NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

October 25, 2013

NOTICE IS HEREBY GIVEN that the City of Monterey has prepared a Mitigated Negative Declaration, pursuant to the requirements of CEQA, for the North Fremont Specific Plan and Zoning Map Amendments. The proposed Negative Declaration and Initial Study, as well as referenced documents, are available for review at the City of Monterey, Planning Office, Colton Hall, 1st Floor, 570 Pacific Street, Monterey, CA 93940 and on the City website at: www.monterey.org/planning. In accordance with time limits mandated by State law, written comments on this Negative Declaration and Initial Study will be accepted from:

October 28, 2013 – November 28, 2013

Project Description:
The project consists of the North Fremont Specific Plan and associated zoning map amendments (hereinafter, "project"). The North Fremont Specific Plan (Specific Plan) serves as a guide for future development within the planning area. The Specific Plan is a unique and effective tool for implementing General Plan Goals, Policies, and Programs. The key components of the Specific Plan include land use, development / design standards and guidelines, circulation, parking, and streetscape, infrastructure, and financing and implementation.

Under California law, local governments can use specific plans as tools to plan for needed revitalization and change, both in existing neighborhoods and new development areas. Specific plans provide greater planning and design guidance than can be included in a General Plan, and they allow local governments the ability to address complex land ownership patterns and infrastructure needs. Specific plans can jumpstart new development in depressed areas, and can ensure new development is high quality.

The planning area is identified by the Monterey General Plan as a "Mixed-Use Village," defined as a mix of residences, retail shops, services and jobs in close proximity. The Specific Plan identifies public improvements that will increase accessibility and provide a more welcoming environment for transit bicycles and pedestrians. As an implementation tool for the General Plan, the Specific Plan implements many General Plan Goals, Policies and Programs.

The City's General Plan requires the creation and nurturing of mixed-use neighborhoods that: 1) Reduce automobile trips; 2) Improve the quality of the pedestrian experience; 3) Create walkable neighborhoods; 4) Provide more ownership opportunities; 5) Increase the stock of housing affordable to Monterey's work force; 6) Require high-quality design to complement Monterey's image; and 7) Improve neighborhood oriented services. The project meets this goal in that the planning area is designated by the General Plan as one of the mixed-use neighborhoods and the project nurtures this vision as follows: The project allows a mix of residential and commercial uses and includes a pedestrian, transit and bicycle-friendly

environment, a circulation plan, and parking programs that reduce automobile trips. Outdoor cafes and other pedestrian-oriented building designs and signage, enhanced public plazas, and streetscape features increase the pedestrian-friendliness, walkability and overall quality of the pedestrian experience. The design guidelines are complimentary to Monterey's image and require high quality design and building materials. Allowed uses include those oriented to community members, including retail, personal services, banks, drug stores, grocery stores, cafes and restaurants.

As mentioned above, the project includes design guidelines and circulation and streetscape improvements that emphasize attractive pedestrian, bicycle and transit access, which may require improved sidewalks, crosswalks, and various public way improvements. The City encourages owner occupied units, innovative site planning and tailoring the design and density to fit with the neighborhood. Mixed-use developments are encouraged to be attractive in design, hide parking from the street, create a pleasant pedestrian environment, and provide a transition into the residential zones through good site planning and design.

Water-Constrained Growth Scenario

The General Plan and General Plan Environmental Impact Report (EIR) assumes a development potential of 130 residential units within the Planning Area. The North Fremont Specific Plan build-out does not assume that a new water source is available for future development within the Planning Area, and that new development will utilize existing water use and water credits only, consistent with Monterey Peninsula Water Management District Rules. Such rules allow the transfer of water credits across property lines only when the property is under the same ownership. The build-out analysis took a conservative approach by not assuming that current property ownership patterns would remain and merging of property ownership would occur to maximize water use and redevelopment potential. As a result, only a limited number of dwelling units and commercial square footage is assumed and analyzed in this study. Based on an analysis of existing water credits within the Planning Area, a water-constrained build-out scenario was created for the Planning Area as follows:

New Commercial Development:	50,000 square feet
New Residential Development:	130 dwelling units

When a new water source for the Peninsula is developed and available, the Specific Plan will be updated and a new environmental analysis will be prepared, circulated, and adopted.

