facility is capable of recovering up to 75 percent or more of the mixed waste stream from both commercial and multi-family sources, single-stream recyclables, as well as construction and demolition loads (MRWMD 2018). Local infrastructure would have the

capacity to accommodate solid waste generated by the Proposed Project. The Proposed Project would be required to demonstrate compliance with all applicable regulations. Projected rates of solid waste disposal from the Proposed Project would have a less than significant impact in regard to local solid waste infrastructure.

Mitigation Measures

Mitigation measures are not required.

Significance After Mitigation

Less than significant.

c. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines Section 15065(a)(3)).

Water

The geographic scope for cumulative water supply impacts is the MCWD service area, depicted in Figure 4.16-1. This geographic scope is appropriate because, as the local water purveyor, MCWD is responsible for supplying potable water to all residential, commercial, industrial, and fire protection uses within its service area, including the Plan Area (MCWD 2016). Development that is considered part of the cumulative analysis includes buildout of local General Plans, as well as development projects identified in the MCWD's 2015 UWMP and the WSA prepared for the Proposed Project.

Cumulative development in the MCWD service area will continue to increase demands on water supplies. Table 3-3 in the WSA (Appendix M1) shows projected water demands for MCWD through 2035. By 2040, MCWD anticipates a total demand of 10,881 AFY, an increase of 6,677 AFY from the 2015 demands (MCWD 2019). As discussed above under Impact UTIL-1, due to water demands from the project in combination with projected growth, there are insufficient existing water supplies to accommodate cumulative development and achieve full buildout of the Proposed Project, which is projected to demand 441.6 AFY of potable water. This results in a cumulatively considerable contribution to a significant cumulative impact. To address the discrepancy between the Proposed Project's 441.6 AFY of potable water demand and the 181.3 AFY of available potable water supply, Mitigation Measure UTIL-1 would require the City to implement programs to offset potable supply, thereby making potable supplies available for the demands of the Proposed Project. The City would be required to demonstrate that sufficient water supplies have been secured prior to issuance of final map. With mitigation, impacts related to water supply sufficiency would be less than significant. Therefore, after mitigation, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact regarding water supply services.

Wastewater

The geographic scope for cumulative wastewater facilities impacts encompasses all areas in Monterey County that discharge wastewater to the Regional Wastewater Treatment Plant operated by M1W. This geographic scope is appropriate because, as the local wastewater operator, M1W is responsible for treating and discharging wastewater to all land uses within its service area, including

the Plan Area. Development that is considered part of the cumulative analysis includes buildout of local General Plans. Impacts would be cumulatively significant if cumulative development in the service area would exceed the capacity of the Regional Wastewater Treatment Plant.

According to the SSMP, as of 2013, average dry weather flows are currently approximately 21 mgd and peak wet weather flows are currently approximately 40 mgd (MRWPCA 2013). The Regional Wastewater Treatment Plant had unused but permitted treatment capacity of approximately 8.6 mgd during dry weather and about 41.2 mgd during peak wet weather conditions (MRWPCA 2013).

Cumulative buildout associated with *Draft Seaside 2040* and other General Plans within the M1W service area will continue to increase demands on the existing wastewater treatment and conveyance facilities in the City. As discussed above under Impact UTIL-1, the Proposed Project would generate up to approximately 0.34 mgd of wastewater. The Proposed Project would therefore account for approximately 3.9 percent of the plant's 8.6 mgd remaining dry weather capacity and approximately 0.8 percent of the plant's 41.2 mgd remaining wet weather capacity.

According to AMBAG's population projections, Monterey County's population is anticipated to increase by approximately 17 percent between 2013 and 2040 (AMBAG 2018). Although M1W does not provide wastewater service to the entire County, this population increase projection was used to estimate growth within the M1W service area to provide a conservative analysis.⁹ Consequently, population growth in Monterey County would yield an increase of 3.6 mgd during dry weather (or approximately 41 percent of the plant's 8.6 mgd remaining dry weather capacity) and 6.8 mgd during peak wet weather conditions (or approximately 17 percent of the plant's 41.2 mgd remaining wet weather capacity). Combined with the Proposed Project, cumulative growth would not exceed the capacity of the Regional Wastewater Treatment Plant. Cumulative impacts would therefore be less than significant.

Policies under Goal CFI-4 of *Draft Seaside 2040* require new development and redevelopment projects to provide adequate sewage collection infrastructure. Other jurisdictions within the M1W service boundary have similar policies regarding sewer system infrastructure. These policies would ensure that development is not approved until it can be demonstrated that adequate wastewater collection capacity exists, or until a financial commitment to create such capacity has been secured. As described under Impact UTIL-1 above, the Proposed Project would have a less than significant impact on wastewater collection and treatment. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a cumulative impact regarding wastewater services.

Electric Power and Natural Gas Transmission Facilities

The geographic scope for cumulative electricity and natural gas impacts is the PG&E service area. This geographic scope is appropriate because, as the local provider, PG&E is responsible for transmitting electricity and natural gas to all land uses within its service area, including the Plan Area. Development that is considered part of the cumulative analysis includes buildout of local General Plans.

⁹ The M1W service area includes the cities of Del Rey Oaks, Monterey, Pacific Grove, Salinas, Sand City, Seaside (including Fort Ord), and Marina, which would have a combined population of 304,506 in 2040, which is a 17 percent increase from the combined 2015 population of 260,025. M1W also serves Boronda, Castroville, and Moss Landing, which do not have specific population projections within AMBAG 2018. Portions of the unincorporated County of Monterey are also included within the M1W service area, with a population increase estimate of 2 percent for this area. Using the overall Monterey County estimate of a 17 percent increase in population is considered to be conservative, as the unincorporated areas are not likely to experience population growth greater than 17 percent.

PG&E is subject to the requirements set forth and/or enforced by the CPUC. The need for electric and natural gas infrastructure would be addressed on a case-by-case basis for each cumulative project, and would be subject to CPUC requirements, similar to those applicable to the Proposed Project. Therefore, cumulative impacts related to electric power and natural gas transmission facilities would be less than significant.

As discussed above under Impact UTIL-1, any necessary electrical or natural gas system infrastructure improvements would be made in compliance with the rules and regulations of PG&E on file with and approved by the CPUC, which would ensure that Proposed Project impacts would be reduced to less than significant. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a cumulative impact regarding electricity and natural gas.

Telecommunication

The geographic scope for cumulative telecommunications impacts is the City of Seaside. This geographic scope is appropriate because, local providers within the City are responsible for providing adequate telecommunication infrastructure to all land uses within the City, including the Plan Area. Development that is considered part of the cumulative analysis includes buildout of the City's General Plan.

As discussed above under Impact UTIL-1, implementation of the Proposed Project requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include telephone and cable lines. Cumulative development would increase demand for telecommunications infrastructure in the City of Seaside. However, cumulative projects would each be required to provide adequate telecommunications infrastructure on a project-by-project basis and would be subject to the same requirements as the Proposed Project. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant.

Telephone and cable utility plans would be submitted concurrent with the final tract map and improvement plan per phase. Telephone and cable lines are typically co-located with energy lines, and would be located within the development footprint of the Proposed Project. Therefore, the construction of telecommunications has been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR, and the Proposed Project would not have a cumulatively considerable contribution to a cumulative impact regarding telecommunication services.

Solid Waste

The geographic scope for cumulative solid waste impacts encompasses all areas in the Monterey region that contribute solid waste to the Monterey Peninsula Landfill. This geographic scope is appropriate because, as the local provider, the Monterey Peninsula Landfill is responsible for accepting solid waste from all land uses within its service area, including the Plan Area. Development that is considered part of the cumulative analysis includes buildout of *Draft Seaside 2040* and buildout of cities and unincorporated areas within the County that dispose of waste at the Monterey Peninsula Landfill, which will continue to increase solid waste generation.

As discussed in detail under Impact UTIL-2, with cumulative development, the MRWMD projects that the Monterey Peninsula Landfill will reach its maximum capacity in year 2061 (MRWMD 2014b). This equates to an average annual disposal capacity of approximately 1,510,000 cubic yards per year. In addition, compliance with applicable solid waste regulations and with General Plan goals, policies, and actions would maintain or improve upon diversion rates. Cumulative

development in the city would be required to adhere to Goal CFI-6 of *Draft Seaside 2040*, which aims to reduce solid waste sent to the landfill via increased recycling and waste diversion. In addition, other cities in the region have implemented waste diversion programs and policies in order to meet state-mandated solid waste diversion rates. For example, AB 939 requires Cities to divert 50 percent of solid waste from landfills. Thus, cumulative impacts to solid waste facilities would be less than significant.

The solid waste generated by the Proposed Project would account for approximately 0.4 percent of the average annual disposal capacity of the Monterey Peninsula Landfill. Although the Proposed Project would increase development in the Plan Area compared to existing conditions, the Monterey Peninsula has sufficient capacity to accommodate the projected increase in solid waste generation. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact regarding solid waste services.

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4.17 Wildfire

The analysis in this section addresses the potential for the Proposed Project to exacerbate wildfire risks.

4.17.1 Setting

a. Overview of Wildfire

A wildfire is an uncontrolled fire in an area of combustible vegetation that is generally extensive in size. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas that act as a source of fuel, or combustible material. Buildings may become involved if a wildfire spreads to adjacent communities. The primary factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions. The California Climate Change Center reported a projected increase in wildfire frequency statewide between 11 percent under a lower-range warming scenario and 55 percent under a medium-range warming scenario (City of Seaside 2019). These factors, as they exist and occur relative to the Specific Plan Area (Plan Area) are described below. However, the Office of Planning and Research (OPR) has recognized that although high-density structure-to-structure loss can occur, structures in areas with low- to intermediate- housing density were most likely to burn, potentially due to intermingling with wildland vegetation or difficulty of firefighter access. Fire frequency also tends to be highest at low to intermediate housing density, at least in regions where humans are the primary cause of ignitions (California Natural Resources Agency 2018).

The indirect effects of wildland fires can be catastrophic. In addition to stripping the land of vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and the land itself. Soil exposed to intense heat may lose its capability to absorb moisture and support life. Exposed soils erode quickly and enhance siltation of rivers and streams, thereby enhancing flood potential, harming aquatic life, and degrading water quality. Lands stripped of vegetation are also subject to increased debris flow hazards (Monterey County 2015).

Since 1999, Monterey County has experienced 15 large (300-acre or greater) wildland fires. These fires do not include the 25,000 acres burned annually from wildland fires in Los Padres National Forest. Most recently, the 2016 Soberanes Fire, which started as an illegal campfire in Garrapata State Park in Monterey County, burned a total of 121,050 acres (Monterey County Office of Emergency Services 2019). The common causes of wildland fires in California include arson and negligence. The Monterey County Multi-Hazard Mitigation Plan (Figure E-12, Appendix E) displays both the location and extent of wildland fire hazard areas for Monterey County. The mountainous, highly combustible areas in and around the Los Padres National Forest have a FRAP fuel ranking of "very high" and therefore are most susceptible to wildland fires. The communities along the Big Sur coast, including Big Sur, Post, Lucia, Gorda, and Plaskett, are also at great risk to wildland fires (Monterey County 2015).

Slope and Aspect

According to the California Department of Forestry and Fire Protection (CAL FIRE), sloping land increases susceptibility to wildfire because fire typically burns faster up steep slopes (CAL FIRE 2000). Additionally, steep slopes may hinder firefighting efforts. Following severe wildfires, sloping

land is also more susceptible to landslide or flooding from increased runoff during substantial precipitation events. Landslides and surficial slope failure are most likely to occur in areas of greater than 25 percent slope (hillside areas) and along steep bluffs. Aspect is the direction that a slope faces, which determines how much radiated heat the slope will receive from the sun. Slopes facing south to southwest will receive the most solar radiation. As a result, south-facing slopes are warmer and the vegetation drier than on slopes facing a northerly to northeasterly direction, increasing the potential for wildfire ignition and spread (CAL FIRE 2000).

As discussed in Section 4.6, *Geology and Soils*, the Plan Area is relatively flat with the majority of the Plan Area having south-facing slopes between one and six percent (Berlogar Stevens and Associates 2018).

Vegetation

Vegetation is “fuel” to a wildfire and it changes over time. The relationship between vegetation and wildfire is complex, but generally some vegetation is naturally fire resistant, while other types are very flammable. For example, cured grass is much more flammable than standing trees (CAL FIRE 2017). Grass is considered an open fuel, in which oxygen has free access to promote the spread of fire. Additionally, weather and climate conditions, such as drought, can lead to increasingly dry vegetation with low moisture content and, thus, higher flammability.

The Plan Area includes predominantly developed areas consisting of buildings, roads, parking lots and walkways interspersed with remnant natural scrub and Coast live oak woodland vegetation and landscaping consisting of non-native ornamental species. The western portion of the Plan Area includes some areas of undisturbed natural oak woodland and scrub communities, and large patches of invasive ice plant. These vegetation communities are susceptible to wildfire.

Weather and Atmospheric Conditions

Wind, temperature, and relative humidity are the most influential weather elements in fire behavior and susceptibility (CAL FIRE 2017). Fire moves faster under hot, dry, and windy conditions. Wind may also blow burning embers ahead of a fire, causing its spread. Drought conditions also lead to extended periods of excessively dry vegetation, increasing the fuel load and ignition potential.

The Western Regional Climate Center maintains a weather monitoring station in the City of Monterey, just south of the City of Seaside. According to data collected at this weather station (Western Regional Climate Center 2016), most precipitation is received from November through March, with an average annual rainfall of approximately 20 inches. May through September is the driest part of the year and coincides with what has traditionally been considered the fire season in California. However, increasingly persistent drought and climatic changes in California have resulted in drier winters, and fires during the autumn, winter, and spring months are becoming more common.

Prevailing winds in Seaside are generally to the southeast (California Air Resources Board 1984). This means winds generally move across Seaside from the west to the east, from Monterey Bay toward the eastern edge of the City.

b. Wildfire Hazards

In California, responsibility for wildfire prevention and suppression is shared by Federal, State, and local agencies. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRAs). The State of California has determined that some non-federal lands in unincorporated areas

with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA), which are managed by CAL FIRE. All incorporated areas and other unincorporated lands are classified as Local Responsibility Areas (LRA) (CAL FIRE 2012).

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather and other relevant factors (Public Resources Code [PRC] 4201-4204, California Government Code 51175-89). As described above, the primary factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones. CAL FIRE maps three zones on SRA: 1) Moderate Fire Hazard Severity Zones; 2) High Fire Hazard Severity Zones; and 3) Very High Fire Hazard Severity Zones. Only the Very High Fire Hazard Severity Zones are mapped for LRA. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. Under State regulations, areas within Very High Fire Hazard Severity Zones must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

As shown on Figure 4.17-1, the Plan Area is located in an urbanized area that is outside of a designated Very High Fire Hazard Severity Zone or SRA; however, the eastern portion of the Plan Area, roughly from 6th Avenue to the east, is in proximity to woodlands, shrublands, and chaparral with flammable vegetation on the former Fort Ord, and is within the LRA Fire Hazard Severity Zone.

4.17.2 Regulatory Setting

a. Federal

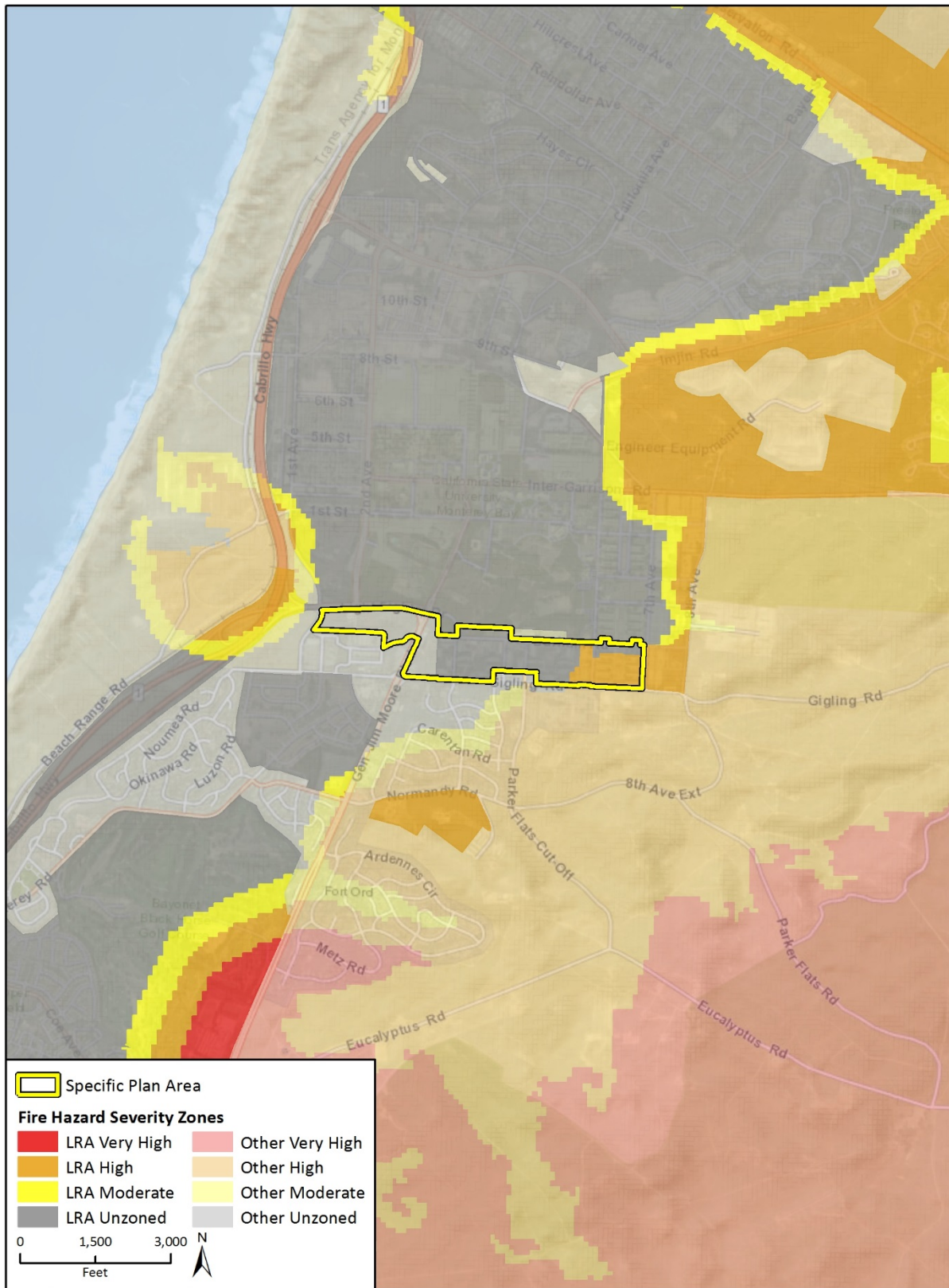
The Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires a State mitigation plan as a condition of disaster assistance. There are two different levels of State disaster plans: "Standard" and "Enhanced." States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Act has also established new requirements for local mitigation plans.

National Fire Plan

The National Fire Plan was developed under Executive Order 11246 in August 2000, following a historic wildland fire season. Its intent is to establish plans for active response to severe wildland fires and their impacts to communities while ensuring sufficient firefighting capacity. The plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability. The program promotes close coordination among local, State, tribal, and Federal firefighting resources by conducting training, purchasing equipment, and providing prevention activities on a cost-shared basis. To help protect people and their property from potential catastrophic wildfire, the National Fire Plan directs funding to be provided for projects designed to reduce the fire risks to communities. High risk communities identified within the wildland-urban interface, the area where homes and wildlands intermix, were published in the Federal Register in 2001. At the request of Congress, the Federal Register notice only listed those communities neighboring Federal lands, which does include the City of Seaside (CAL FIRE 2018b). As such, CAL FIRE incorporates concepts from this plan into local fire planning efforts.

Figure 4.17-1 Fire Hazard Severity Zones



b. State

California Fire and Building Code (2016)

The 2016 Fire and Building Code establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare for the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of this code apply to the construction, alteration, movement enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout the State of California.