Circulation and Streetscape

Proposed traffic calming measures include both the westbound entrance to and the east-bound exit from Highway One. The measures include merging eastbound traffic on the Highway One exit ramp approach to North Fremont, thereby reducing the lanes of traffic entering North Fremont from two to one. Similarly, westbound traffic would merge into a single lane approaching the Highway One on-ramp. This would allow room to widen the median for placement of gateway treatments. A westbound left turn into the Travel Lodge driveway would be permitted as well as an eastbound left turn onto Dela Rosa.

The Specific Plan proposes to reconfigure lane widths on North Fremont Street and Bruce Lane. The median width may vary slightly to accommodate different curb-to-curb widths along the street. To address pedestrian safety, mid-crossing pedestrian refuge areas with signal controls are proposed to be added at key intersections. Crosswalk lengths crossing North Fremont Street are proposed to be reduced by straightening out the angle of the crosswalk.

Zoning Map Amendments
Proposed zoning map amendments include changing the property within the Planning Area currently zoned Commercial – 2 to Planned Community – North Fremont. Section 38-52 of the zoning ordinance indicates that an adopted Specific Plan may be used to define development and use standards for a designated PC district, consistent with the General Plan land use designation(s) for land within the PC district. Because the Visitor Accommodation Facility (VAF) designations are controlled by the City Charter and any amendments require a vote of the citizens, no changes are proposed to the VAF zoning designations (Figure 2).

City Charter Text Amendments
The project proposes changes to the development regulations for the VAF district that will provide greater flexibility for those properties zoned VAF. A greater mix of uses is desired, which would achieve greater consistency with the Specific Plan vision for a mixed use commercial district.

For Reviewing Agencies:
The City of Monterey requests that you review the enclosed materials and provide any appropriate comments related to your agency's area of responsibility. The space below may be used to indicate that your agency has no comments or to state brief comments.

Agency Name: _____
Contact Person: _____
Phone Number: _____
Comments:

For Additional Information / Return Comments to:

Elizabeth Caraker, AICP, Principal Planner
City of Monterey Planning Office
Colton Hall, 1st Floor
580 Pacific Street
Monterey, CA 93940
Phone: (831) 646-3885

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Via Email to:
City Council
Planning Commission
CA Department of Parks and Recreation, Monterey District Superintendent
Association of Monterey Bay Area Governments
Monterey Bay Unified Air Pollution Control District
Transportation Agency of Monterey County
Monterey County Planning (use County Clearinghouse submittal form)
Monterey Peninsula Water Management District
Monterey County Airport Land Use Commission
Monterey County Department of Health
Monterey/Santa Cruz Counties Building & Construction Trades Council
Land Watch of Monterey County
CA Native Plant Society
Sierra Club, Ventana Chapter
League of Women Voters, Executive Director
Mike Dawson, Association of Monterey Area Preservationists

Note: A copy of this document, as well as informational sources referenced herein, can be reviewed at the City of Monterey Planning Office as well as the City's Website: www.monterey.org/Planning

City of Monterey
Environmental Checklist Form

1. **Project title:** North Fremont Specific Pan

2. **Lead agency name and address:** City of Monterey Planning, Engineering, and Environmental Compliance (PEEC) Division, 580 Pacific Street, Monterey, CA 93940

3. **Contact person and phone number:** Elizabeth Caraker, Principal Planner / 831-646-1739

4. **Project location:** The North Fremont Specific Plan Area (hereinafter, "planning area") consists of approximately 47.7 acres encompassing both sides of the 0.87 mile-long North Fremont Street from the eastern City Limits west to State Highway 1. This area, designated by the City's General Plans as one of three planned "Mixed-Use Neighborhoods", is strategically located between two state highways (Highways 1 and 218) and is in close proximity to the Monterey Peninsula Airport and Highway 68 (Figure 1).

   The Planning Area is bordered by the City Limits and State Highway 218 to the east, State Highway 1 to the west, and Fairgrounds Road and Bruce Lane to the south. The northern boundary consists of the back of parcels adjacent to North Fremont Street. Access to the Planning Area is provided to the east by Fremont Boulevard near State Highway 218 (Canyon Del Rey), State Highway 1, southbound State Highway 68, and through the intersecting Casa Verde Way, Dela Vina, Ramona, Hannon and Casanova streets.

5. **Project sponsor's name and address:** City of Monterey / 580 Pacific Street / Monterey, CA 93940

6. **General Plan designation:**
   Commercial and Public/Semi-Public

7. **Zoning:** Existing: Commercial – 2, Visitor Accommodation Facility
   Proposed: Planned Community-North Fremont and Visitor Accommodation Facility

8. **Description of project:** The project consists of the North Fremont Specific Plan and associated zoning map amendments (hereinafter, "project"). The North Fremont Specific Plan (Specific Plan) serves as a guide for future development within the planning area. The Specific Plan is a unique and effective tool for implementing General Plan Goals, Policies, and Programs. The key components of the Specific Plan include land use, development / design standards and guidelines, circulation, parking, and streetscape, infrastructure, and financing and implementation.

   Under California law, local governments can use specific plans as tools to plan for needed revitalization and change, both in existing neighborhoods and new development areas. Specific plans provide greater planning and design guidance than can be included in a General Plan, and they allow local governments the ability to address complex land ownership patterns and infrastructure needs. Specific plans can jumpstart new development in depressed areas, and can ensure new development is high quality.

General Plan Consistency

The planning area is identified by the General Plan as a "Mixed-Use Village," defined as a mix of residences, retail shops, services and jobs in close proximity. The Specific Plan identifies public improvements that will increase accessibility and provide a more welcoming environment for transit bicycles and pedestrians. As an implementation tool for the General Plan, the Specific Plan implements the following General Plan Goals, Policies and Programs.

Goal b. Direct future population growth into mixed-use neighborhoods. The City's goal is to create and nurture mixed-use neighborhoods that: 1) Reduce automobile trips; 2) Improve the quality of the pedestrian experience; 3) Create walkable neighborhoods; 4) Provide more ownership opportunities; 5) Increase the stock of housing affordable to Monterey's work force; 6) Require high-quality design to complement Monterey's image; and 7) Improve neighborhood oriented services.

The project meets this goal in that the planning area is designated by the General Plan as one of the mixed-use neighborhoods and the project nurtures this vision as follows: The project allows a mix of residential and commercial uses and includes a pedestrian, transit and bicycle-friendly environment, a circulation plan, and parking programs that reduce automobile trips. Outdoor cafes and other pedestrian-oriented building designs and signage, enhanced public plazas, and streetscape features increase the pedestrian-friendliness, walkability and overall quality of the pedestrian experience. The design guidelines reflect an image for North Fremont that was identified through the planning process, and requires high quality design and building materials. Allowed uses include those oriented to community members, including retail, personal services, banks, drug stores, grocery stores, cafes and restaurants.

> **Policy b.1.** Create design concepts, development guidelines, and capital improvement programs for mixed-use neighborhoods. Emphasize attractive pedestrian, bicycle and transit access, which may require improved sidewalks, crosswalks, and various public way improvements. The City encourages owner occupied units, innovative site planning and tailoring the design and density to fit with the neighborhood. Mixed-use developments are encouraged to be attractive in design, hide parking from the street, create a pleasant pedestrian environment, and provide a transition into the residential zones through good site planning and design.
>
> **Program b.1.4.** North Fremont Street. Develop Mixed Use Neighborhood Guidelines for North Fremont Street in the North Fremont Street Area Plan. The plan will emphasize mixed use development, improved pedestrian experience and connections to the neighborhood, and bus transportation. Ownership residential units are preferred. Building sites should provide the required parking or a shared parking plan be developed due to the limited supply of on-street parking and high traffic volumes along North Fremont Street. Guidelines should encourage pedestrian activity that will result in a safe and secure North Fremont Street. Guidelines should address impacts on adjacent residential areas.