More specifically, the Fire Code is included in Title 24 of the California Code of Regulations. California Fire Code Title 24, Part 9, Chapter 7 addresses Fire-Resistances - Rated Construction, California Building Code (Part 2), Chapter 7A addresses Materials and Construction Methods for Exterior Wildfire Exposure, Fire Code Chapter 8 addresses fire related Interior Finishes, and Fire Code Chapter 9 addresses Fire Protection Systems, and Fire Code Chapter 10 addresses fire related Means of Egress, including Fire Apparatus Access Road width requirements. Fire Code Section 4906 also contains existing regulations for vegetation and fuel management to maintain clearances around structures.

On September 20, 2007 the Building Standards Commission approved the Office of the State Fire Marshal emergency regulations amending the California Code of Regulations to incorporate Wildland Urban Interface Building Standards, Title 24, Part 2, Sections 701A.3.2 et seq. These codes include provisions for ignition-resistant construction standards in the wildland urban interface.

The California Fire Plan

The Strategic Fire Plan for California (California Fire Plan) is the State's road map for reducing the risk of wildfire. The most recent version of the Plan was finalized in August 2018, and directs each CAL FIRE Unit to prepare a locally specific Fire Management Plan (CAL FIRE 2018a). In compliance with the California Fire Plan, individual CAL FIRE units are required to develop Fire Management Plans for their areas of responsibility. These documents assess the fire situation within each of the 21 CAL FIRE units and six contract counties. The plans include stakeholder contributions and priorities, and identify strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire problem. The plans are required to be updated annually. The CAL FIRE San Benito Monterey Unit Strategic Fire Plan (Fire Plan) seeks to reduce firefighting costs and property losses, increase firefighter safety, and educate the public on fire prevention. With California's extensive Wildland-Urban interface situation, the list of high risk communities extends beyond just those adjacent to Federal lands, as listed under the National Fire Plan. The California State Forester (CAL FIRE Director) has the responsibility for managing the list. The City of Seaside is listed by the CAL FIRE Director as a high risk community (CAL FIRE 2018b).

California Office of Emergency Services

The California Office of Emergency Services (OES) prepares the State of California Multi-Hazard Mitigation Plan (SHMP). The SHMP identifies hazard risks, and includes a vulnerability analysis and a hazard mitigation strategy. The SHMP is federally required under the Disaster Mitigation Act of 2000

in order for the State to receive Federal funding. The Disaster Mitigation Act of 2000 requires a State mitigation plan as a condition of disaster assistance.

State Emergency Plan

The foundation of California’s emergency planning and response is a statewide mutual aid system which is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use within their jurisdiction, and outside their area. These plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all State agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Government Code, the “California Emergency Services Act,” states that “the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The Act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The Act further describes the function and operations of government at all levels during extraordinary emergencies, including war.

All local emergency plans are extensions of the State of California Emergency Plan. The State Emergency Plan conforms to the requirements of California’s Standardized Emergency Management System (SEMS), which is the system required by Government Code 8607(a) for managing emergencies involving multiple jurisdictions and agencies (CalEMA 2009). The SEMS incorporates the functions and principles of the Incident Command System (ICS), the Master Mutual Aid Agreement (MMAA), existing mutual aid systems, the operational area concept, and multi-agency or inter-agency coordination. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The SEMS consists of five organizational levels that are activated as necessary, including: field response, local government, operational area, regional, and state. The State of California Governor’s Office of Emergency Services divides the state into several mutual aid regions. The City of Seaside is located in Mutual Aid Region II, which includes Del Norte, Humboldt, Mendocino, Sonoma, Lake, Napa, Marin, Solano, Contra Costa, San Francisco, San Mateo, Alameda, Santa Clara, Santa Cruz, San Benito, and Monterey Counties (CalEMA 2011).

Senate Bill 1241 (Kehoe) of 2012

Senate Bill 1241 requires cities and counties to address fire risk in SRAs and Very High Fire Hazard Severity Zones in the safety element of their general plans. The bill also resulted in amendments to the CEQA Guidelines Initial Study checklist to include questions related to fire hazard impacts for projects located in or near lands classified as SRAs and Very High Fire Hazard Severity Zones. In adopting these Guidelines amendments, OPR recognized that generally, low-density, leapfrog development may create higher wildfire risks than high-density, infill development.

Subdivision Map Act

Government Code (GC) Section 66474.02, as added by SB 1241, requires that a legislative body of a county make three findings before approving a tentative map, or a parcel map for which a tentative map was not required, for an area located in a state responsibility area or a very high fire hazard severity zone. These findings are as follows:

- 1) A finding supported by substantial evidence in the record that the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code.
- 2) A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:
 - a. A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.
 - b. The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.
- 3) A finding that to the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access pursuant to Section 4290 of the Public Resources Code and any applicable local ordinance.

Government Code Section 51182

A person who owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material, which area or land is within a very high fire hazard severity zone shall at all times do all of the following:

(A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards.

California Public Utilities Commission General Orders

General Order 95

CPUC General Order 95 applies to construction and reconstruction of overhead electric lines in California. The replacement of poles, towers, or other structures is considered reconstruction and requires adherence to all strength and clearance requirements of this order. The CPUC has promulgated various Rules to implement the fire safety requirements of General Order 95, including:

- Rule 18A requires utility companies take appropriate corrective action to remedy Safety Hazards.
- General Order 95 nonconformances requires that each utility company establish an auditable maintenance program.
- Rules 31.2 requires that lines be inspected frequently and thoroughly.
- Rule 35 requires that vegetation management activities be performed in order to establish necessary and reasonable clearances. These requirements apply to all overhead electrical supply and communication facilities that are covered by General Order 95, including facilities on lands owned and maintained by California State and local agencies.
- Rule 38 establishes minimum vertical, horizontal, and radial clearances of wires from other wires.
- Rule 43.2.A.2 requires that for lines located within Tier 2 or Tier 3 zones, the wind loads required in Rule 43.2.A.1 be multiplied by a wind load factor of 1.1. (CPUC 2018)

General Order 165

General Order 165 establishes requirements for the inspection of electric distribution and transmission facilities that are not contained within a substation. Utilities must perform “Patrol” inspections, defined as a simple visual inspection of utility equipment and structures that is designed to identify obvious structural problems and hazards, at least once per year for each piece of equipment and structure. “Detailed” inspections, where individual pieces of equipment and structures are carefully examined, are required every five years for all overhead conductor and cables, transformers, switching/protective devices, and regulators/capacitors. By July 1st of each year, each utility subject to this General Order must submit an annual report of its inspections for the previous year under penalty of perjury (CPUC 2017a).

General Order 166

General Order 166 Standard 1.E requires that investor-owned utilities (IOUs) develop a Fire Prevention Plan which describes measures that the electric utility will implement to mitigate the threat of power-line fires generally. Additionally, this standard requires that IOUs outline a plan to mitigate power line fires when wind conditions exceed the structural design standards of the line during a Red Flag Warning in a high fire threat area. Fire Prevention Plans created by IOUs are required to identify specific parts of the utility’s service territory where the conditions described above may occur simultaneously. Standard 11 requires that utilities report annually to the CPUC regarding compliance with General Order 166 (CPUC 2017b). In compliance with Standard 1.E of this General Order, SDG&E adopted a Fire Prevention Plan on October 31, 2017 and updated the plan on October 31, 2018. As described in Section 3.20.1, Environmental Setting, SDG&E developed an interim map of FTZ and HRFA zones in order to establish stricter standards for power lines within areas of elevated risk (SDG&E 2017).

Senate Bill 1028

Senate Bill 1028 (2016) requires each electrical corporation to construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire posed by those electrical lines and equipment, and makes a violation of these provisions by an electrical corporation a crime under state law. The bill also requires each electrical corporation to annually prepare a wildfire mitigation plan and submit to CPUC for review. The plan must include a statement of objectives, a description of preventive strategies and programs that are focused on

minimizing risk associated with electric facilities, and a description of the metrics that the electric corporation uses to evaluate the overall wildfire mitigation plan performance and assumptions that underlie the use of the metrics.

c. Regional

1997 Fort Ord Reuse Authority Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted the Fort Ord Base Reuse Plan (BRP) in June 1997, and a revised version of the BRP was published in digital format in September 2001 and March 2018, incorporating various corrections and errata. As stated in the BRP, wildfire hazards exist at the former Fort Ord primarily in open space and habitat areas, especially those containing grassland with many steeper areas containing brushland and wooded slopes. These areas are located primarily in the eastern half of the Fort Ord Planning area, mostly in unincorporated Monterey County. The Safety Element contains Fire, Flood, and Emergency Management Objective A, to protect public safety by minimizing risk from fire hazards, especially wildfire in grassland and wooded areas in the Fort Ord region. Fire, Flood, and Emergency Management Policy A-1 requires the City to reduce fire hazard risks to an acceptable level by regulating the type, density, location, and/or design and construction of new developments. Fire, Flood, and Emergency Management Policy A-2 also requires the City to provide fire suppression water system guidelines and implementation plans for former Fort Ord lands. Fire, Flood, and Emergency Management Program A-3.2 includes development of a public education program on fire hazards and citizen responsibility, including printed material, workshops, or school programs, especially alerting the public to wildfire dangers.

Monterey County Community Wildfire Protection Plan

The Monterey County Community Wildfire Protection Plan (MCCWFP) was developed by regional stakeholders to provide guidance to wildfire prevention and protection, including recommendations for hazardous fuel mitigation activities and methods for reducing structural ignitability. While state-level risk analyses are made publicly available by the Fire and Resource Assessment Program, the analysis conducted for Monterey County fuels distribution, fire threat, and fire risk ratings is more detailed and experience-specific, with focused results that were instrumental in identifying overall threat to Monterey County communities. As stated above under *The California Fire Plan*, the CAL FIRE Director designated Seaside as a high risk community (CAL FIRE 2018b). In the MCCWPP, Seaside is identified as having a low fuel hazard, medium risk of wildfire occurrence, and a high structural ignitability, and a high overall priority. As stated in the MCCWFP, undeveloped, former Fort Ord lands within Seaside and other communities may present the single greatest hazardous fuel and fire threat to Wildland-Urban Interface in Monterey County. Along General Jim Moore Boulevard, the City of Seaside has land that is adjacent to the Army's former Fort Ord Multi Range Area (MRA). The Fort Ord lands identified as a threat in the MCCWPP are located over one mile southeast of the Plan Area (Monterey County 2010).

Multi-Jurisdictional Hazard Mitigation Plan

The Monterey County Multi-Jurisdictional Hazard Mitigation Plan incorporates hazard mitigation principles and practices into the routine government activities and functions of the County and twelve municipalities (including Seaside) participating in the Plan. The Plan recommends specific actions that are designed to protect people and community assets from losses to those hazards that pose the greatest risk. Chapter 4, Hazard Profiles, states that based on previous occurrences,

Monterey County can expect a large wildland fire to occur about every 1 to 2 years. Chapter 7, Mitigation Strategy, provides a blueprint for reducing the potential losses identified in the vulnerability analysis. Such measures include local plans and regulations, structure and infrastructure projects, natural systems protection, education and awareness programs, and other activities (Monterey County 2004).

d. Local

2004 City of Seaside General Plan

The City's 2004 General Plan includes one goal and several underlying policies to reduce wildfire risks. Goal S-1 of the Safety Element aims to reduce risks to people and property from hazards related to wildfire. Policy S-1.3 involves the reduction of wildfire hazards in the community through Implementation Plan S-1.3.1. Implementation Plan S-1.3.1 requires the City to work with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire retardant landscaping and buffer zones in areas of high wildfire risk. Implementation Plan S-1.3.2 promotes fire prevention in Seaside by working closely with the Seaside Fire Department to implement fire hazard education and fire prevention programs; to coordinate with water districts and the Seaside Fire Department to ensure that water pressure from existing developed areas and sites to be developed is adequate for firefighting purposes; to conform to Fire Department requirements for individual projects; to adopt and implementing the most recent Fire Code provisions and appropriate amendments; and to continue to require sprinklers in new buildings.

The Safety Element also maps designated fire and tsunami evacuation routes. These routes include, Del Monte Boulevard, State Route 1 (SR 1), General Jim Moore Boulevard, Lightfighter Drive, Gigling Road, Eucalyptus Road, as well as other streets (General Plan Figure S-6). In the event of a fire or tsunami that requires evacuation for public safety, the City would coordinate the evacuation in accordance with these designated routes.

As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Proposed Project includes the development of residential neighborhoods in the eastern portion of the Plan Area, in close proximity to woodlands, shrublands, and chaparral with flammable vegetation. However, prior to construction of new dwellings, California Government Code 51182 would require that the developer obtain certification from the local building official that the building complies with all applicable state and local fire standards. New development also would be subject to statewide standards for fire safety in the California Fire Code, as incorporated by reference in Seaside Municipal Code Section 15.04.170. Development of the Proposed Project would be consistent with 2004 General Plan Implementation Plan S-1.3.2, which requires coordination with the Seaside Fire Department to ensure adequate water pressure from existing developed areas and sites to be developed are adequate for firefighting purposes; would be required to conform to Fire Department requirements; and would require fire sprinklers in new buildings.

Draft Seaside 2040

Draft Seaside 2040 includes goals and several policies intended to reduce the risk of wildfires in a wildland-urban interface. Under Goal LUD-22, Policy - Wildfire risk - all future developments on Fort Ord lands must take steps to reduce wildfire risk as part of the site review process. Policy - Hazard Mitigation under Goal LUD-22 supports plans and policies that mitigate existing hazards and reduce the risk of urban and wildfire threats. Goal S-5 of the Safety Element aims to minimize risk of fire hazards in the City and wildfire hazards on former Fort Ord lands through fire prevention design and

fuel reduction strategies. Many policies under Goal S-5 would reduce fire hazard risks of new developments and ensure fire protection of Former Fort Ord lands. Under Goal S-5, Policy – Inventory risk levels – reducing fire hazard risks to an acceptable level is promoted by assigning risk levels for wildfire hazards and regulating the type, density, location, and/or design and construction of new developments, both public and private. Under Goal S-5, policies require new development in the CAL FIRE Very High Fire Hazard Severity zone to develop fire protection and evacuation plans, to minimize the risks of wildfire through structure development in accordance with the California Building Code Chapter 7A, and to include adequate provisions for vegetation management, emergency access, and firefighting. Under Goal S-5, policies require fire protection for former Fort Ord by providing fire suppression water system guidelines and implementation plans for existing and acquired former Fort Ord lands, coordination with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire safe landscaping and buffer zones in areas of wildlife risk, and coordination with water districts to ensure that water pressure for former Fort Ord lands is adequate for firefighting purposes. Policy – Update building code – under Goal S-5 requires the City to update the building code to meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures to reduce the risk of wildfire by ensuring new development meets the fire safe requirements.

The proposed Safety Element also maps designated fire and tsunami evacuation routes. These routes include Canyon Del Rey Boulevard/State Route 218, Fremont Boulevard, Del Monte Boulevard, SR 1, Monterey Road, General Jim Moore Boulevard, Lightfighter Drive, and eight other roadways that run in an east-west direction. In the event of a fire or tsunami that requires evacuation for public safety, the City would coordinate the evacuation in accordance with these designated routes.

The Proposed Project is consistent with *Draft Seaside 2040* policies regarding wildfire safety, including Policy – Wildfire risk - under Goal LUD-22, which would require all future development on Fort Ord lands, including on the Plan Area, to take steps to reduce wildfire risk as part of the site review process. The Proposed Project is consistent with policies under *Draft Seaside 2040* Goal S-5 require minimizing risk of fire hazards in the City and wildfire hazards on former Fort Ord lands through fire prevention design and fuel reduction strategies. Compliance with Policy -Inventory risk levels- would reduce fire hazards risks to an acceptable level by assigning risk levels for wildfire hazards and regulating the type, density, location, and/or design and construction of new developments. Furthermore, the Proposed Project is consistent with Goal S-5 of *Draft Seaside 2040*, which requires fire protection for former Fort Ord by providing fire suppression water system guidelines and implementation plans for existing and acquired former Fort Ord lands, coordination with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire safe landscaping and buffer zones in areas of wildlife risk, and coordination with water districts to ensure that water pressure for former Fort Ord lands is adequate for firefighting purposes.

4.17.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Impacts related to wildfire hazards and risks were evaluated using fire hazard severity zone mapping for Monterey County, aerial imagery, and topographic mapping. Additionally, weather patterns related to prevailing winds and precipitation trends were evaluated as they relate to the spread and

magnitude of wildfire. CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. Consequently, impacts under the thresholds identified below would only be considered significant if the Proposed Project risks exacerbating those existing environmental conditions.

Significance Thresholds

For purposes of this EIR, implementation of the Proposed Project may have a significant adverse impact if the Proposed Project is located in or near fire hazard severity zones and would do any of the following:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan;
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk;
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes;
5. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project be located in or near state responsibility areas or lands classified as very high fire hazard severity zones and substantially impair an adopted emergency response plan or emergency evacuation plan?
Threshold 2:	Would the project be located in or near state responsibility areas or lands classified as very high fire hazard severity zones and, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
Threshold 3:	Would the project be located in or near state responsibility areas or lands classified as very high fire hazard severity zones and require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk?
Threshold 4:	Would the project be located in or near state responsibility areas or lands classified as very high fire hazard severity zones and expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?
Threshold 5:	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Impact WFR-1 THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN, EXACERBATE WILDFIRE RISK, REQUIRE THE INSTALLATION OR MAINTENANCE OF INFRASTRUCTURE THAT WOULD EXACERBATE WILDFIRE RISK OR A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH, INVOLVING WILDLAND FIRES, OR EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT POST-FIRE RISKS. THEREFORE, IMPACTS ARE LESS THAN SIGNIFICANT.

As shown in Figure 4.17-1, the Plan Area is not located in a state responsibility area or lands classified as LRA Very High Fire Hazard Severity Zones. The closest Very High Hazard Severity Zones is located approximately 0.7 mile south of the Plan Area (refer to Figure 4.17-1). The closest SRA is located more than two miles from the Plan Area. However, the eastern portion of the Plan Area, roughly just west of 6th Avenue and east to 7th Avenue, is designated an LRA High Fire Hazard Severity Zone. The land uses between the Plan Area and the nearest Very High Fire Hazard Severity Zone are primarily urban and developed land south of the site, and undeveloped land to the southeast (refer to Figure 4.17-1). Variations in topography between the Very High Fire Hazard Severity Zone to the southeast include lower elevations in the Plan Area, and intervening hilly areas. Although there is the possibility that wildfires may spread from the nearest Very High Fire Hazard Severity Zones to the Plan Area, prevailing winds travel generally to the southeast, which would transport fires occurring in the Very High Fire Hazard Severity Zone away from the Plan Area.

Development of new roadways in the Plan Area would be required to comply with Fire Code Chapter 10 which addresses fire related Means of Egress, including Fire Apparatus Access Road width requirements. While the Proposed Project includes the potential relocation of the Presidio of Monterey (POM) fire station within the Plan Area, which is not a City fire station, this relocation would not occur until there is a new functional fire station, and consequently would not exacerbate existing fire hazards or responses thereto. The relocated fire station would be a shared-use facility between POM, the City of Seaside, and the City of Marina (please refer to Section 4.13, *Public Services and Recreation*). Furthermore, the Plan Area would increase access to and through the Plan

Area with new thoroughfares, and would replace existing deteriorated roadways. The Plan Area is also in proximity to several evacuation routes, including General Jim Moore Boulevard, Lightfighter Drive, and Gigling Road. Any work within the existing Caltrans right of way would have to comply with Caltrans permitting requirements. This includes a traffic control plan that adheres to the standards set forth in the California Manual of Uniform Traffic Control Devices (MUTCD) (Caltrans 2014, Rev 3). As part of these requirements, there are provisions for coordination with local emergency services, training for flagmen for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles. Development of roadways in the Plan Area would not result in inadequate access or substantially alter emergency evacuation routes, as identified in State and local emergency response and evacuation plans, including the State of California Emergency Plan and State of California Multi-Hazard Mitigation Plan. Therefore, the Proposed Project would have a less than significant impact related to emergency response and evacuation plans (threshold 1).

The Proposed Project would not exacerbate existing fire risk of the Plan Area. The Plan Area has historically been built out, dating back to its use as part of the Fort Ord Army Base (refer to Section 3, *Environmental Setting*), and would also not exacerbate fire risk compared to the 1991 statutory baseline. The Proposed Project would increase the density of development within the Plan Area, with new structures and infrastructure which are constructed to modern fire code and safety standards. Furthermore, as noted above in the regulatory setting, increases in density, such as those from the Proposed Project have also been shown to reduce fire risk. Additionally, as described in Section 4.4.1 of this EIR, prevailing winds in Seaside move west to east across the City and the site contains mild slopes which range from one to six percent. Therefore, the prevailing winds would move any wildfire occurring in the mapped Very High Fire Hazard Severity Zones located east of Plan Area, and the related smoke and air pollutants, in an easterly direction and away from the Plan Area.

As shown on Figure 4.17-1, the Plan Area is located in an urbanized area that is outside of a CAL FIRE-designated Very High Fire Hazard Severity Zone and so preparation of a project emergency evacuation plan is not required. However, the eastern portion of the Plan Area, roughly from 6th Avenue to the east, is in proximity to woodlands, shrublands, and chaparral with flammable vegetation on the former Fort Ord. This area is designated LRA High Fire Hazard Severity Zone. Additionally, the entire City of Seaside is within a wildland-urban interface, which includes areas where homes or other structures are built near or among lands prone to wildland fire (CAL FIRE 2001). As shown in Figure 1.12 of the Specific Plan, throughout the development of the Fort Ord base and its subsequent closure, a patchwork of utility systems (i.e., electric, communications, gas, water, storm, and sewer) have been installed to serve the Plan Area. Development implemented under the Proposed Project would replace this older patchwork infrastructure with new modern power, telephone, cable, and natural gas plans, which would be submitted concurrent with final tract maps and improvement plans per phase. New development and infrastructure would be subject to statewide standards for fire safety in the California Fire Code, as incorporated by reference in SMC Section 15.04.170. The Proposed Project, including infrastructure, would therefore not exacerbate wildfire risks associated with slope, prevailing winds, and other factors under thresholds 2 and 3. This impact would be less than significant.

Severe wildfires damage the forest or shrub canopy, the plants below, as well as the soil. In general, this can result in increased runoff after intense rainfall, which can put homes and other structures below a burned area at risk of localized floods and landslides. However, the Plan Area does not

generally include slopes greater than six percent and is not a steep slope that creates an elevated risk of wildfire. Steep slopes that are at elevated risk of wildfire are located approximately 0.7 mile to the southeast of the Plan Area, as shown on Figure 4.17-1. If a severe wildfire were to occur in that location, structures directly downslope may be at risk of flooding or landslides; however, the Plan Area is not directly downslope of this area. If a structural fire or large urban fire were to occur in the more flat and urbanized areas close to the Plan Area, the risk of flooding or landslides afterward would be negligible because of the nearly flat topography and because little soil would be exposed due to the developed conditions. Therefore, the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant (threshold 4).

The Proposed Project includes the development of residential neighborhoods in the eastern portion of the Plan Area, which is in proximity to woodlands, shrublands, and chaparral with flammable vegetation. However, prior to construction of new dwellings that requires a building permit, California Government Code 51182 would require that the developer obtain certification from the local building official that the building complies with all applicable state and local fire standards. New development also would be subject to statewide standards for fire safety in the California Fire Code, as incorporated by reference in Seaside Municipal Code Section 15.04.170.

Development of the Proposed Project would be consistent with 2004 General Plan Implementation Plan S-1.3.2, which requires coordination with the Seaside Fire Department to ensure adequate water pressure from existing developed areas and sites to be developed are adequate for firefighting purposes; conformance of the Proposed Project to Fire Department requirements; and fire sprinklers in all new buildings. The Proposed Project also would also be consistent with *Draft Seaside 2040* policies regarding wildfire safety, including Policy – Wildfire risk - under Goal LUD-21, which would require all future development on Fort Ord lands, which includes development of the Plan Area, to take steps to reduce wildfire risk as part of the site review process. Policies under *Draft Seaside 2040* Goal S-5 require minimizing risk of fire hazards in the City and wildfire hazards on former Fort Ord lands through fire prevention design and fuel reduction strategies. Goal S-5 of *Draft Seaside 2040* requires fire protection for former Fort Ord by providing fire suppression water system guidelines and implementation plans for existing and acquired former Fort Ord lands, by coordinating with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire safe landscaping and buffer zones in areas of wildlife risk, and by coordinating with water districts to ensure that water pressure for former Fort Ord lands is adequate for firefighting purposes.

With implementation of statewide standards for fire safety in the California Fire Code, as incorporated by reference in SMC Section 15.04.170, and through adherence to policies and implementation plans in the 2004 General Plan or *Draft Seaside 2040*, as applicable, the Proposed Project would not expose people or structures to significant risk of loss, injury or death involving wildland fires (threshold 5). Wildfire impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

a. Cumulative Impacts

A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065(a)(3)). The geographic scope for cumulative wildfire impacts is Monterey County. This geographic scope is appropriate for wildfire because wildfires can cause impacts to large areas. Adjacent development that is considered part of the cumulative analysis includes buildout of the City of Seaside and City of Marina General Plans, and buildout of other areas adjacent to the project site, including development of surrounding areas in specific development proposals for surrounding properties as described in Section 4, *Environmental Impact Analysis*.

Within Monterey County, the closest Very High Hazard Severity Zones or SRA are located approximately 0.7 mile south of the Plan Area (refer to Figure 4.17-1). Within the geographic scope for this cumulative analysis (all of Monterey County), wildfire-related impacts could be significant if development is located in rural or high fire hazard areas that could exacerbate risks. However, as noted in the *Regulatory Setting* above, increases in density in more urban areas have been shown to reduce wildfire risk. Cumulative development throughout Monterey County, including within Seaside and on the former Fort Ord, would increase the density of development in urban areas. In addition, all new development and infrastructure would be subject to statewide standards for fire safety in the California Fire Code, as incorporated by reference in SMC Section 15.04.170 for projects in Seaside. Cumulative development projects would therefore not be expected to exacerbate wildfire risks, such that cumulative impacts would be less than significant. In the general vicinity of the Plan Area, this cumulative risk would be lower, given existing urbanization and the lack of designated Very High Hazard Severity Zones or SRAs.

As discussed under Impact WFR-1, the Plan Area is located in an urbanized area that is outside of a CAL FIRE-designated Very High Fire Hazard Severity Zone (Figure 4.17-1) and so preparation of a project emergency evacuation plan is not required. Development of new roadways in the Plan Area would be required to comply with Fire Code Chapter 10 which addressed fire related Means of Egress. The Proposed Project would increase access to and through the Plan Area in the county with new thoroughfares and would replace existing deteriorated roadways. Therefore, the Proposed Project would not have a cumulatively considerable contribution to a significant cumulative impact regarding wildfires.

4.18 Effects Found Not to be Significant

State CEQA Guidelines Section 15128 requires an EIR to briefly indicate the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. This section addresses the potential environmental effects of the Proposed Project that would not be significant and are not addressed in the preceding sections of this EIR.

The discussion is based on the thresholds contained in the *State CEQA Guidelines* Appendix G. The letters and thresholds correspond with the questions in the Appendix G Initial Study Checklist.

4.18.1 Agricultural and Forestry Resources

The following significance criteria are discussed in this section:

1. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
4. Result in the loss of forest land or conversion of forest land to non-forest use.
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Assessment of Impacts

The Specific Plan Area or (Plan Area) is not designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland (Farmland), nor is the site zoned for agriculture use or under a Williamson Act contract. The Plan Area is designated as Urban and Built-Up Land and Other Land on the Farmland Mapping and Monitoring Program (FMMP) Important Farmland map (California Department of Conservation [DOC] 2016a) and designated as non-enrolled land in the Monterey County Williamson Act map (DOC 2016b). Therefore, the Proposed Project would not result in impacts to FMMP farmland or conflict with existing zoning for agricultural use or Williamson Act contract land. Therefore, the Proposed Project would have no impact to agriculture of Farmland under project level or cumulative conditions as related to Thresholds 1, 2, and 5.

The Plan Area contains degraded patches oak woodland that does not meet the definition of forest land as defined in Public Resources Code Section 12220(g), or timberland, as defined by Public Resources Code Section 4526. The Plan Area is zoned for Commercial Mixed Use (CMX) Public/Institutional (PI), and Military (M) use, not forest land or timber land production; therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timber land, or cause the conversion of forest land to non-forest use. Therefore, there would be no impact to forest and timberland resources, or Farmland under project level or cumulative conditions as related to Thresholds 3, 4, and 5.

4.18.2 Mineral Resources

The following significance criteria are discussed in this section:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Assessment of Impacts

The Plan Area is not mapped as containing important mineral resources in the Monterey County General Plan (Monterey County 2010) or the state Department of Conservation Mineral Land Classification Maps (DOC 1999). The Plan Area is not utilized for mineral extraction. Therefore, the Proposed Project would have no impacts related to mineral resources or the availability of mineral resources under project level or cumulative conditions as related to thresholds 1 and 2.

5 Other CEQA Required Discussions

This section discusses topics including growth-inducing impacts and irreversible environmental impacts that would be caused by the Proposed Project.

5.1 Growth Inducement

The State CEQA Statute and *Guidelines* require a discussion of a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment, including, among others, ways in which a project could remove an obstacle to growth. The *State CEQA Guidelines* also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment (Section 15126 (d)).

Growth inducement itself is not an environmental effect but has the potential to lead to environmental effects. These environmental effects may include increased demand on other community and public services and infrastructure.

A project can have the potential to induce direct and/or indirect growth. A project would directly induce growth by resulting in construction of new housing. It is important to note that direct forms of growth have secondary effects of expanding the size of local markets and attracting additional economic activity to the area. A project would indirectly induce growth by resulting in:

- Substantial new permanent employment opportunities (e.g., commercial or industrial);
- A construction effort with substantial short-term employment opportunities that indirectly stimulates the need for additional housing and services to support the new temporary employment demand; and/or
- Removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

5.1.1 Population and Economic Growth

As discussed in Section 4.12, *Population and Housing*, buildout of the Proposed Project would introduce up to 1,485 housing units, 250 hotel rooms, 75 youth hostel beds, 150,000 square feet (sf) of retail, dining, and entertainment uses, and 50,000 sf of office, flex, makerspace,¹ and light industrial/manufacturing, as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), and supporting infrastructure. Based on the average of 3.30 persons per household in the City of Seaside and standard employee generation rates, the Proposed Project would add up to approximately 4,900 residents and 751 jobs. Table 5-1 compares the anticipated growth under the Proposed Project to the City's *Draft Seaside 2040* and 2040 Association of Monterey Bay Area Governments (AMBAG) projections. Population and housing associated with the Proposed Project would be within population projections in the City's 2004

¹ Defined in the Specific Plan as a collaborative workspace that provides a variety of resources to foster entrepreneurship and business startups.

General Plan and *Draft Seaside 2040* projections but would exceed AMBAG’s 2018 *Regional Growth Forecast* (2018 RGF) projections for the year 2040 (AMBAG 2018). The Proposed Project would slightly exceed ABMAG’s population and housing unit projections by 1,368 and 58, respectively. Employment growth would be within the employment projections of the *Draft Seaside 2040* and AMBAG 2018 RGF projections.

Table 5-1 Campus Town Population, Housing, and Employment 2040 Forecast

	2004 General Plan Projections			AMBAG RGF Projections		Draft Seaside 2040 Assumptions	
	2018 ^{1, 2, 3}	2024	2018-2024 Change	2040 ²	2018-2040 Change	2040	2018-2040 Change
Population	34,270	42,903	8,633	37,802	3,532	46,297	12,027
Housing Units	10,915	12,344	1,429	12,342	1,427	14,143	3,228
Employment	9,957	N/A ⁵	N/A ⁵	11,299	1,342	12,394	2,437

¹ Source: DOF 2018

² Source: AMBAG 2018

³ The population and housing information was obtained from DOF data, while employment information was obtained from AMBAG. Because the number of job is not readily available at the City level from EDD, this figure was estimated based in the 2015 data and 2020 projection in the 2018 RGF.

⁴ Source: City of Seaside 2004. These projections were based on average levels of development, however the General Plan notes that such averages in no way limits development from occurring to the maximum allowable development and exceeding the average density. (2004 General Plan Table LU-2, FN1.)

⁵ NA = Not Available. The 2004 General Plan does not include employment projections.

However, *Draft Seaside 2040* provides a framework for guided, well-planned growth. One of the major strategies of *Draft Seaside 2040*, Strategy 6, is to build a “campus town” adjacent to CSUMB. The City’s strategy focuses on the opportunity to capitalize on the adjacency of CSUMB by providing campus-supporting uses, including jobs, retail, entertainment, and services for students; providing students with diverse housing options, new community parks, and safe and convenient walking and biking paths with easy access to CSUMB; and expanding the number and diversity of jobs in Seaside by attracting R&D, industrial, and “makerspace” uses close to the university. Furthermore, *Draft Seaside 2040* Goal LUD-1 encourages an urban form and structure that enhances the quality of life of residents, meets the community’s vision for the future, and weaves new growth areas together with long-established Seaside neighborhoods. Goal LUD-1 is to create a “Campus Town” adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, and active parks and recreational spaces to support CSUMB students and faculty, as well as permanent Seaside residents.

Some of this population increase would be the result of students moving to the area to attend CSUMB. The current enrollment is approximately 7,500 (CSUMB 2019). According to the Draft Comprehensive Master Plan (June 2017), in order to achieve the targeted enrollment of 12,700 FTE, the university will need to significantly expand its building inventory. The immediate needs are somewhat alleviated by recent and ongoing construction (i.e., Promontory housing, the Gambord Business and Information Technology Building, and both the Student Union and Academic III), but this construction does not yet meet the needs of the university’s current enrollment. The 2007

CSUMB Master Plan² recommends land use and building strategies that will increase institutional capacity to accommodate 12,700 FTE, and will house 60 percent of students and 65 percent of faculty and staff on campus. The housing included in the Proposed Project would help accommodate some of the immediate student housing needs anticipated in the 2007 CSUMB Draft Master Plan and beyond (CSUMB 2017).

The Specific Plan implements the vision set forth in Draft Seaside 2040 for creation of a “campus town.” Specific Plan Goal 1.2.1 is to create a Mixed-Use Urban Village that is experienced as being seamlessly connected to its adjacent neighborhoods. Specific Plan Goal 1.2.2 is to create a centrally focused commercial development on the Urban Village typical of historic “main streets.” Furthermore, the Specific Plan includes Form-based development standards and guidelines, that are customized to deliver development consistent with the community’s vision for its future. Goals and policies work in tandem with and refine those of the Fort Ord Reuse Authority’s Base Reuse Plan and its Regional Urban Design Guidelines. The Proposed Project accommodates growth planned at CSUMB and replaces former housing and activity that existed within the Plan Area as part of the former military base. Further, the Plan Area is infill development and would not extend infrastructure to induce further development in hinterland areas. The Proposed Project would reduce the potential for uncontrolled growth in the region due to the demand for housing to accommodate general growth and growth associated with CSUMB’s enrollment goals and the environmental impacts associated with uncontrolled growth and urban sprawl.

Finally, the legislature has adopted findings that “the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration” (Gov. Code Section 65589.5(a)). The Legislature also recently adopted findings that “California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state’s environmental and climate objectives” (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)]). The Proposed Project includes the development of residential units within the Plan Area, which would aid in increasing the total number of available housing units within the City of Seaside. Additionally, the Proposed Project would provide affordable housing consistent with the City’s inclusionary housing ordinance (Seaside Municipal Code Sections 17.32 and 17.33).

While the Proposed Project would result in limited short-term construction employment opportunities, the City had an unemployment rate of 3.2 percent in 2017 and the County had an unemployment rate of 7.2 percent. Additionally, regional construction jobs occur on a temporary basis which allows construction workers to move onto new jobs in the region. Given these factors, it is anticipated that there is a sufficient construction work force within the AMBAG region to meet the Proposed Project’s needs. While some construction workers may choose to temporarily stay within the City, it is assumed that the majority of workers would remain in their current residences within the AMBAG region, and few would require the accommodations of hotels and motels in the City. Therefore, construction of the Proposed Project would not result in the need for additional housing and services.

² The existing adopted CSUMB Master Plan and certified Final EIR are available online: <https://csumb.edu/campusplanning/2007-campus-master-plan>

5.1.2 Removal of Obstacles to Growth

As described in Section 2, *Project Description*, buildout of the Proposed Project requires provision of new and upgraded utility infrastructure to meet the needs of the site residents and tenants. Improvements include water, sewer, storm drain, electrical, natural gas and communications infrastructure as well associated connections necessary to serve project buildings. This new infrastructure would be provided in a previously developed military base. The on-post resident population for those portions of Fort Ord within Seaside's City limits was approximately 17,139 people (FORA 1997). Under the Fort Ord Reuse Authority Act, the Legislature's stated intent for the reuse of the Fort Ord base includes minimizing the disruption caused by the base's closure on the civilian economy and the people of Monterey Bay area and providing for the reuse and development of the base area in ways that enhance the economy and quality of life of the Monterey Bay community.

The infrastructure lines proposed on-site would be placed in public street rights-of-way or within easements and would be publicly owned. The proposed facility upgrades would be sized to serve Proposed Project needs and would not be intended to serve other development outside the Plan Area. Therefore, the proposed infrastructure and facilities to accommodate Proposed Project buildout would accommodate development within the Plan Area, and would accommodate growth planned at CSUMB.

5.2 Irreversible Environmental Effects

Section 15126.2(d) of the *CEQA Guidelines* provides a discussion of non-renewable resources during the initial and continued phases of project development. Such analyses not required for the adoption of a plan, policy, or ordinance of a public agency (CEQA Guidelines Section 15127(a)). *CEQA Guidelines* Section 15126.2(d) states that uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. For example, highway improvements which provide access to a previously inaccessible area generally commit future generations to similar uses. In addition, irreversible damage can result from environmental accidents associated with a project.

The Proposed Project would commit areas to specific uses in the foreseeable future based on identified land use designations. Irreversible changes are also likely to occur due to future excavation, grading, and construction activities associated with the development of uses allowed under the Proposed Project. The Proposed Project would require the consumption of non-renewable resources during the temporary construction phase and would continue throughout its operational lifetime. Project development would include the commitment of resources such as: building materials, fuel and operational materials/resources, and transportation of goods and people to the Plan Area. Several non-renewable resources, or renewable resources may renew so slowly as to be considered non-renewable, would be required during Proposed Project construction, such as certain types of lumber and other forest supplies; aggregate materials contained in concrete and asphalt including sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Additionally, non-renewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Plan Area.

Proposed Project operation would increase the amount of nonrenewable resources that are currently consumed within the City. These resources would include energy resources and natural

gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would be considered the primary energy source associated with both construction and ongoing shorter-term operation of the Proposed Project (although this would decrease as the Renewable Portfolio Standards [RPS] increases to 100 percent carbon free by 2045, and vehicles are electrified). The existing, finite supplies of these natural resources would be incrementally reduced.

The Proposed Project would contribute to a land use pattern that would reduce reliance on private automobiles and the consumption of nonrenewable resources when considered in a larger context. The Proposed Project would provide up to 1,485 residential units, 250 hotel rooms, 75 youth hostel beds, 150,000 sf of Retail, Dining, and Entertainment, and 50,000 sf of Office, Flex, Makerspace, and Light Industrial space, as well as park/recreational areas (including approximately 9 acres of public open space and 3.3 acres of private open space), and supporting infrastructure. The Proposed Project includes multimodal transportation improvements to street redesigns, including bicycle lanes, bicycle routes, and slow-moving traffic lanes. Additionally, the MX land use designation promotes pedestrian and transit-oriented activity centers. These factors would contribute to a land use pattern that is considered to reduce the consumption of non-renewable resources.

5.3 Significant Impacts

There are no significant and unavoidable impacts of the Proposed Project identified in the EIR. However, the Proposed Project would result in significant but mitigatable impacts for the following CEQA resource topics: biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, tribal cultural resources, and utilities and service systems.

As discussed in Section 2.3 of this EIR, this Project is being proposed because the Legislature's stated intent, under the Fort Ord Reuse Authority Act, is for the reuse of the Fort Ord Base, which includes facilitating the transfer and reuse of the real and other property comprising the military reservation known as Fort Ord with all practical speed, minimizing the disruption caused by the base's closure on the civilian economy and the people of Monterey Bay area, providing for the reuse and development of the base area in ways that enhance the economy and quality of life of the Monterey Bay community. The Proposed Project and the associated objectives are also designed to address statewide planning efforts. The legislature has adopted findings that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... (3) Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." (Gov. Code Section 65589.5(a).) The Legislature also recently adopted findings that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)].) The State Legislature has also acknowledged that there is a "need to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance to mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing interests." (Gov. Code Section 65088.4 [SB743 (2013)].) As described above, the Proposed Project includes the development of residential units within the Plan Area, which would aid in increasing the total number of available housing units within the City of Seaside. By definition, the Proposed Project is mixed-use infill development within the Plan Area.

Additionally, the Proposed Project would provide affordable housing consistent with the City's inclusionary housing ordinance (Seaside Municipal Code Sections 17.32 and 17.33).

5.4 Urban Decay

Urban decay is generally defined as substantial physical deterioration, due to store closures and long-term vacancies in existing shopping centers, that impairs the health, safety, and welfare of the surrounding community. Physical deterioration includes but is not limited to: abandoned buildings and commercial sites in disrepair, boarded doors and windows, long-term unauthorized use of properties and parking lots, extensive graffiti on structures, dumping of refuse, or overturned dumpsters on properties, dead trees and landscaping, extensive litter, uncontrolled plant overgrowth, and homeless encampments. CEQA does not trigger an automatic presumption that urban decay would occur as a result of other business closures. However, store closures can lead to conditions of urban decay.

The Proposed Project would create a mixed-use urban village with a variety of housing opportunities and retail, entertainment, and employment opportunities in close proximity to one another and the CSUMB campus. The Proposed Project would also include pedestrian-oriented streetscapes, which would encourage walkability. The Plan Area currently houses a number of unoccupied buildings, which have not been maintained since base closure. East of General Jim Moore Boulevard, the Plan Area contains a mix of uses including vacant commercial building, Presidio of Monterey (POM) Fire Department station, Monterey Bay College of Law, and City of Seaside facilities. The Proposed Project would replace the largely abandoned and decaying site with a new vibrant community.

As described in Section 2, *Project Description*, a reasonable and conservative estimate of buildout associated with the Proposed Project through the horizon year 2040 would include development of up to 150,000 square feet of retail, dining, and entertainment space; 50,000 square feet of office, flex, makerspace, and light industrial space; 250 hotel rooms and 75 youth hostel beds; and 1,485 housing units. As detailed in Section 4.5, *Land Use Standards and Guidelines*, of the Specific Plan, allowable land uses within the Plan Area include: specialty food retail, specialty goods retail, quality goods and services, personal services, business services, medical and dental offices, eating and drinking establishments, light industrial, large format retail, civic and cultural facilities, child care facilities, health and exercise clubs, lodging, bars and night clubs, banks and financial institutions, professional and government offices, residential, and live/work. The Proposed Project would therefore house a variety of commercial business types in a variety of sizes. Several other shopping opportunities are available in the Project vicinity. The nearest regional shopping centers include the Dunes at Monterey Bay, located approximately 1.2 miles to the north in Marina; the Edgewater Shopping Center, located approximately 2.4 miles to the southwest in Sand City; and the Del Monte Center, located approximately 6.3 miles to the southwest in Monterey. The Proposed Project would meet the 2004 General Plan Policy LU-1.3 of encouraging regional commercial and visitor-serving commercial development that will enhance the identity of Seaside and attract visitors to the community. The Proposed Project would also implement the *Draft Seaside 2040* policy, Overall City Structure, of creating a "Campus Town" adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, and active parks and recreation spaces to support CSUMB students and faculty, as well as permanent Seaside residents. Additionally, the new residential units incorporated into the Proposed Project would generate on-site demand for retail/commercial uses, and are not expected to take away demand from any centralized location in the AMBAG region such that it would induce urban decay at other locations. The Proposed Project would fill a gap in the market that does not currently exist (mixed-use transit

oriented development), and the Proposed Project is not expected to be in direct competition with nearby retail centers, and would not detract away from existing development such that urban decay would occur.

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6 Alternatives

The *CEQA Guidelines* require that EIRs identify and evaluate a range of reasonable alternatives to a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The *CEQA Guidelines* provide that the EIR does not need to consider every conceivable alternative but a reasonable range that foster informed decision making and public participation.

6.1 Development of Alternatives

Project alternatives considered were evaluated for their potential feasibility, their ability to achieve most of the Proposed Project objectives, and their ability to reduce significant environmental effects. The following section provides an overview of the Project objectives and identified significant impacts.

6.1.1 Project Objectives

Under the Fort Ord Reuse Authority Act, the Legislature's stated intent for the reuse of the Fort Ord base includes (A) facilitating the transfer and reuse of the real and other property comprising the military reservation known as Fort Ord with all practical speed, (B) minimizing the disruption caused by the base's closure on the civilian economy and the people of Monterey Bay area, (C) providing for the reuse and development of the base area in ways that enhance the economy and quality of life of the Monterey Bay community, and (D) to maintain and protect the unique environmental resources of the area. (Gov. Code Section 67651.) The Fort Ord Base Reuse Plan (BRP) was adopted to implement these goals.

The underlying purpose of the Proposed Project is to implement the policy direction in the BRP, in particular Program C-1.4 which states: "The City of Seaside shall prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road. This is designated a Planned Development Mixed Use District to encourage a vibrant village with significant retail, personal and business services mixed with housing." The City's 2004 General Plan designates the entire Plan Area as Mixed-Use and was certified by FORA as being consistent with the BRP (FORA 2005). To accomplish this purpose, the objectives of the Proposed Project are:

- **Objective 1:** To develop a variety of building types and uses, including entertainment, retail, housing, visitor lodging, and employment space with sufficient resident population in proximity to proposed commercial uses to support a viable Mixed Use Urban Village.
- **Objective 2:** Provide shopping, employment, and housing opportunities for households of various sizes and income levels, in close proximity to one another and the CSUMB campus, and to reduce vehicle miles traveled on a per capita basis.
- **Objective 3:** Centrally focus commercial development, typical of historic main streets.
- **Objective 4:** To create a vibrant multi-modal transportation network, including improvements which encourage pedestrian and bicycle activity.

- **Objective 5:** To expand the City of Seaside’s retail and employment opportunities, including the creation of employment space and live/work space capable of supporting startup businesses.
- **Objective 6:** To create a project, including a land use mix and phasing, that is responsive to market demand and results in an economically viable development that can support the infrastructure investment needed to transform the Plan Area to civilian use.

This Project and the associated objectives are also designed to address statewide planning efforts. The legislature has adopted findings that “the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California... Among the consequences of those actions are.... reduced mobility, urban sprawl, excessive commuting, and air quality deterioration” (Gov. Code Section 65589.5(a)). The Legislature also recently adopted findings that “California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state’s environmental and climate objectives” (Gov. Code Section 65589.5(a)(2)(A) [AB 3194 (2018)]). The State Legislature has also acknowledged that there is a “need to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance to mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing interests” (Gov. Code Section 65088.4 [SB743 (2013)]).

6.1.2 Significant Impacts of Proposed Project

As shown in Table ES-3 in the Executive Summary, the Proposed Project would not have any significant and unavoidable impacts. However, the Project would result in significant but mitigatable impacts for the following CEQA resource topics: biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, tribal cultural resources, and utilities and service systems.

6.1.3 Alternatives Considered but Rejected

Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (1) failure to meet most of the basic project objectives, (2) infeasibility, or (3) inability to avoid significant environmental impacts (*CEQA Guidelines* Section 15126.6[c]). An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

During development of alternatives to the Proposed Project, an alternative site was considered but eliminated from detailed consideration as further described below.

6.1.3.1 Alternative Site

CEQA encourages the evaluation of an alternative project site when a different location has the potential to reduce significant impacts to the environment associated with the project setting. In this case, there are no significant unavoidable effects of the Proposed Project. However, the Project would result in significant but mitigatable impacts for the following CEQA resource topics: biological resources, cultural resources, geology and soils, hydrology and water quality, greenhouse gas emissions, noise, and tribal cultural resources, and utilities and service systems.

Relevant criteria for an alternative site would relate to supporting key Project objectives, providing campus supporting uses, meeting key geographic metrics for size and location, suitable for development (access to roads and utilities), availability of property and ability to reduce impacts of the Proposed Project. Resulting criteria include:

- a. Within the jurisdiction of Seaside
- b. Adjacency or nearness (within 0.3 mile) to CSUMB to provide students with campus--supporting uses and safe and convenient walking and biking with easy access to CSUMB
- c. Similarly sized to the Plan Area, approximately 122 acres
- d. Accessible via established roads
- e. Have access to needed utilities
- f. Potentially available for purchase
- g. Suitable for reducing one or more impact of the Proposed Project

Based on the above criteria, most sites were found to be too small (criteria c) or too distant to provide the desired campus-supporting uses (criteria b). There are no other available sites within the City that could support the development of a Campus Town development with adjacency to CSUMB that would provide students with campus-supporting uses and safe and convenient walking and biking with easy access to CSUMB. There are no other sites in the City were identified that would support the Proposed Project based on size, location, and accessibility to roads and infrastructure.

In addition, the Proposed Project has been specifically planned to conform to the vision for this site in the Fort Ord Base Reuse Plan (BRP). The BRP primarily designates the Plan Area, referred to in the BRP as “University Village,” as a Planned Development Mixed Use District with Neighborhood Retail. It indicates the Plan Area should provide “for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road” and “encourage a vibrant village with significant retail, personal and business services mixed with housing.” The City’s 2004 General Plan designates the entire Plan Area as Mixed-Use and was certified as being consistent the BRP (FORA 2005).

Because the Project objectives are inherently tied to the vision for this location in the BRP for adjacent campus-serving uses, an alternative site would not meet the Project objectives 1, 2, 3, 4 and 6. Therefore, an alternative project site would fail to meet the basic Project objectives and was eliminated from detailed consideration.

6.2 Alternatives Evaluated in Draft EIR

The following discussion compares the alternatives to the Proposed Project, and examines the potential environmental impacts associated with each alternative. The *CEQA Guidelines* require that the range of alternatives addressed in an EIR should be governed by a rule of reason. Not every conceivable alternative must be addressed, nor do infeasible alternatives need to be considered (*CEQA Guidelines* Section 15126.6[a]). Section 15126.6 of the *CEQA Guidelines* states that the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency or other plans or regulatory limitations, and jurisdictional boundaries. Section 15126.6(b) of the *CEQA Guidelines* states that the discussion of alternatives must focus on alternatives capable of either avoiding or substantially lessening any significant environmental effects of a project, even if the alternative

would impede, to some degree, the attainment of the project objectives or would be more costly. The alternatives discussion should not consider alternatives whose implementation is remote or speculative, and the analysis of alternatives need not be presented in the same level of detail as the assessment of the Proposed Project.

Based on the *CEQA Guidelines*, several factors need to be considered in determining the range of alternatives to be analyzed in the EIR and the level of analytical detail that should be provided for each alternative. These factors include: (1) the nature of the significant impacts of the Proposed Project, (2) the ability of alternatives to avoid or lessen the significant impacts associated with the Proposed Project, (3) the ability of the alternatives to meet the objectives of the Proposed Project, and (4) the feasibility of the alternatives.

Based on the analysis in this EIR the Proposed Project would not result in significant and unavoidable impacts. However, the Project would result in significant but mitigatable impacts for the following CEQA resource topics: biological resources, cultural resources, geology and soils, hydrology and water quality, greenhouse gas emissions, noise, and tribal cultural resources, and utilities and service systems. Other impacts of the Proposed Project would be less than significant.

Including the required no project alternative, the City identified the below potentially feasible alternatives to reduce impacts of the Proposed Project for detailed evaluation:

- Alternative 1: No Project
- Alternative 2: Reduced Buildout, Clustered Development
- Alternative 3: Increased Housing Density and Employment

While the Proposed Project involves the adoption of a Specific Plan, an alternative which analyzes continuation under the existing General Plan would likely be similar to the Proposed Project, based on underlying designations in the 2004 General Plan and *Draft Seaside 2040*.

Table 6-1 compares the development characteristics of the Proposed Project and each of the alternatives considered. Detailed descriptions of each alternative and the corresponding environmental impacts analysis follows. This section also includes a discussion of the “environmentally superior alternative” following evaluation of the alternatives referenced above.

Table 6-1 Proposed Project and Alternatives’ Characteristics

Feature	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Buildout, Clustered Development	Alternative 3: Increased Housing Density and Employment
Housing Units	1,485	–	1,115	1,856
Hotel Rooms	250	–	250	250
Youth Hostel Beds	75	–	75	75
Retail, Dining, and Entertainment	150,000 sf	–	115,000 sf	275,000 sf
Office, Flex, Makerspace, and Light Industrial	50,000 sf	–	18,750 sf	145,000 sf

sf = square feet Source: City of Seaside 2019

6.3 Alternative 1: No Project

The *CEQA Guidelines* (Section 15126.6(e)(2)) require that the alternatives discussion include an analysis of a no project alternative. Pursuant to CEQA, the no project alternative refers to the analysis of existing conditions and what would reasonably be expected to occur in the foreseeable future if the project was not approved, based on current plans and consistent with available infrastructure and community services. The no project alternative typically will proceed along one of two lines: (1) when a project is a revision of an existing regulatory plan or policy, the no project alternative will be continuation of the existing plan or policy; or (b) if a project is a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed.

The Proposed Project involves the adoption of a Specific Plan, including Plan implementation of a development project. An alternative which analyzes continuation under the existing General Plan would be the same as the Proposed Project, as the site is designated under the General Plan as Mixed Use and the Proposed Project is consistent with the General Plan. Therefore, to further inform this discussion, the No Project Alternative focusses on a no build scenario.

6.3.1 Description

The No Project Alternative assumes that the Proposed Project is not approved, and development of the Campus Town Plan Area would not occur. Consequently, under this alternative there would be no development of the proposed single-family and multi-family housing, hotel, youth hostel beds, retail, dining, and entertainment uses, and office, flex, and makerspace and light industrial uses.

FORA would continue its ongoing building removal activities for the remainder of unused structures in the Plan Area. It is assumed that the resulting vacant lots would be periodically subject to weed abatement.

The balance of the Plan Area would remain in its current physical condition, as underutilized former Fort Ord land. There would be no new development associated with this alternative. In addition, the 4,900 residents that would have lived within the Plan Area under the Proposed Project would live elsewhere in the region.

The No Project Alternative would not meet any of the project objectives.

6.3.2 Impact Analysis

The No Project Alternative would avoid the direct impacts associated with construction and operation of new facilities within the Plan Area.

However, a primary function of the proposed development is to serve the students, employees and visitors of the CSUMB campus. Thus, reasonably assuming the continued need for these services, visitors and employees would be required to seek services at existing or new facilities outside the Plan Area. Similarly, those that might have obtained housing with the Plan Area would be required to secure it outside the Plan Area.

a. Aesthetics

Under the No Project Alternative, existing vegetation in undeveloped areas, including ice plant mat, intermittent mature coast live oak woodland trees, with some developed woodland scrubland, would remain. Therefore, impacts to these visual resources would be avoided compared to the

Proposed Project. Dilapidated buildings would still be removed consistent with the FORA implementation plan. However, these buildings would not be replaced and instead leave leveled vacant lots in place of former developments, providing little visual appeal. The No Project Alternative would not have any adverse effects on scenic vistas or scenic resources within a scenic highway viewshed. While the visual quality and character of natural areas would be conserved, a large proportion of the Plan Area would be composed of disturbed vacant land and unmanicured landscaping and thus lack cohesion and organization. The No Project Alternative would not introduce any new sources of light or glare.

In contrast, the Proposed Project would largely remove native vegetation, but also introduce cohesion and organization in the form of new buildings, and landscaped vegetation, including trees, consistent with the Specific Plan building standards intended to achieve high quality, attractive development with a visual quality consistent with surrounding properties. While potential new sources of light and glare would be introduced, development would be consistent with the detailed standards and guidelines in the Specific Plan, as well as section 17.30.070 of the Municipal Code governing the maximum height, position and direction, and maximum illumination of outdoor lighting fixtures, with the intent of reducing impacts to nighttime views and other impacts related to glare.

Aesthetic impacts associated with the No Project Alternative and the Proposed Project would be less than significant, and similar to each other in the level of impact.

b. Air Quality

Under the No Project Alternative, temporary construction-related air quality impacts that result from grading and construction of new development would not occur. Long-term air quality impacts resulting from building operation (energy usage, maintenance), would also not occur. New residents would not live in the Plan Area and would continue to reside elsewhere in the region, resulting in greater VMT, increased fuel consumption and related air quality emissions.

Implementation of the No Project Alternative would result in no impacts to air quality. Impacts under the No Project Alternative would be less compared to the Proposed Project.

c. Biological Resources

The No Project Alternative would avoid the direct impacts to biological resources associated with the Proposed Project, including impacts to native vegetation, wildlife species, and tree removal. In addition, terrestrial mammals and other biological resources may benefit from the general lack of activity in the Plan Area over the long-term.

Neither the No Project Alternative nor the Proposed Project would impact riparian habitat or other sensitive natural communities, conflict with any local policies or ordinances regarding biological resources, or conflict with any habitat preservation plan or other habitat conservation plan. Similarly, the No Project Alternative and the Proposed Project would not impact state or federally protected wetlands or other jurisdictional waters, or wildlife corridors.

The No Project Alternative would have no impact on biological resources, resulting in lesser impacts compared to the Proposed Project. The Proposed Project would require mitigation to reduce impacts to less than significant.

d. Cultural Resources

The No Project Alternative would not involve construction of the Proposed Project or any of the associated ground disturbance or excavation activities. Thus, the No Project Alternative would have no potential to unearth and impact previously unidentified or unknown archaeological resources. The potentially significant but mitigatable impacts of the Proposed Project would be avoided. Impacts would be reduced when compared to the Proposed Project because this alternative would have no impacts.

e. Energy

Under the No Project Alternative, temporary construction-related energy impacts that result from grading and construction of new development would not occur. Long-term energy impacts resulting from building operation (energy usage) would also not occur. New residents would not live in the Plan Area and would continue to reside elsewhere in the region, resulting in greater VMT, increased fuel consumption and related energy impacts.

Implementation of the No Project Alternative would result in less than significant energy impacts. Impacts under the No Project Alternative would be less compared to the Proposed Project.

f. Geology and Soils

The No Project Alternative would not involve construction or ground disturbance that would expose and loosen soils and increase the potential for erosion. The No Project Alternative would not include the construction of new structures in areas subject to earthquakes or seismic ground shaking, or other geologic conditions of concern.

In comparison, the Proposed Project would convert the Plan Area and construct buildings and infrastructure which are designed to modern building code and safety standards, with consideration of the potential for seismic shaking and site-specific soil conditions. The No Project Alternative would have no potential to unearth and impact previously unidentified or unknown paleontological resources.

The No Project Alternative would have no impacts to geology and soils. Impacts under the Proposed Project would be less than significant with implementation of mitigation. Impacts to geology and soils under the No Project Alternative would be less than those under the Proposed Project.

g. Greenhouse Gas Emissions

Under the No Project Alternative, temporary construction-related greenhouse gas emissions that result from grading and construction of new development would not occur. Long-term impacts resulting from building operation (energy usage, maintenance) would also not occur. However, new residents who would have lived in the Plan Area would not under this alternative. These residents would continue to reside elsewhere in the region, resulting in greater VMT, increased fuel consumption, and related operational greenhouse gas impacts than the No Project Alternative. This increase in VMT would not offset the elimination of construction and energy related emissions, however, such that net emissions would still be less than the Proposed Project.

Implementation of the No Project Alternative would result in less than significant greenhouse gas emissions impacts. Impacts under the No Project Alternative would be less compared to the Proposed Project.

h. Hazards and Hazardous Materials

Under the No Project Alternative, the transport, storage, and use of hazardous materials associated with construction of new development, and operation of housing, commercial and industrial uses, such as paints and solvents, would be avoided. Additionally, the temporary use and storage of hazardous petroleum substances required for project construction equipment, such as motor oil and diesel fuel, would not occur under this alternative.

Although hazardous materials are currently present in the Plan Area, the Army is required to remediate and safely dispose of these as part of the Superfund cleanup process. After this process, concentrations of contaminants in the Plan Area would not exceed State regulatory limits.

The No Project Alternative would have no impact related to hazards and hazardous materials, while the Proposed Project would have less than significant impacts. Impacts would be lesser for the No Project Alternative, compared to the Proposed Project.

i. Hydrology and Water Quality

The No Project Alternative would not involve project construction activities that would loosen and expose soils and otherwise increase the potential for soil erosion and sedimentation. The No Project Alternative would not create new or additional impervious surfaces in the Plan Area because the Proposed Project would not be constructed. This would reduce the amount of stormwater runoff potentially generated from the Plan Area. Stormwater runoff would potentially decrease, and infiltration would increase compared to the existing conditions, as a result of FORA removal of dilapidated structures. Thus, because the No Project Alternative would not increase impervious surfaces and associated urban stormwater runoff and would not increase the potential for sedimentation for ground disturbing activities; it would have no impacts on hydrology and water quality. In comparison, the Proposed Project would result in a net increase of impervious surfaces from approximately 31 to 52 percent of the Plan Area and would require LID approaches to treat runoff and emulate pre-development conditions.

The No Project Alternative would have no impact related to hydrology and water quality, while the Proposed Project would have less than significant impacts. Impacts would be lesser for the No Project Alternative compared to the Proposed Project.

j. Land Use and Planning

The Proposed Project would not be implemented under the No Project Alternative, and the Plan Area would remain in its current vacant state. No changes in current land uses or planned land uses would occur under the No Project Alternative.

The No Project Alternative would not provide the connectedness with adjacent areas that would be provided with the transportation and multi-modal improvements of the Proposed Project.

Under the No Project Alternative, the overall content of the policies, standards, and guidelines of the Specific Plan would not apply. The No Project Alternative would not involve any new development and thus would not implement the vision for the Plan Area identified in the BRP, 2004 General Plan or the *Draft Seaside 2040* for a Mixed Use Plan Area. The No Project Alternative would not contribute to the *Draft Seaside 2040* vision for a Campus Town that provides support to CSUMB students and faculty, and Seaside residents (Goals LUD- 1 and LUD 23) . The No Project Alternative would be consistent with *Draft Seaside 2040* Goal POC-8 encouraging preservation to oak

woodlands. Overall, the No Project Alternative would be inconsistent with portions of the BRP, 2004 General Plan, and *Draft Seaside 2040*.

Although the No Project Alternative would be inconsistent with land use policy visions for the Plan Area, any inconsistency would also have to result in a significant adverse change in the environment to be considered a significant impact. As described elsewhere in this section, the No Project Alternative would not result in any significant environmental effects, including those that may result from a policy inconsistency. As a result, land use and policy consistency related impacts resulting from the No Project Alternative would be less than significant, as they are for the Proposed Project.

k. Noise

Under the No Project Alternative, temporary construction-related noise impacts that result from grading and construction of new development would not occur. Long-term noise impacts resulting from building operation would also not occur.

Implementation of the No Project Alternative would result in no impact related to noise. Impacts under the No Project Alternative would be less compared to the Proposed Project.

l. Population and Housing

Since no new development would occur, the No Project Alternative would not generate new housing or population. As a result, the No Project Alternative would not contribute to unplanned growth and would also not displace people or housing. However, the No Project Alternative would also not contribute to the development of new housing and population growth consistent with local and regional plans and projections for the area.

In contrast, the Proposed Project would result in up to 1,485 new housing units, and a resulting population of 4,900 new residents, and would also not displace people or housing. These projections would be consistent with planned growth, and generally provide benefits with the provision of planned housing.

The No Project Alternative would have no impacts to population and housing, while the Proposed Project would have less than significant impacts. Impacts under the No Project Alternative would be lesser than those for the Proposed Project. However, the No Project Alternative would not provide the benefits associated with the provision of housing that would occur under the Proposed Project.

m. Public Services and Recreation

No development would occur under the No Project Alternative, and this alternative would not increase emergency calls to the area, nor generate additional demand for schools, parks, libraries, or other public services. It would also not provide any formal recreation spaces.

In contrast, the Proposed Project would generate an increase in the need for public services including fire and police, schools, and recreation a result of new housing and related population, businesses, and other uses. New development would result in an overall increase in the demand for emergency services, while new housing would generate additional students, and residents using park facilities.

The No Project Alternative would have no impacts to public services, while the Proposed Project would have less than significant impacts. Impacts under the No Project Alternative would be lesser compared to the Proposed Project.

n. Transportation

Under the No Project Alternative, temporary construction-related traffic impacts that result from grading and construction of new development would not occur.

The No Project Alternative would not increase transit demand or interfere with existing or planned transit facilities. It would also not provide any of the anticipated transit-related benefits of the Proposed Project, including design and development of new transit facilities, establishment of new transit routes, and improvements in ridership, circulation and access. Similarly, the No Project Alternative would not provide any improvements and increased connectivity in bicycle and pedestrian circulation that the Proposed Project would provide.

As noted in Section 4.14, *Transportation*, because the Proposed Project includes residential development near regional destinations like the CSUMB campus and other nearby potential job sites, it results in a lower average VMT rate than the average regionwide VMT rate, as well as a lower regionwide boundary VMT per service population under all scenarios studied. As such, the Proposed Project would reduce trip lengths. Under the No Project Alternative, VMT would not change, but would be greater than the Proposed Project because VMT reductions under the Proposed Project would not be realized.

Impacts under the No Project Alternative would be greater compared to the Proposed Project due to the comparative lack of multi-modal connectivity and circulation and the increase in VMT. However, impacts would be less than significant, similar to the Proposed Project.

o. Tribal Cultural Resources

The No Project Alternative would not involve construction of the Proposed Project or any of the associated ground disturbance or excavation activities. Thus, the No Project Alternative would have no potential to unearth and impact tribal cultural resources. The potentially significant but mitigatable impacts of the Proposed Project would be avoided. Impacts would be reduced when compared to the Proposed Project because this alternative would have no impacts.

p. Utilities and Service Systems

No development would occur under the No Project Alternative, and this alternative would not result in any increase in water demand and would not generate an increase in the production of wastewater or solid waste. In addition, the stormwater runoff would be reduced compared to the Proposed Project (see *Hydrology and Water Quality* above). The No Project Alternative would also not involve any utility upgrades or improvements associated with the aged service system.

In contrast, the new development associated with the Proposed Project would generate an increase in the need for water and result in an increase in the generation of wastewater, solid waste, and stormwater.

The No Project Alternative would have no impacts utilities and service systems. In contrast, the Proposed Project would have less than significant impacts with implementation of mitigation. Impacts under the No Project Alternative would be lesser compared to the Proposed Project.

q. Wildfire

Under the No Project Alternative, on-site vegetation communities susceptible to wildfire would be preserved, consistent with existing conditions. Lands cleared by FORA would be subject to periodic

weed abatement consistent with local requirements. Weed abatement would minimize potential wildfire risk associated with the FORA clearance. The preservation of vegetative communities susceptible to wildfire would maintain current fire risk, compared to the uses under the Proposed Project.

In comparison, the Proposed Project would convert Plan Area vegetation communities and newly vacant parcels to new structures and infrastructure which are constructed to modern fire and code and safety standards. Based on the analysis in Section 4.17, *Wildfire*, the Proposed Project would not exacerbate fire risk and impacts would be less than significant.

Impacts would be greater under the No Project Alternative compared to the Proposed Project, but would continue to be less than significant.

r. Cumulative Impacts

Based on the analysis herein, the No Project Alternative would have no impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, transportation, tribal cultural resources, and utilities and service systems. Impacts to land use and planning under the No Project Alternative would be less than significant. Because project-level impacts under the No Project Alternative would either be no impact or less than significant, the Proposed Project's contribution to cumulative impacts for these subjects would not be cumulatively considerable.

Project-level impacts related to wildfire under the No Project Alternative would be less than significant. The eastern portion of the Plan Area, roughly just west of 6th Avenue and east to 7th Avenue, is designated an LRA High Fire Hazard Severity Zone. No new development would occur in this area under the No Project Alternative, thus this area would remain in a natural or disturbed and undeveloped state. Prevailing winds in Seaside move west to east across the City and the site contains mild slopes which range from one to six percent. Therefore, the prevailing winds would move any wildfire occurring in the mapped Very High Fire Hazard Severity Zones located east of Plan Area, and the related smoke and air pollutants, in an easterly direction and away from the Plan Area. This condition would mitigate the potential for the No Project Alternative to contribute to a cumulative impact. However, the anticipated physical conditions of the region under the No Project Alternative would be cumulatively significant. The No Project Alternative's contribution to this significant cumulative effect would not be cumulatively considerable, because there would be no change from existing conditions.

In comparison, the Proposed Project, with consideration of proposed mitigation and current design requirements, would not have cumulatively considerable contributions to any significant cumulative impacts to any topics evaluated in this EIR.

6.4 Alternative 2: Reduced Buildout, Clustered Development

6.4.1 Description

This alternative is intended to provide a development similar to the Proposed Project in terms of the uses, but at a reduced intensity and footprint. Alternative 2 would reduce the amount of development in terms of square footage and units provided and reduce the Project footprint by

preserving the oak tree woodland as public open space. Residential development; retail, dining and entertainment uses; and office, flex, makerspace and light industrial uses would be reduced as detailed below. The percentage reductions are sufficient to provide a reduced footprint and preserve additional open space, and incrementally reducing impacts, while maintaining the key functionality of the Specific Plan. The number of hotel rooms and youth hostel beds would be the same as the Proposed Project. The uses under Alternative 2 are as follows; refer also to Table 6-1:

- Approximately 1,115 residential units would be constructed, a reduction of 25 percent compared to the 1,485 units assumed under the Proposed Project.
- Approximately 115,000 square feet of retail, dining, and entertainment uses would be provided, a 23 percent reduction compared to the 150,000 square feet proposed under the Proposed Project.
- Approximately 18,750 square feet office, flex, makerspace, and light industrial uses would be provided, a 63 percent decrease compared to the 50,000 square feet assumed under the Proposed Project.
- Up to 250 hotel rooms and 75 youth hostel beds, consistent with the Proposed Project.

Under this alternative, the overall content of the policies, standards, and guidelines of the Specific Plan would remain similar with the exception of development standards and guidelines that would emphasize the preservation of mature patches of oak trees through a cluster-design approach to preserve more of the existing oak trees in the Plan Area, as well as a reduced development cap. Oak trees would be preserved predominantly in two locations: 1) southwest of General Jim Moore Boulevard and Lightfighter Drive, and 2) east of General Jim Moore Boulevard between Lightfighter Drive and Gigling Road.

Based on the average 3.30 persons per household in the City of Seaside in 2018, the 1,115 residential units in this alternative would generate a population of approximately 3,680, compared to 4,900 for the Proposed Project. The approximately 1,220 residents that would have lived within the Plan Area under the Proposed Project would live elsewhere in the region under Alternative 2.

Alternative 2 would meet most of the basic project objectives but would fulfill them to a lesser extent compared to the Proposed Project.

6.4.2 Impact Analysis

Alternative 2 would avoid the direct impacts associated with construction within the two oak woodlands areas, and an overall reduced project footprint compared to the Proposed Project. In addition, operational impacts would be proportionally reduced in conjunction with a reduction in the number of housing units, and reduction in square footage of commercial, office, and light industrial uses.

a. Aesthetics

Alternative 2 would decrease the intensity, scale, and visibility of development in the Plan Area. By clustering development and preserving dominant patches of mature oak trees, more of the visual character and quality of the Plan Area would be retained, and more scenic resources would be protected compared to the Proposed Project. Alternative 2 places greater emphasis on the preservation of mature patches of oak trees through a cluster-design approach, compared to the Proposed Project. Therefore, the overall visual quality and aesthetic of the site would be improved;

impacts related to visual character, visual quality, and scenic resources would be less than significant, as they are for the Proposed Project. Fewer sources of light and glare would be introduced under this alternative, due to the reduced buildout and smaller footprint. However, these light sources would be similar to those introduced by the Proposed Project, and impacts would remain less than significant, as they are for the Proposed Project.

Impacts to aesthetics would be less than significant under Alternative 2 and the Proposed Project. Impacts would be lesser under Alternative 2 compared to the Proposed Project.

b. Air Quality

Alternative 2 would reduce the amount of residential, commercial, office, and light industrial uses, and reduce the overall development footprint. As such, this alternative would result in fewer construction emissions than the Proposed Project. With implementation of dust suppression techniques required by the Seaside Municipal Code and implementation of Monterey Bay Area Resources District (MBARD) recommended best management practices (BMPs), construction-related air quality impacts under Alternative 2 would be less than significant, as they are for the Proposed Project.

The reduced buildout under Alternative 2 would reduce operational emissions from area and energy sources. New residents would not live in the Plan Area and would continue to reside elsewhere in the region, resulting in greater VMT, increased fuel consumption and related air quality emissions.

Similar to the Proposed Project, localized carbon monoxide hotspots would not be created under Alternative 2, nor would Alternative 2 include land uses typically producing objectionable odors that would affect a substantial number of people according to MBARD guidance (MBARD 2008).

Impacts under Alternative 2 would be less than significant, like the Proposed Project. Overall impacts to air quality would be lesser for Alternative 2 compared to the Proposed Project.

c. Biological Resources

Alternative 2 would result in a reduced overall project footprint; therefore, this alternative would have less direct impacts to special status species and their habitat compared to the Proposed Project. Special-status species, which are more likely to occur in undeveloped areas west of General Jim Moore Boulevard, would be largely protected through avoidance. Therefore, the potential for direct and indirect impacts on special-status species would be less than for the Proposed Project. Although the buildout and footprint would be reduced, impacts may still occur as a result of construction noise and activity, and degradation of habitat quality by development (i.e., introduction of invasive weeds, human disturbance, and altered hydrology). Similar to the Proposed Project, mitigation measures described in Section 4.3, *Biological Resources*, would also apply to this alternative, including Mitigation Measures BIO-1(a) through BIO-1(h) regarding sensitive plants and wildlife. Impacts to special-status species would be less than significant with mitigation, as they are for the Proposed Project. Since there are no sensitive natural communities in the Plan Area, Alternative 2 and the Proposed Project would both have no impact to sensitive natural communities.

As with the Proposed Project, Alternative 2 would not impact riparian habitat or other sensitive natural communities. Moreover, neither the Proposed Project nor this alternative would significantly impact state or federally protected wetlands or other jurisdictional waters. These impacts would be less than significant, as they are for the Proposed Project.

Due to a cluster-design approach, Alternative 2 would result in fewer impacts to oak trees compared to the Proposed Project. Therefore, impacts to oak woodland would be less than those for the Proposed Project

As with the Proposed Project, Alternative 2 would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, including the HMP and the Fort Ord HCP, if adopted. Impacts would be less than significant as they are for the Proposed Project.

Impacts under Alternative 2 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to biological resources would be lesser for Alternative 2 compared to the Proposed Project.

d. Cultural Resources

There would be no impact to historical resources under Alternative 2 or the Proposed Project. Furthermore, Alternative 2 would have the potential to disturb human remains but would involve a smaller footprint. Impacts would be less than significant, as they are for the Proposed Project.

Although a clustered-design approach would avoid development of specific areas under Alternative 2, this alternative would continue to have the potential to impact previously unknown and undiscovered cultural resources. Similar to the Proposed Project, Mitigation Measures CUL-2(a) and CUL-2(b) described in Section 4.4, *Cultural Resources*, would also apply to this alternative and provide Worker's Environmental Awareness Program training for archaeological sensitivity for all construction personnel, and provisions for the inadvertent discovery of cultural resources. Impacts to archeological resources would be less than significant with mitigation, as they are for the Proposed Project.

Impacts under Alternative 2 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to cultural resources would be lesser for Alternative 2 compared to the Proposed Project because of a reduced footprint.

e. Energy

Alternative 2 would reduce the amount of residential, commercial, office, and light industrial uses, and would reduce the overall development footprint compared to the Proposed Project. As a result, Alternative 2 would require less energy associated with Project construction activities, including in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators operation, including from buildings and vehicles. Similarly, Alternative 2 would reduce operational energy demand, including fuel consumed by passenger vehicles; natural gas consumed for heating and cooking in residential and non-residential buildings; and electricity consumed by residential and non-residential buildings. Neither Alternative 2 nor the Proposed Project would be expected to result in the wasteful or unnecessary use of energy.

Impacts under Alternative 2 would be less than significant like the Proposed Project. Overall impacts to energy would be less for Alternative 2 compared to the Proposed Project.

f. Geology and Soils

Alternative 2 would avoid development of specific oak woodland within the Plan Area, and thus have a smaller development footprint. Similar to the Proposed Project, development under Alternative 2 would be subject to current state and local requirements, as well as the

recommendation in the site-specific geotechnical report. Impacts related to geologic hazards would be less than significant under Alternative 2 and the Proposed Project.

Alternative 2 would result in less disturbance of highly erosive soils than the Proposed Project. Impacts to soil erosion and loss of top soil would be slightly reduced but would remain less than significant, as they are for the Proposed Project.

Alternative 2 would occur on the same site, which is characterized with low shrink-swell potential. Impacts resulting from these hazards would remain less than significant, as they are for the Proposed Project. Furthermore, Alternative 2 would not include septic tanks or alternative wastewater disposal systems, such that no impacts related to these systems would occur, as with the Proposed Project.

This alternative would reduce the potential buildout within the Plan Area; however, ground disturbing activities in previously undisturbed portions of the Plan Area underlain by geologic units with a high paleontological sensitivity (i.e., the older stabilized dune sand) may result in significant impacts to paleontological resources. Similar to the Proposed Project, Mitigation Measure GEO-5 would apply to this alternative. Impacts to paleontological resources would be less than significant with mitigation, as they are for the Proposed Project.

Impacts under Alternative 2 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to geology and soils would be similar to slightly reduced for Alternative 2 compared to the Proposed Project.

g. Greenhouse Gas Emissions

Alternative 2 would accommodate 370 fewer residential units; 35,000 fewer square feet of retail, dining, and entertainment uses; and 31,250 fewer square feet of office, flex, makerspace, and light industrial space compared to the Proposed Project. Youth hostel beds and hotel rooms would remain the same under Alternative 2. The service population (sum of population and employees) of this alternative would be 4,220,¹ which is less than the Proposed Project's service population of 5,651.²

Similar to the Proposed Project, the majority of GHG emissions generated by Alternative 2 would result from vehicle trips to and from the Plan Area. Because the Monterey Peninsula region currently has an excess of jobs relative to housing supply in coastal areas, both the Proposed Project and Alternative 2 would reduce regional per capita VMT by providing additional housing supply closer to jobs in Monterey, at CSUMB, and in other nearby coastal areas (AMBAG 2014 and 2018). However, Alternative 2 would provide fewer housing units and would therefore have less of an impact on improving the city-wide jobs/housing imbalance and reducing per capita VMT. Nevertheless, because development intensity would decrease, total GHG emissions associated with this alternative would be less than the Proposed Project. However, Alternative 2 would still result in an increase in GHG emissions from the Plan Area compared to existing development on-site, as would occur under the Proposed Project. Mitigation Measures GHG-1(a) through GHG-1(d), described in Section 4.7, *Greenhouse Gas Emissions*, would reduce Alternative 2's GHG emissions to net zero above existing emissions (i.e., 0 MT of CO₂e per year) or would result in the purchasing of offsets equivalent to this reduction. Similar to the Proposed Project, with mitigation, the alternative

¹ 3,680 residents plus 540 employees; refer to Table 6-2 under *Population and Housing*, below.

² 4,900 residents and 751 employees

would not impede substantial progress toward meeting the State's 2030 and 2045 GHG reduction goals, and impacts would be reduced to a less than significant level.

Alternative 2 would be generally consistent with the GHG emission reduction goals and policies of the Association of Monterey Bay Area Governments (AMBAG) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the 2004 Seaside General Plan, and *Draft Seaside 2040*. However, because emissions would exceed the identified threshold, this alternative would be inconsistent with the 2017 Scoping Plan and implementation of Mitigation Measures GHG-1(a) through GHG-1(d) would be required. Impacts related to consistency with adopted regional and local plans would be less than significant with mitigation, the same as the Proposed Project.

Impacts under Alternative 2 would be less than significant with mitigation, like the Proposed Project. Overall impacts to greenhouse gas emissions would be similar for Alternative 2 compared to the Proposed Project.

h. Hazards and Hazardous Materials

Alternative 2 would accommodate 370 fewer residential units; 35,000 fewer square feet of retail, dining, and entertainment uses; and 31,250 fewer square feet of office, flex, makerspace, and light industrial space compared to the Proposed Project. Youth hostel beds and hotel rooms would remain the same under Alternative 2. Under Alternative 2, there would be a related decrease in the use of hazardous materials associated with construction and maintenance. Oversight by the appropriate federal, State, and local agencies and compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances. Impacts would be similar and remain less than significant, as they are for the Proposed Project.

Alternative 2 would have a slightly reduced footprint but would still involve a superfund cleanup site, like the Proposed Project. Although hazardous materials are currently present in the Plan Area, the Army is required to remediate and safely dispose of these as part of the Superfund cleanup process. After this process, concentrations of contaminants in the Plan Area would not exceed State regulatory limits. Impacts would be the same when compared to the Proposed Project and would remain less than significant.

Similar to the Proposed Project, Alternative 2 would involve the modification of designated evacuation routes in conjunction with the Thoroughfare Network and Type Standards in the Specific Plan; however, proposed physical changes to circulation in the Plan Area would not substantially alter vehicle capacity or traffic flow on evacuation routes in Seaside. In addition, the Seaside Fire Department reviews and approves projects to ensure that emergency access meets City standards and would do so for this alternative. Impacts to emergency response and evacuation plans would continue to be less than significant, as under the Proposed Project.

Alternative 2 and the Proposed Project would be located outside of a designated Very High Fire Hazard Severity Zone . However, Alternative 2 would result in the avoidance of oak trees, which may increase the wildfire hazard within the Plan Area, compared to the Proposed Project. Alternative 2 would be subject to statewide standards for fire safety in the California Fire Code.

Impacts under Alternative 2 would be greater when compared to the Proposed Project but would remain less than significant, as they are for the Proposed Project.

i. Hydrology and Water Quality

This alternative involves a reduced buildout within a smaller footprint compared to the Proposed Project. Construction-related and operational erosion and sedimentation, pollutant discharges, and stormwater runoff levels would therefore be less under this alternative. Compliance with NPDES Permit requirements, Seaside Municipal Code, and applicable General Plan policies would ensure that water quality and runoff impacts would remain less than significant, the same as the Proposed Project.

New impervious surfaces could reduce the potential for groundwater recharge from infiltration of precipitation. However, the reduced buildout under Alternative 2 would introduce less impervious surface compared to the Proposed Project. Furthermore, the preservation of oak tree patches under this alternative would increase groundwater recharge compared to the Proposed Project. As with the Proposed Project, implementation of Alternative 2 would require mandatory compliance with the Seaside Municipal Code, FORA Stormwater Master Plan, and Central Coast Regional Water Quality Control Board (RWQCB) post-construction requirements for stormwater management.

In addition, new construction is required to use low-impact development techniques such as bioswales and permeable pavement. These techniques would ensure that pervious surfaces are incorporated in any development associated with the Alternative, reducing the quantity of stormwater runoff that enters the storm drainage system and discharges to the Pacific Ocean, as opposed to infiltrating the ground surface. Alternative 2 would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant, as they are for the Proposed Project.

Alternative 2 would alter drainage patterns to a lesser extent than the Proposed Project because development would be less intensive, and the footprint would be reduced as a result of the cluster-design approach. As under the Proposed Project, compliance with SWRCB's NPDES Construction General Permit, NPDES MS4 General Permit, FORA Stormwater Master Plan, and the Seaside Municipal Code would reduce the risk of short-term erosion resulting from drainage alterations during construction.

Impacts to hydrology and water quality would be less than significant under Alternative 2 and the Proposed Project. Impacts under Alternative 2 would be slightly reduced compared to the Proposed Project.

j. Land Use and Planning

Under Alternative 2, the overall content of the policies, standards, and guidelines of the Specific Plan would remain similar with the exception of reduced development caps and new standards requiring clustered development to avoid impacts to oak trees. Alternative 2 would provide improved connectedness to the CSUMB campus, though to a lesser extent than the Proposed Project. Because Alternative 2 would improve connectedness, similar to the Proposed Project, it would not physically divide an established community.

Like the Proposed Project, Alternative 2 would be consistent with 2004 General Plan and *Draft Seaside 2040* policies that call for creation of a Mixed Use Plan Area adjacent to CSUMB. Alternative 2 would contribute to the *Draft Seaside 2040* vision for a Campus Town that provides support for CSUMB students and faculty, and Seaside residents (Goals LUD- 1 and LUD 23), though to a less extent than the Proposed Project. Alternative 2 would be more consistent with *Draft Seaside 2040* Policy – Clustered Development under Goal POC-9, which encourages the clustering of new development on former Ford Ord lands to minimize impacts to oak woodlands; and *Draft Seaside*

2040 Policy – Oak Woodlands under Goal POC-8 that encourages the preservation of oak woodlands, intentionally connecting them to other parks, open spaces and active open space corridors.

Impacts to land use and planning would be less than significant under Alternative 2 and the Proposed Project. Impacts under Alternative 2 would be similar compared to the Proposed Project.

k. Noise

This alternative would reduce the amount of residential, commercial and industrial development in the Plan Area. Because this alternative would involve construction of fewer buildings than under the Proposed Project, noise generated by these activities would likely be shorter in duration and more localized. However, construction activity would still generate noise within an estimated 50 feet of sensitive receptors. As for the Proposed Project, implementation of Mitigation Measure N-1 would be required to reduce construction noise levels at nearby receptors to a less than significant level. Although construction noise levels under Alternative 2 would be slightly less at nearby sensitive receptors, impacts would be less than significant with mitigation, as they are for the Proposed Project.

Similar to the Proposed Project, construction anticipated under Alternative 2 would intermittently generate vibration on and adjacent to the Plan Area. As for the Proposed Project, compliance with the Seaside Municipal Code would restrict vibration-generating construction activity to daytime hours, which would ensure that vibration does not exceed the FTA's criterion of 72 VdB during normal sleeping hours at residential uses. However, construction activity in the Plan Area could generate vibration levels approaching 80 VdB at the Monterey College of Law and the Monterey Peninsula College Public Safety Training Center, educational institutions which are anticipated to remain operational during implementation of the Proposed Project. Mitigation Measure N-2 would be required to reduce vibration at these receptors. Impacts would be less than significant with mitigation, as they are for the Proposed Project.

Alternative 2 would result in fewer residences and employment generating uses compared to the Proposed Project. Alternative 2 would generate 13,550 vehicle trips, including 810 a.m. and 1,166 p.m. peak hour trips (Fehr & Peers 2019). This represents a reduction in overall vehicle trips of 24 percent, and a reduction of 25 percent of peak hour trips, compared to the Proposed Project. Because of this trip reduction, this alternative would generate less operational noise than the Proposed Project. This decrease would be minor, and this impact would be less than significant as it is for the Proposed Project.

Reduced development under Alternative 2 would result in less operational noise from the use of HVAC equipment, mail delivery trucks, and trash hauling trucks. As with the Proposed Project, on-site noise generated during operation of Alternative 2 would be subject to City's standards. With continued implementation of these standards impacts under Alternative 2, impacts would be less than significant, as they are for the Proposed Project.

As with the Proposed Project, new development under Alternative 2 would be required to adhere to FORA and State noise standards; therefore, new development in the Plan Area would be exposed to acceptable exterior and interior noise levels. Impacts under Alternative 2 would be less than significant, as they are for the Proposed Project.

I. Population and Housing

As shown in Table 6-2, Alternative 2 would decrease residential development by 370 units (25 percent) and population by 1,220 residents (25 percent) compared to the Proposed Project. Whereas the Proposed Project would generate an estimated 751 jobs, Alternative 2 would generate an estimated 540 jobs, or 211 fewer jobs the Proposed Project.

Table 6-2 Alternative 2 Population, Jobs, Housing

	Existing	Buildout		Future 2034		Pro-Rated Future (2024)	
	2018	Proposed Project	Alternative 2	Proposed Project	Alternative 2	Proposed Project	Alternative 2
Housing (units)	10,915	1,485	1,115	12,400	12,030	11,257	11,172
Population (residents) ¹	34,270	4,900	3,680	39,065	37,950	35,401	35,119
Employment (jobs) ²	9,957	751	540	10,217	10,497	10,130	10,082

¹ Assuming 3.30 residents per household
² Assuming 344 sf per employee for Office Retail/Svc., 288 sf per employee for Low-Rise Office, and 2.3 rooms per employee for Lodging.
 () denotes decrease

As shown in Table 6-3, Alternative 2 would slightly exceed AMBAG projections for population, but it would be within the population projections in the City’s 2004 General Plan and *Draft Seaside2040*, which guide future development in the City. Projected housing and employment would be within all the projections. Similar to the Proposed Project, impacts to population and housing would be less than significant.

Table 6-3 Alternative 2 Comparison of Population, Housing, and Employment Growth

	Buildout Alternative 2	Future 2034 Alternative 2	Pro-Rated Future (2024)	2024 Projection from 2004 General Plan	2040 AMBAG RGF Projection ¹	2040 Draft Seaside 2040 Projections
Housing	1,115	12,030	11,172	12,344	12,342	14,143
Population	3,680	37,950	35,119	42,903	37,802	46,297
Employment	540	10,497	10,082	N/A	11,299	12,394

Source: See Table 4.12-7 in Section 4.12, *Population and Housing*

¹ AMBAG 2018.

m. Public Services and Recreation

Alternative 2 would provide 370 fewer housing units compared to the Proposed Project; 35,000 fewer square feet of retail, dining, and entertainment uses; and 31,250 fewer square feet of office, flex, makerspace, and light industrial uses. The decrease in residents and employee-generating uses within the Plan Area would have a proportional decrease in the demand for emergency medical, fire, and police services compared to the Proposed Project.

The 2004 General Plan and *Draft Seaside 2040* call for a standard of 1 firefighter per 1,000 residents to maintain acceptable response times. With an estimated 3,680 residents, Alternative 2 would

require an additional 3.7 firefighters per the ratio established by *Draft Seaside 2040*. As the SFD currently does not meet their staffing goals of 1.0 firefighter per 1,000 residents, existing fire protection facilities are not adequate to meet the needs of existing residents of Seaside. This alternative would exacerbate this deficiency. Similar to the Proposed Project, expansion of either the existing SFD fire station or the POM Fire Department station or construction of a new fire station could be required.

To meet the ratio of 1.4 sworn officers per 1,000 residents recommended by the League of California Cities, Alternative 2 would require 5.2 new police officers to be added to the Seaside Police Department. Although Alternative 2 would reduce demand for police services compared to the Proposed Project, Alternative 2 would continue to generate additional demand for police protection services and exceed the standard service ratio. Expansion of police services on an infill site is anticipated to address future police protection needs with the City and the Plan Area.

Alternative 2 would generate fewer students than the Proposed Project as a result of less housing being provided. As described in Section 4.13, *Public Services and Recreation*, the Monterey Peninsula Unified School District (MPUSD) is not at capacity District-wide and would be able to absorb new and incoming students. In addition, the project proponent would be required by law to pay development impact fees at the time building permits are issued. Pursuant to Section 65995(h) of the California Government Code, payment of these fees “is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, or development of real property, or any change in government organization or reorganization.” Therefore, impacts to schools would be less than significant, as they are for the Proposed Project.

Approximately 3,680 new residents would reside within the Plan Area under Alternative 2. The demand for library services would be less compared to the Proposed Project. Similar to the Proposed Project, adequate existing and planned facilities are available to meet this demand, and impacts would be less than significant.

The Proposed Project allocates approximately 9.2 acres of the Plan Area for public open space. Alternative 2 would increase the amount of publicly accessible open space compared to the Proposed Project, due to the clustered design and resulting preservation of additional mature oak trees. As with the Proposed Project, sufficient park and open space would be available for the growth resulting from Alternative 2. Impacts would be less than significant, as they are for the Proposed Project.

Impacts to public services, schools, and recreation would be less than significant under Alternative 2 and the Proposed Project. Impacts on public services would be slightly reduced under Alternative 2 compared to the Proposed Project.

n. Transportation

Alternative 2 would increase transit users on systems serving the Plan Area, though to a lesser extent than the Proposed Project. The transit system serving the Plan Area has sufficient capacity to serve Alternative 2 and the Proposed Project. Alternative 2 would not interfere with existing or planned transit facilities and would implement and design new transit facilities in the Plan Area, similar to the Proposed Project.

Alternative 2 would improve bicycle connectivity with a higher quality bicycle network, and improve walkability by closing sidewalk gaps, creating alternative routes for pedestrians, and providing connectivity to transit facilities. However, these bicycle and pedestrian improvements and

connectivity would be reduced in Alternative 2, compared to the Proposed Project, in order to preserve particular oak woodland areas. Impacts to transit, bicycle and pedestrian facilities would be less than significant, as they are for the Proposed Project.

Alternative 2 would have a proportional reduction in residents and employees compared to the Proposed Project, representing a 25 percent reduction in both residents and employees. New residents would not live in the Plan Area and would continue to reside elsewhere in the region, resulting in greater VMT. Impacts would be less than significant for both Alternative 2 and the Proposed Project.

o. Tribal Cultural Resources

Although a clustered-design approach would avoid development of specific areas under Alternative 2, this alternative would continue to have the potential to impact unknown and undiscovered tribal cultural resources. Similar to the Proposed Project, mitigation measures described in Section 4.4, *Cultural Resources*, would also apply to this alternative. Impacts to tribal cultural resources would be less than significant with mitigation, as they are for the Proposed Project.

Impacts under Alternative 2 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to tribal cultural resources would be slightly reduced for Alternative 2 compared to the Proposed Project because of an overall reduction in ground disturbance.

p. Utilities and Service Systems

Alternative 2 would decrease residential development by an estimated 370 units; decrease retail, dining, and entertainment uses by an estimated 35,000 square feet; and decrease office, flex, makerspace, and light industrial uses by 31,250 square feet. The number of hotel rooms and youth hostel beds would remain the same.

As shown in Table 6-4 and based on the wastewater generation factors used in Section 4.16, *Utilities and Service Systems*, this alternative would generate 260,794 gallons of wastewater per day or 0.25 million gallons per day. This represents a decrease of 76,573 gallons per day (22 percent) when compared to the Proposed Project. Similar to the Proposed Project, there is adequate capacity at the Regional Wastewater Treatment Plan to accommodate development under Alternative 2. Implementation of Alternative 2 would require construction of additional wastewater conveyance infrastructure, including sanitary sewer pipelines and manholes for access similar to the Proposed Project. Therefore, impacts to wastewater infrastructure and treatment systems would be less than significant, as they are for the Proposed Project.

Table 6-4 Alternative 2 Wastewater Generation

Land Use	Alternative 2 Buildout		Average Wastewater Generation ¹ (AFY/unit)	Expected Wastewater Generation	
	Quantity	Unit		Gallons per Day	Million Gallons per Day
Homes and Apartments	1,115	dwelling units	0.2	199,083	0.20
Hotel	250	rooms	0.136	30,353	0.03
Youth Hostel	75	beds	NA ²	4,910	0.00
Retail/Dining/Commercial	115,000	square feet	0.00024	24,640	0.02
Office/R&D	18,750	square feet	0.000108	1,808	0.00
Total				260,794	0.25

NA = Not Available

¹Assume wastewater is 80 percent of water use shown in Table 6-5.

²Youth hostel water demand was calculated in MCWD's WSA and estimated to be 5.5 AFY. Wastewater calculations assumed that associated wastewater demand would be 80 percent of 5.5 AFY.

Source: MCWD 2018

As shown in Table 6-5, based on the water use rates shown in Section 4.16, *Utilities and Service Systems*, water demand would decrease by 107.19 acre-feet per year (AFY) under this Alternative 2 compared to the Proposed Project. Similar to the Proposed Project, Alternative 2 requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include water and sewer infrastructure, as well as associated connections necessary to serve project buildings.

The City of Seaside has sub-allocated portions of their existing groundwater allocation to other projects within the City. The remaining unallocated supply totals 186.3 AFY. Based on the calculations in the Water Supply Assessment (WSA), the available water supply of 186.3 AFY is not sufficient to meet the full buildout water demand of 441.6 AFY. Similar to the Proposed Project, impacts would be potentially significant because the Marina Coast Water District (MCWD) does not have sufficient water supplies to serve Alternative 2. Similar to the Proposed Project, Mitigation Measure UTIL-1, described in Section 4.16, *Utilities and Service Systems*, would also apply to this alternative and require verification of water supplies prior to recording of a final map for each stage of development. Impacts under Alternative 2 would be less than significant with mitigation as they are for the Proposed Project.

Table 6-5 Alternative 2 Projected Water Demand

Land Use	Alternative 2 Buildout		Average Water Demand (AFY/unit)	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
	Quantity	Unit				
Homes and Apartments	1,115	dwelling units	0.25	278.75		278.75
Hotel	250	rooms	0.17	42.5		42.5
Youth Hostel	75	beds		5.5		5.5
Retail/Dining/Commercial	115,000	square feet	0.0003	34.5		34.5
Office/R&D	18,750	square feet	0.000135	2.53		2.53
Irrigated Landscape (Non-turf) ¹	4.25	acres	2.1		4.15	6.8
Irrigated Landscape (Turf) ¹	3	acres	2.5		4.5	7.5
Native Drought Tolerant Landscape ¹	5	acres	0		0	0
Total				363.78	16.43	380.21

¹ While recycled water demands for landscaping would be less under Alternative 2, for the purposes of this analysis they remain the same. This is a more conservative approach to the water demand analysis.

AFY = acre feet per year

Source: MCWD 2018

As shown on Table 6-6, based on the solid waste generation rates used for the Proposed Project in Section 4.16, *Utilities and Service Systems*, this alternative would generate approximately 7.5 tons of solid waste per day, or 15 cubic yards per day. As described in Section 4.16, the Monterey Peninsula Landfill has adequate capacity to serve development under the Proposed Project. Alternative 2 would generate 2.4 less tons of solid waste per day, or 4.7 fewer cubic yards per day than under the Proposed Project; therefore, there would be capacity for Alternative 2. Impacts related to solid waste facilities would be less than significant, as they are for the Proposed Project.

Table 6-6 Alternative 2 Solid Waste Generation

Land Use	Alternative 2 Buildout			Expected Wastewater Generation		
	Quantity	Unit	Generation Rate	Solid Waste (pounds per day)	Solid Waste (tons per day)	Solid Waste (cubic yards per day) ¹
Homes and Apartments	1,115	dwelling units	12.23 pounds/ dwelling unit/day	13,636	6.818	13.636
Hotel	250	rooms	4 pounds/ room/day	1,000	0.5	1
Youth Hostel ²	75	rooms	4 pounds/ room/day	300	0.15	0.3
Retail/Dining/Commercial	115,000	square feet	0.04 pounds/ 1,000 square feet/day	4.6	0.0023	0.0046
Office/R&D	18,750	square feet	6 pounds/ 1,000 square feet/day	112.5	0.0562	0.1124
Total				19,768	7.5	15.053

¹Conversion factor assumed to be 1,000 pounds per cubic yard.

²The youth hostel is proposed with 75 beds instead of 75 rooms; however, the solid waste generation rate requires the metric to be in rooms. This provides for a conservative analysis.

Source for generation rates: CalRecycle 2018

q. Wildfire

The easternmost portion of the Plan Area is in a High Fire Hazard Severity Zone. Alternative 2 would result in the preservation of trees associated with the avoidance of particular oak groves in the westernmost portion of the Plan Area. These on-site vegetation communities susceptible to wildfire would be preserved and may increase the wildfire potential for Alternative 2, compared to the Proposed Project. However, proposed development under Alternative 2 would be constructed to modern fire code and safety standards similar to the Proposed Project. In addition, transportation and water infrastructure would be improved, and a future fire station is also anticipated in close proximity Plan Area to replace the existing station. These provisions serve to sufficiently offset potential impacts related to wildfire, and Alternative 2 would not exacerbate wildfire related hazards.

Impacts under Alternative 2 and the Proposed Project would be less than significant. Impacts under Alternative 2 would be slightly increased compared to the Proposed Project.

r. Cumulative Impacts

Based on the analysis herein, Alternative 2 would have less than significant impacts to aesthetics, air quality, energy, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services and recreation, transportation, and wildfire. Alternative 2 would have less than significant impacts to biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, tribal cultural resources, and utilities and service systems with the implementation of mitigation.

Project-level impacts under Alternative 2 would be either less than significant or can be mitigated to less than significant with the implementation of mitigation. Alternative 2's contribution to cumulative impacts for these subjects would not be cumulatively considerable. Cumulative impacts under Alternative 2 would be less than significant.

Similarly, the Proposed Project, with consideration of proposed mitigation, Alternative 2 would not have cumulatively considerable contributions to significant cumulative impacts to any topics evaluated in this EIR.

6.5 Alternative 3: Increased Housing Density and Employment

6.5.1 Description

Alternative 3 is intended to use the same development footprint as the Proposed Project, while maximizing the potential intensity of uses, with an emphasis on employment-generating uses. Alternative 3 would provide an increase in housing units to accommodate more of the region's housing needs, and also provide an increase in employment generating uses within the same footprint as the Proposed Project.

The number of residential units would be increased by 25 percent focusing on an increase in the number of multi-family units. Retail, dining and entertainment; and office, flex, makerspace and light industrial uses would also increase to generate additional employment. A moderate increase in housing was used, while a substantial increase in jobs generating uses, was used to outpace the housing and better fulfill employment needs in the same footprint as the Proposed Project. The number of hotel rooms and youth hostel beds would be the same as the Proposed Project.

The uses under Alternative 3 are as follows; refer also to Table 6-1:

- Approximately 1,856 residential units would be constructed, an increase of 25 percent compared to the 1,485 units assumed under the Proposed Project. This would be accomplished by increasing the number of multi-family units to 971, compared to the 600 multifamily housing units assumed under the Proposed Project. The number of single-family units would remain the same.
- Approximately 275,000 square feet of retail, dining, and entertainment uses would be provided, an 83 percent increase compared to the 150,000 square feet proposed under the Proposed Project.
- Approximately 145,000 square feet office, flex, makerspace, and light industrial uses would be provided, a 190 percent increase compared to the 50,000 square feet assumed under the Proposed Project.
- This alternative would still involve 250 hotel rooms and 75 youth hostel beds.

Approximately 1,224 additional residents would be accommodated within the Plan Area under Alternative 3. The increase in employment-generating land uses under Alternative 3 would result in a net increase in 693 employees in the Plan Area compared to the Proposed Project buildout.

Alternative 3 would be subject to the same form-based code and development standards as the Proposed Project. Alternative 3 would meet all of the project objectives and to a greater extent compared to the Proposed Project. Specifically, Alternative 3 would be expected to reduce VMT on a per capita basis by providing shopping, employment and housing in close proximity to one another

and near the CSUMB campus consistent with Objective 2. In addition, the greater intensity of development would be expected to best support the infrastructure investment needed, consistent with Objective 6.

6.5.2 Impact Analysis

a. Aesthetics

Alternative 3 would facilitate increases in the intensity, scale, and visibility of development in the Plan Area. However, the site is not generally visible from any scenic vistas and development of the Plan Area would not significantly block or otherwise adversely affect scenic vistas. Impacts related to scenic vistas would be less than significant, as they are for the Proposed Project. Similar to the Proposed Project, implementation of Alternative 3 would not have an impact on the SR 1 scenic corridor as the view from the highway would not change. Impacts would be less than significant, as they are for the Proposed Project.

Development under Alternative 3 would substantially alter the Plan Area's appearance and would increase its urban character, similar to, but at a greater intensity than, the Proposed Project. However, these changes would not degrade the visual quality of the Plan Area because future development would be required to adhere to the Specific Plan design policies, planning framework, and development standards. Impacts related to visual character and quality would be less than significant, as they are for the Proposed Project.

The introduction of light to the Plan Area would likely increase under this alternative due to the increased density and development intensity. Like the Proposed Project, new sources of light and glare would not substantially increase the amount of light and glare in the already urbanized Plan Area and new development would be consistent with the detailed standards and guidelines in the Specific Plan, as well as section 17.30.070 of the Municipal Code governing the maximum height, position and direction, and maximum illumination of outdoor lighting fixtures, with the intent of reducing impacts to nighttime views and other impacts related to glare. Impacts related to light and glare would therefore be slightly greater than the Proposed Project and would continue to be less than significant under this alternative.

b. Air Quality

Alternative 3 would include more intensive development resulting in a corresponding increase in construction-related emissions compared to the Proposed Project. Dust suppression techniques and air quality BMPs would be required by the Seaside Municipal Code and MBARD, respectively. Construction-related air quality impacts under Alternative 3 would be less than significant, as they are for the Proposed Project.

The increased buildout under Alternative 2 would increase operational emissions from area and energy sources. As discussed under *Transportation* below, Alternative 3 would increase overall VMT compared to the Proposed Project, thereby generating higher levels of mobile source emissions.³ Due to the increase in mobile source emissions, it is possible that Alternative 3 would result in significant air pollutant emissions that exceed MBARD thresholds for ROG, NO_x, CO, and PM₁₀. Mitigation measures, such as transportation demand control measures and installation of electric vehicle charging infrastructure, would be required to reduce impacts to less than significant.

³ VMT per service population would be lower than the Proposed Project.

Similar to the Proposed Project, localized carbon monoxide hotspots would not be created under Alternative 3, nor would Alternative 3 include land uses typically producing objectionable odors that would affect a substantial number of people according to MBARD guidance (MBARD 2008).

Impacts under Alternative 3 would be potentially significant, like the Proposed Project. Overall impacts to air quality would be lesser for Alternative 3 compared to the Proposed Project.

Impacts under Alternative 3 would be less than significant with mitigation, compared to less than significant for the Proposed Project. Overall impacts to air quality would be greater for Alternative 3 compared to the Proposed Project.

c. Biological Resources

Alternative 3 would increase the number of housing units, and increase the amount of commercial, office, and light industrial uses; however, the project footprint would remain the same. Alternative 3 would therefore result in similar direct impacts and habitat modification when compared to the Proposed Project. Mitigation Measures described in Section 4.3, *Biological Resources*, would also apply to this alternative, including Mitigation Measures BIO-1(a) through BIO-1(h) regarding sensitive plants and wildlife. Impacts to listed special-status species would be less than significant with mitigation, as they are for the Proposed Project. No sensitive natural communities were observed in the Plan Area; therefore, this Alternative would have the same impacts to sensitive natural communities.

As with the Proposed Project, Alternative 3 would not impact riparian habitat or other sensitive natural communities. Moreover, neither the Proposed Project nor this alternative would impact state or federally protected wetlands or other jurisdictional waters. Alternative 3 would not differ from the Proposed Project with regard to impacting wildlife corridors. These impacts would be less than significant, as they are for the Proposed Project.

Alternative 3 would result in the same impacts to oak trees when compared to the Proposed Project. As with the Proposed Project, Alternative 3 would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, including the HMP and the Fort Ord HCP, if adopted.

Impacts under Alternative 3 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to biological resources would be similar for Alternative 3 compared to the Proposed Project, given that the disturbance footprint would be the same.

d. Cultural Resources

Alternative 3 would have the same project footprint as the Proposed Project and would result in the same level of impacts to cultural resources.

There would be no impact to historical resources under Alternative 3 or the Proposed Project. Furthermore, Alternative 3 would have the same potential to disturb human remains. Impacts would be less than significant, as they are for the Proposed Project.

Alternative 3 and the Proposed Project would have the potential to impact unknown and undiscovered cultural resources. Similar to the Proposed Project, Mitigation Measures CUL-2(a) and CUL-2(b) described in Section 4.4, *Cultural Resources*, would apply to this alternative and provide Worker's Environmental Awareness Program training for archaeological sensitivity for all construction personnel, and provisions for the inadvertent discovery of cultural resources. Impacts

to archeological resources would be less than significant with mitigation, as they are for the Proposed Project.

Impacts under Alternative 3 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to cultural resources would be similar for Alternative 3 compared to the Proposed Project, given that the disturbance footprint would be the same.

e. Energy

Alternative 3 would increase the amount of residential, commercial, office, and light industrial use within the same footprint as the Proposed Project. As a result, Alternative 3 would require more energy associated with Project construction activities, including in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators operation, including from buildings and vehicles. Similarly, Alternative 3 would increase operational energy demand, including fuel consumed by passenger vehicles; natural gas consumed for heating and cooking in residential and non-residential buildings; and electricity consumed by residential and non-residential buildings. Although overall energy use would increase, Alternative 3 would still be subject to the same form-based code and development standards as the Proposed Project. This includes the requirement that all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings. Chapter 4 would also require exterior architectural lighting to use LED and other technologies to maximize energy efficiency and encourages surface parking areas to be covered in solar panels. Alternative 3, as with the Proposed Project, would also be required to comply with the 2019 Building Energy Efficiency Standards (or later versions, which are anticipated to be more stringent than the 2019 codes), which include mandatory requirement for solar on low-rise residential development and solar-readiness on commercial development. Because of these features, neither Alternative 3 nor the Proposed Project would be expected to result in the wasteful or unnecessary use of energy.

Impacts under Alternative 3 would be less than significant like the Proposed Project. Overall impacts to energy would be greater for Alternative 3 compared to the Proposed Project.

f. Geology and Soils

Alternative 3 would have the development footprint as the Proposed Project, and be subject to current state and local requirements, as well as the recommendation in the site-specific geotechnical report. Impacts related to geologic hazards would be less than significant under Alternative 3 and the Proposed Project.

Alternative 3 would have the same disturbance of highly erosive soils as the Proposed Project. Impacts to soil erosion and loss of top soil would be less than significant, as they are for the Proposed Project.

Alternative 3 would occur on the same site, which is characterized with low shrink-swell potential. Impacts would remain less than significant, as they are for the Proposed Project. Furthermore, septic tanks or alternative wastewater disposal systems are not proposed. No impacts would occur, as they are not for the Proposed Project.

Ground disturbing activities in previously undisturbed portions of the Plan Area underlain by geologic units with a high paleontological sensitivity (i.e., the older stabilized dune sand) may result in significant impacts to paleontological resources. Similar to the Proposed Project, Mitigation Measure GEO-5 would apply to this alternative. Impacts to paleontological resources would be less than significant with mitigation, as they are for the Proposed Project.

Impacts under Alternative 3 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to geology and soils would be similar to Alternative 3 compared to the Proposed Project.

g. Greenhouse Gas Emissions

Alternative 3 would accommodate 1,225 additional residential units (a 25 percent increase), 125,000 more square feet of retail, dining, and entertainment (an 83 percent increase), and 95,000 more square feet of office, flex, makerspace, and light industrial space compared to the Proposed Project (a 190 percent increase). Youth hostel beds and hotel rooms would remain the same under Alternative 3. Thus, Alternative 3 would result in a greater proportional increase in employment generating uses (83 to 190 percent) than residential uses (25 percent).

Similar to the Proposed Project, the majority of GHG emissions generated by Alternative 3 would result from vehicle trips to and from the Plan Area. Because the Monterey Peninsula region currently has an excess of jobs relative to housing supply in coastal areas, both the Proposed Project and Alternative 3 would reduce regional per capita VMT by providing additional housing supply closer to jobs in Monterey, CSUMB, and other nearby coastal areas (AMBAG 2014 and 2018). However, compared to the Proposed Project, Alternative 3 would have less of an impact on improving the city-wide jobs/housing imbalance because the proposed land use distribution would result in an approximately 120 percent increase in commercial/office space and an approximately 25 percent increase in housing compared to the Proposed Project, thereby providing a higher job-to-housing ratio than the Proposed Project with less housing available to accommodate excess workers on the Monterey Peninsula. As a result, this alternative would have less of an impact on reducing regional per capita VMT because it would provide less housing for existing workers in the region to move closer to their jobs. Therefore, because development intensity would increase and regional per capita VMT would not be reduced as much as under the Proposed Project, total GHG emissions associated with this alternative would be greater than the Proposed Project. As a result, Alternative 3 would result in an increase in GHG emissions from the Plan Area compared to existing development on-site, as would occur under the Proposed Project. Mitigation Measures GHG-1(a) through GHG-1(d), described in Section 4.7, *Greenhouse Gas Emissions*, would reduce Alternative 2's GHG emissions to net zero above existing emissions (i.e., 0 MT of CO₂e per year) or would result in the purchasing of offsets equivalent to this reduction. Similar to the Proposed Project, with mitigation, the alternative would not impede substantial progress toward meeting the State's 2030 and 2045 GHG reduction goals, and impacts would be reduced to a less than significant level.

Alternative 3 would be generally consistent with the GHG emission reduction goals and policies of the 2040 MTP/SCS, the 2004 Seaside General Plan, and *Draft Seaside 2040*. However, because emissions would exceed the identified threshold, this alternative would be inconsistent with the 2017 Scoping Plan and implementation of Mitigation Measures GHG-1(a) through GHG-1(d) would be required. Impacts related to consistency with adopted regional and local plans would be less than significant with mitigation, the same as the Proposed Project.

Impacts under Alternative 3 would be less than significant with mitigation, like the Proposed Project. Overall impacts to greenhouse gas emissions would be more for Alternative 3 compared to the Proposed Project, due primarily to the increased development intensity.

h. Hazards and Hazardous Materials

Alternative 3 would increase residential units and employment generating uses compared to the Proposed Project. There would be a related increase in the use of hazardous materials associated with construction and maintenance. Oversight by the appropriate federal, State, and local agencies and compliance by new development with applicable regulations related to the handling and storage of hazardous materials would minimize the risk of the public's potential exposure to these substances. Impacts would be greater but would remain less than significant, as they are for the Proposed Project.

Alternative 3 would have the same footprint as the Proposed Project and would involve a superfund cleanup site. Although hazardous materials are currently present in the Plan Area site, the Army is required to remediate and safely dispose of these as part of the Superfund cleanup process. After this process, concentrations of contaminants in the Plan Area would not exceed State regulatory limits. Impacts would be the same when compared to the Proposed Project and would remain less than significant.

Alternative 3 would similarly involve the modification of designated evacuation routes in conjunction with the Thoroughfare Network and Type Standards in the Specific Plan; however, proposed physical changes to circulation in the Plan Area would not substantially alter vehicle capacity or traffic flow on evacuation routes in Seaside. In addition, the Seaside Fire Department reviews and approves projects to ensure that emergency access meets City standards. Impacts to emergency response and evacuation plans would continue to be less than significant, as under the Proposed Project.

i. Hydrology and Water Quality

Alternative 3 involves a more intensive development but would occur within the same footprint as the Proposed Project. Construction-related and operational erosion and sedimentation, pollutant discharges, and stormwater runoff levels would therefore be similar under this alternative than the Proposed Project. Compliance with NPDES Permit requirements, the Seaside Municipal Code, and General Plan requirements would ensure that water quality and runoff impacts would remain less than significant, the same as the Proposed Project.

Full buildout of Alternative 3 would introduce new impervious surface, as would the Proposed Project. This new impervious surface could reduce the potential for groundwater recharge from infiltration of precipitation. As with the Proposed Project, implementation of Alternative 3 would require mandatory compliance with the Seaside Municipal Code, FORA Stormwater Master Plan, and Central Coast RWQCB post-construction requirements for stormwater management encourages, and requires for certain projects, on-site treatment and infiltration of stormwater runoff. In addition, the General Plan requires new construction to use low-impact development techniques such as bioswales and permeable pavement. These techniques incorporate pervious surfaces in any development associated with the project, reducing the quantity of stormwater runoff that enters the storm drainage system and discharges to the Pacific Ocean, as opposed to infiltrating the ground surface. Alternative 3 would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant, as they are for the Proposed Project.

Construction activities and development under Alternative 3 would alter drainage patterns to a similar extent as the Proposed Project because development would occur within the same footprint. As under the Proposed Project, compliance with SWRCB's NPDES Construction General Permit, NPDES MS4 General Permit, FORA Stormwater Master Plan, and the Seaside Municipal Code would reduce the risk of short-term erosion resulting from drainage alterations during construction.

Impacts to hydrology and water quality would be less than significant under Alternative 3 and the Proposed Project. Impacts under Alternative 3 would be similar compared to the Proposed Project.

j. Land Use and Planning

Under Alternative 3, the overall content of the policies, standards, and guidelines of the Specific Plan would remain the same, with the exception of the change in the development caps. Like the Proposed Project, this alternative would involve the creation of a "Campus Town" adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, as well as active parks and recreations spaces to support CSUMB students and faculty, and Seaside residents. Alternative 3 would provide improved connectedness to the CSUMB campus, similar to the Proposed Project. Therefore, Alternative 3 would improve connectedness, similar to the Proposed Project, and would not physically divide an established community.

Alternative 3 is consistent with the 2004 General Plan and its vision for a Mixed Use Plan Area, and the *Draft Seaside 2040 General Plan* that calls for a Campus Town to support CSUMB students and faculty, and Seaside residents (Goals LUD- 1 and LUD-23). Alternative 3 would be more consistent with *Draft Seaside 2040* General Plan Policy - New Employment Districts under Goal LUD-2, which calls for the creation of a new employment-designated area in new growth areas of the City, including Campus Town. This Alternative 3 would increase the number of jobs by 92 percent compared to the Proposed Project, expanding the economic opportunities in the region and increasing the jobs to housing ratio.

Impacts to land use and planning would be lesser under Alternative 3 and would be less than significant as they are for the Proposed Project.

k. Noise

This alternative would increase the amount of residential and non-residential development in the Plan Area. Because this alternative would involve construction of more buildings than under the Proposed Project, noise generated by these activities would likely be greater in duration. As for the Proposed Project, implementation of Mitigation Measures N-1 would be required to reduce construction noise levels at nearby receptors to a less than significant level. Although construction noise levels under Alternative 3 and would be greater at nearby sensitive receptors, impacts would be less than significant with mitigation, as they are for the Proposed Project.

Similar to the Proposed Project, construction under Alternative 3 would intermittently generate vibration on and adjacent to the Plan Area. As for the Proposed Project, compliance with the Seaside Municipal Code would restrict vibration-generating construction activity to daytime hours, which would ensure that vibration does not exceed the FTA's criterion of 72 VdB during normal sleeping hours at residential uses. However, construction activity in the Plan Area could generate vibration levels approaching 80 VdB at the Monterey College of Law and the Monterey Peninsula College Public Safety Training Center, educational institutions which are anticipated to remain operational during implementation of the Proposed Project. Mitigation Measure N-2 would be

required to reduce vibration at these receptors. Impacts would be less than significant with mitigation, as they are for the Proposed Project.

Alternative 3 would result in more residences and employment generating uses compared to the Proposed Project. Alternative 3 would generate 23,697 vehicle trips, including 1,384 a.m. and 2,001 p.m. peak hour trips (Fehr & Peers 2019). This is an increase of 5,865 vehicle trips compared to the Proposed Project, a 32.9 percent increase. Because of this trip increase, this alternative would generate more operational noise than the Proposed Project. As discussed in Section 4.11, *Noise*, the addition of traffic generated by the Proposed Project to background traffic would incrementally increase noise levels at existing sensitive receptors in the area (between 0 and 0.5 dBA Ldn). The 32.9 percent increase under this alternative would not be substantial enough to increase operational noise impacts above identified thresholds. Impacts would therefore be less than significant, as they are for the Proposed Project.

Development under Alternative 3 would result in more operational noise from the use of HVAC equipment, mail delivery trucks, and trash hauling trucks. As with the Proposed Project, on-site noise generated during operation of Alternative 3 would be subject to City’s standards. With continued implementation of these standards impacts under the Specific Plan, impacts under Alternative 3 and the Proposed Project would be less than significant.

As with the Proposed Project, new development under Alternative 3 would be required to adhere to the City’s Noise Ordinance, FORA, and State noise standards; therefore, new development in the Plan Area would be exposed to acceptable exterior and interior noise levels. Impacts under Alternative 3 would be less than significant, as they are for the Proposed Project.

I. Population and Housing

As shown in Table 6-7, Alternative 3 would increase residential development by 371 units (25 percent) and therefore increase the population by 1,225 residents (25 percent) compared to the Proposed Project. Whereas the Proposed Project would add an estimated 751 jobs, Alternative 3 would add 798 retail, dining, and entertainment jobs and 505 office, flex, makerspace, and light industrial jobs. Hotel and youth hostel jobs would remain the same as the Specific Plan at 141 jobs. In total, this alternative would result in 1,444 jobs – 693 more than under the Proposed Project.

Table 6-7 Alternative 3 Population, Jobs, Housing

	Existing	Buildout		Future 2034		Pro-Rated Future (2024)	
	2018	Proposed Project	Alternative 3	Proposed Project	Alternative 3	Proposed Project	Alternative 3
Housing (units)	10,915	1,485	1,856	12,400	12,771	11,257	11,343
Population (residents) ¹	34,270	4,900	6,125	39,065	37,395	35,401	35,683
Employment (jobs) ²	9,957	751	1,444	10,217	11,401	10,130	10,290

¹ Assuming 3.30 residents per household

² Assuming 344 sf per employee for Office Retail/Svc., 288 sf per employee for Low-Rise Office, and 2.3 rooms per employee for Lodging.

() denotes decrease

As shown in Table 6-8, Alternative 3 would exceed AMBAG’s projections for housing by 429 units but be within housing projections for the City’s 2004 General Plan and *Draft Seaside 2040 General Plan*. Projected population and employment would be within all the projections. Similar to the Proposed Project, impacts to population and housing would be less than significant.

Similar to the Proposed Project, Alternative 3 is within the population projections for the City’s 2004 General Plan and *Draft Seaside 2040 General Plan*. Both Alternative 3 and the Proposed Project exceed the housing projections for the City’s 2004 General Plan, but Alternative 3 exceeds the project to a greater degree—429 units and 56 units, respectively. Both Alternative 3 and the Proposed Project are within the housing and employment projections for the *Draft Seaside 2040 General Plan*.

While Alternative 3 would exceed AMBAG projections for housing and would be in line with the population projections in the City’s 2004 General Plan and *Draft Seaside 2040*, which guide future development in the city. Similar to the Proposed Project, impacts to population and housing would be less than significant.

Table 6-8 Alternative 3 Comparison of Population, Housing, and Employment Growth

	Buildout Alternative 3	Future 2034 Alternative 3	Pro-Rated Future 2024	2024 Projection from 2004 General Plan	2040 AMBAG RGF Projection ²	2040 <i>Draft Seaside 2040</i> Projections
Housing	1,856	12,771	11,343	12,344	12,342	14,143
Population	6,125	37,395	35,683	42,903	37,802	46,297
Employment	1,444	11,401	10,290	N/A	11,299	12,394

¹ Source: See Table 4.12-7 in Section 4.12, *Population and Housing*

² AMBAG 2018.

m. Public Services and Recreation

Alternative 3 would accommodate 371 additional housing units compared to the Proposed Project; 125,000 more square feet of retail, dining, and entertainment uses; and 95,000 more square feet of office, flex, makerspace, and light industrial uses. Youth hostel beds and hotel rooms would remain the same under Alternative 3. The increases in residences and employment generating uses would increase the demand for emergency medical, fire, and police services compared to the Proposed Project.

The 2004 Seaside General Plan and *Draft Seaside 2040* call for a standard of 1 firefighter per 1,000 residents to maintain acceptable response times. With an estimated 6,125 residents, Alternative 3 would require an additional 6.1 firefighters to meet the defined standards. Similar to the Proposed Project, expansion of the either the existing SFD fire station or the POM Fire Department station or construction of a new fire station could be required.

To meet the ratio of 1.4 sworn officers per 1,000 residents recommended by the League of California Cities, Alternative 3 would require 8.6 new police officers to be added to the Seaside Police Department. Alternative 3 would generate additional demand for police protection services and exceed the standard service ratio at a greater ratio than the Proposed Project. Expansion of police services on an infill site is anticipated to address future police protection needs within the City and the Plan Area.

Alternative 3 would generate more students than the Proposed Project as a result of less housing being provided. As described in Section 4.13, *Public Services and Recreation*, MPUSD is not at capacity District-wide and would be able to absorb new and incoming students. In addition, the project proponent would be required by law to pay development impact fees at the time building permits are issued. Pursuant to Section 65995(h) of the California Government Code, payment of these fees “is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, or development of real property, or any change in government organization or reorganization.” Therefore, impacts to schools would be less than significant, as they are for the Proposed Project.

Approximately 6,125 new residents would reside within the Plan Area under Alternative 3. The demand for library services would therefore be greater compared to the Proposed Project. Similar to the Proposed Project, adequate existing and planned facilities are available to meet this demand, and impacts would be less than significant.

Alternative 3, like the Proposed Project, would allocate approximately 9.2 acres of the Plan Area for public open space. Since Alternative 3 would generate a greater number of residents, there would be an incremental increase in the demand for parks and open space. Plan Area residents would have access to private and public open space and recreational areas, other on-site recreational facilities such as the increased bike and pedestrian paths through the Plan Area, and have access to numerous other off-site recreational areas, including the Dunes State Park, the CSUMB facilities, public beaches, and park space on former Fort Ord lands. With consideration of the available recreational resources impacts be less than significant, as they are for the Proposed Project.

Impacts to public services, schools, and recreation would be less than significant under Alternative 3 and the Proposed Project. Impacts on public services would be slightly increased under Alternative 3 compared to the Proposed Project.

n. Transportation

Alternative 3 would increase transit users on systems serving the Plan Area, to a greater extent than the Proposed Project. The transit system serving the Plan Area has sufficient capacity to serve Alternative 3 and the Proposed Project. Alternative 3 would not interfere with existing or planned transit facilities and would implement and design new transit facilities in the Plan Area, similar to the Proposed Project.

Alternative 3 would improve bicycle connectivity with a higher quality bicycle network, and improve walkability by closing sidewalk gaps, creating alternative routes for pedestrians, and providing connectivity to transit facilities, at a similar level as the Proposed Project. Impacts to transit, bicycle and pedestrian facilities would be less than significant, as they are for the Proposed Project.

Alternative 3 would result in a 25 percent increase in residents and approximately double the number of employees as the Proposed Project. Alternative 3 includes residential development near regional destinations like the CSUMB campus and other nearby potential job sites, resulting in a lower average VMT rate than the average region-wide VMT rate. Providing housing near jobs increases the likelihood that trips can remain within a local area, thus shortening travel distances and increasing residents’ ability to accomplish some travel needs by walking, cycling, or using short-distance transit. Alternative 3 VMT per service population would be similar to the Proposed Project and below the AMBAG region VMT rate and regionwide boundary VMT rate.

Impacts would be less than significant for both Alternative 3 and the Proposed Project. Impacts on transportation would be similar under Alternative 3 compared to the Proposed Project.

o. Tribal Cultural Resources

Alternative 3 and the Proposed Project would have the same footprint, and thus the same potential to impact unknown and undiscovered tribal cultural resources. Similar to the Proposed Project, mitigation measures, described in Section 4.4, *Cultural Resources*, would also apply to this alternative. Impacts to tribal cultural resources would be less than significant with mitigation, as they are for the Proposed Project.

Impacts under Alternative 3 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to cultural resources would be similar for Alternative 3 compared to the Proposed Project.

p. Utilities and Service Systems

As shown in Table 6-9, based on the wastewater generation factors used in Section 4.16, *Utilities and Service Systems*, this alternative would generate 439,372 gallons of wastewater per day or 0.43 million gallons per day. This represents an increase of 271,729 gallons per day compared to the Proposed Project. Similar to the Proposed Project, there is adequate capacity at the Regional Wastewater Treatment Plan to accommodate development under Alternative 3. Implementation of Alternative 3 would require construction of additional wastewater conveyance infrastructure, including sanitary sewer pipelines and manholes for access similar to the Proposed Project. Therefore, impacts to wastewater infrastructure and treatment systems would be less than significant, as they are for the Proposed Project.

Table 6-9 Alternative 3 Wastewater Generation

Land Use	Alternative 3 Buildout		Average Wastewater Generation ¹ (AFY/unit)	Expected Wastewater Generation	
	Quantity	Unit		Gallons per Day	Million Gallons per Day
Homes and Apartments	1,856	dwelling units	0.2	331,207	0.33
Hotel	250	rooms	0.136	30,353	0.03
Youth Hostel	75	beds	NA ²	4,910	0.00
Retail/Dining/Commercial	275,000	square feet	0.00024	58,922	0.06
Office/R&D	145,000	square feet	0.000108	13,980	0.01
Total				439,372	0.43

NA = Not Available

¹Assume wastewater is 80 percent of water use shown in Table 6-10.

²Youth hostel water demand was calculated in MCWD’s WSA and estimated to be 5.5 AFY. Wastewater calculations assumed that associated wastewater demand would be 80 percent of 5.5 AFY.

Source: MCWD 2018

As shown in Table 6-10, based on the water use rates shown in Section 4.16, *Utilities and Service Systems*, total water demand would increase by 143.1 AFY under this Alternative 3 compared to the Proposed Project. Similar to the Proposed Project, buildout of Alternative 3 requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include water and sewer infrastructure, as well as associated connections necessary to serve project buildings.

The City of Seaside has sub-allocated portions of their existing groundwater allocation to other projects within the City. The remaining unallocated supply totals 186.3 AFY. Based on the calculations in the WSA, the available water supply of 186.3 AFY is not sufficient to meet the full buildout water demand of 630.51 AFY. Similar to the Proposed Project, impacts would be potentially significant because MCWD does not have sufficient water supplies to serve Alternative 3. Similar to the Proposed Project, Mitigation Measure UTIL-1, described in Section 4.16, *Utilities and Service Systems*, would also apply to this alternative and require verification of water supplies prior to recording of a final map for each stage of development. Impacts under Alternative 3 would be less than significant with mitigation as they are for the Proposed Project.

Table 6-10 Alternative 3 Projected Water Demand

Land Use	Alternative 3 Buildout		Average Water Demand (AFY/unit)	Potable Water Demand (AFY)	Recycled Water Demand (AFY)	Total Water Demand (AFY)
	Quantity	Unit				
Homes and Apartments	1856	dwelling units	0.25	464		464
Hotel	250	rooms	0.17	42.5		42.5
Youth Hostel	75	beds		5.5		5.5
Retail/Dining/Commercial	275,000	square feet	0.0003	82.5		82.5
Office/R&D	145,000	square feet	0.000135	19.58		19.58
Irrigated Landscape (Non-turf) ¹	4.25	acres	2.1		8.93	8.93
Irrigated Landscape (Turf) ¹	3	acres	2.5		7.5	7.5
Native Drought Tolerant Landscape ¹	5	acres	0		0	0
Total				614.08	16.43	630.51

¹ Recycled water demands for landscaping would be assumed to remain the same under Alternative 3.

AFY = acre feet per year

Source: MCWD 2018

As shown on Table 6-11, based on the solid waste generation rates used for the Proposed Project in Section 4.16, *Utilities and Service Systems*, Alternative 3 would generate more solid waste per day, or than the Proposed Project. Nonetheless, there would be sufficient capacity to accommodate the solid waste generated, and impacts related to solid waste facilities would be less than significant, as they are for the Proposed Project.

Table 6-11 Alternative 3 Projected Solid Waste Generation

Land Use	Alternative 3 Buildout			Expected Wastewater Generation		
	Quantity	Unit	Generation Rate	Solid Waste (pounds per day)	Solid Waste (tons per day)	Solid Waste (cubic yards per day) ¹
Homes and Apartments	1856	dwelling units	12.23 pounds/dwelling unit/day	22,699	11.35	42.04
Hotel	250	rooms	4 pounds/room/day	1,000	0.5	1
Youth Hostel ²	75	rooms	4 pounds/room/day	300	0.15	0.3
Retail/Dining/Commercial	275,000	square feet	0.04 pounds/1,000 square feet/day	11	0.0055	0.011
Office/R&D	145,000	square feet	6 pounds/1,000 square feet/day	870	0.435	0.87
Total				24,880	12.438	44.23

¹Conversion factor assumed to be 1,000 pounds per cubic yard.

²The youth hostel is proposed with 75 beds instead of 75 rooms; however, the solid waste generation rate requires the metric to be in rooms. This provides for a conservative analysis.

Source for generation rates: CalRecycle 2018

Impacts under Alternative 3 would be less than significant with mitigation, similar to the Proposed Project. Overall impacts to utilities and service systems would be slightly greater for Alternative 3 compared to the Proposed Project.

q. Wildfire

The easternmost portion of the Plan Area is in a High Fire Hazard Severity Zone. Alternative 3 would have the same footprint as the Proposed Project. As with the Proposed Project, development under Alternative 3 would be constructed to modern fire code and safety standards similar to the Proposed Project. In addition, transportation and water infrastructure would be improved, and a future fire station is also anticipated within the Plan Area to replace the existing one. These provisions serve to sufficiently offset potential impacts related to wildfire, and Alternative 3 would not exacerbate wildfire related hazards.

Impacts under Alternative 3 and the Proposed Project would be similar and less than significant.

r. Cumulative Impacts

Based on the analysis herein, Alternative 3 would have less than significant impacts to aesthetics, air quality, energy, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services and recreation, transportation and wildfire. Alternative 3 would have less than significant impacts to biological resources, cultural resources, geology and soils, greenhouse gas emissions, noise, tribal cultural resources, and utilities and service systems with the implementation of mitigation.

Project-level impacts under Alternative 3 would either less than significant or can be mitigated to less than significant with the implementation of mitigation. Alternative 3’s contribution to cumulative impacts for these subjects would not be cumulatively considerable. Cumulative impacts under Alternative 3 would be less than significant.

Similarly, the Proposed Project, with consideration of proposed mitigation, Alternative 3 would not have cumulatively considerable contributions to significant cumulative impacts to any topics evaluated in this EIR.

6.6 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the alternatives to the Proposed Project. The environmentally superior alternative must be an alternative that reduces some of the environmental impacts of the Project, regardless of the financial costs associated. Identification of the environmentally superior alternative is an informational procedure and the alternative identified as the environmentally superior alternative may not be that which best meets the goals or needs of the Proposed Project. Table 6-12 indicates whether each alternative’s environmental impact is greater than, less than, or similar to the Proposed Project, and also indicates the impact level associated of each environmental resource area for each alternative.

Based on the analysis in this EIR, the Proposed Project would not result in any significant unavoidable impacts, rather all significant impacts can be reduced to less than significant level with the implementation of mitigation. Mitigation would be required for the following CEQA resource topics: biological resources, cultural resources, geology and soils, hydrology and water quality, noise, tribal cultural resources, and utilities and service systems.

Table 6-12 Impact Comparison of Alternatives¹

Issue	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Buildout/Clustered Development	Alternative 3: Increased Housing Density and Employment
Aesthetics	Less Than Significant	=	+ Less Than Significant	- Less Than Significant
Air Quality	Less Than Significant	+	+ Less Than Significant	- Less Than Significant
Biological Resources	Less Than Significant with Mitigation	+	+ Less Than Significant with Mitigation	= Less Than Significant with Mitigation
Cultural Resources	Less Than Significant with Mitigation	+	+ Less Than Significant with Mitigation	= Less Than Significant with Mitigation

Issue	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Buildout/Clustered Development	Alternative 3: Increased Housing Density and Employment
Energy	Less Than Significant	+	+ Less Than Significant	- Less Than Significant
Geology and Soils	Less Than Significant with Mitigation	+	+ Less Than Significant with Mitigation	= Less Than Significant with Mitigation
Greenhouse Gas Emissions	Less Than Significant with Mitigation	+	= Less Than Significant with Mitigation	- Less Than Significant with Mitigation
Hazards and Hazardous Materials	Less Than Significant	+	+ Less Than Significant	= Less Than Significant
Hydrology and Water Quality	Less Than Significant	+	+ Less Than Significant	= Less Than Significant
Land Use and Planning	Less Than Significant	-	- Less Than Significant	+ Less Than Significant
Noise	Less Than Significant with Mitigation	+	+ Less Than Significant with Mitigation	_Less Than Significant with Mitigation
Population and Housing	Less Than Significant	+	+ Less Than Significant	= Less Than Significant
Public Services and Recreation	Less Than Significant	+	+ Less Than Significant	- Less Than Significant
Transportation	Less Than Significant	-	- Less Than Significant	= Less Than Significant
Tribal Cultural Resources	Less Than Significant with Mitigation Incorporated	+	+ Less Than Significant with Mitigation Incorporated	= Less Than Significant with Mitigation Incorporated

Issue	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Buildout/Clustered Development	Alternative 3: Increased Housing Density and Employment
Utilities and Service Systems	Less Than Significant with Mitigation Incorporated	+	+ Less Than Significant with Mitigation Incorporated	- Less Than Significant with Mitigation Incorporated
Wildfire	Less Than Significant	-	- Less Than Significant	= Less Than Significant
Overall	=	+	+/=	=/-

¹ Although the Proposed Project and Alternatives may have various impacts on a resource of differing levels of significance, the most severe level of impact significance to each resource has been listed in this table.

+ Superior to the Proposed Project (reduced level of impact)

- Inferior to the Proposed Project (increased level of impact)

= Similar or same level of impact to the Proposed Project

Based on the analysis of alternatives in this section, the No Project Alternative would be the environmentally superior alternative as it would either avoid or lessen the severity of most impacts of the Proposed Project. Project-level significant but mitigable impacts related to ground disturbance would be eliminated, including biological and cultural resources, geology and soils, and tribal cultural resources. In addition, because this alternative would not generate new population within the Plan Area, impacts to public services, schools, and recreation; utilities and service systems; and energy would also be eliminated. However, the preservation of vegetative communities susceptible to wildfire would potentially exacerbate fire risk to other adjacent areas, compared to the uses under the Proposed Project.

If the No Project alternative is determined to avoid or reduce more impacts than any other alternative, CEQA requires that the EIR identify an environmentally superior alternative among the other alternatives (State CEQA Guidelines Section 15126.6(e)). Of the other alternatives evaluated in this EIR, Alternative 2 (Reduced Buildout/Clustered Development) would be environmentally superior. Because this alternative would reduce the development footprint, it would reduce significant but mitigable impacts to related to ground disturbance, including biological and cultural resources, geology and soils, and tribal cultural resources. In addition, because this alternative would generate fewer residents within the Plan Area, impacts to public services, schools, and recreation; utilities and service systems; and energy would also be reduced. It is anticipated, however, that the 1,220 residents that would have lived in the Plan Area under the Proposed Project would live elsewhere in the AMBAG region under Alternative 2, thus generating demand for these services, facilities, and resources elsewhere. VMT per service population would be greater for Alternative 2 compared to the Proposed Project.

Alternative 3 (Increased Housing Density and Employment) would result generally result in similar or increased environmental compared to the Proposed Project. By increasing overall density and buildout, this alternative would increase impacts to aesthetics, air quality, energy, greenhouse gas, noise, public services and recreation, transportation, and utilities and service systems. This alternative would not, overall, be considered environmentally superior to the Proposed Project.

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