As mentioned above, the project includes design guidelines and circulation and streetscape improvements consistent with this policy and program. Allowed densities and heights, required parking, and specific design guidelines have been determined based on the character of each of the three defined character areas. Land Use and Development Design Objectives require new development to be sensitive to adjacent residential areas and not create impacts due to noise, sunlight access, and privacy.

> **Goal c.** Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports equality of choice among all modes of transportation.

The project includes a circulation and streetscape plan that implements this Goal. A Citywide analysis of the transportation system and the City's multi-modal mobility plan (Monterey on the Move) outlines projects that increase pedestrian and bicycle access to popular destinations and to transit. The proposed North Fremont Bicycle Boulevard is reflected in the circulation chapter. Pedestrian safety and accessibility is addressed through reduced crossing distances across North Fremont and increased sidewalk widths when feasible.

The following improvements to North Fremont address vehicle, bicycle, and pedestrian circulation and safety and support the design of North Fremont as a "complete street."

Highway One Ramp

Vehicles exit the Highway One off-ramp onto North Fremont at high speeds and tend to carry high speeds through the corridor, which is not conducive to providing a gateway to the business district, increasing pedestrian safety or otherwise lending to a pleasant and successful business corridor. The City will work with Caltrans to provide traffic calming measures at both the westbound entrance to and the east-bound exit from Highway One. The measures include merging eastbound traffic on the Highway One exit ramp approach to North Fremont, thereby reducing the lanes of traffic entering North Fremont from two to one. Similarly, westbound traffic would merge into a single lane approaching the Highway One onramp. This would allow room to widen the median for placement of gateway treatments. A westbound left turn into the Travel Lodge driveway would be permitted as well as an eastbound left turn onto Dela Rosa.

The specific plan proposes to reconfigure lane widths on North Fremont Street for each of the character areas as well as Bruce Lane. The median width may vary slightly to accommodate different curb-to-curb widths along the street. The minimum median width should be 12 feet; 14 feet is preferred to accommodate the left turn pocket and median nose. The sections should be considered a guide only. Lane and median widths may be refined during design development based on field conditions.

Pedestrian Safety Improvements
Crossing distances across North Fremont at each existing intersection are long and unsafe for pedestrians. Mid-crossing pedestrian refuge areas with signal controls are proposed to be added at key intersections. Crosswalk lengths crossing North Fremont Street can be reduced by straightening out the angle of the crosswalk.

On Airport Road, designated right, through and left turn lanes are proposed to encourage fairgrounds and Airport Road traffic to use North Fremont instead of residential streets. The existing "pork chop" between the through and right turn lanes is eliminated to simplify pedestrian crossing. On-street parking for a portion of Airport Road on the west side is proposed to be removed to accommodate the lane configuration. A designated right turn lane is proposed on North Fremont to Airport Road to accommodate trucks going to the fairgrounds and Airport Road businesses.

On Ramona Avenue, in order to discourage through traffic from using residential streets to bypass North Fremont, a single northbound through/right turn lane is proposed, eliminating the "pork chop". This will encourage through traffic to access North Fremont at Casa Verde or Airport instead of Ramona, where a right-turn only lane is provided. However, this means that residential traffic will need to queue longer at the North Fremont and Ramona intersection. If the neighborhood prefers, a designated right turn lane could be provided while still eliminating the "pork chop".

The existing "pork chop" at Casanova is proposed to be retained to allow designated right turns from the neighborhood and existing businesses. The "pork chop", in addition to a bulbout at the northeast corner of the intersection, allows for a shorter crossing distance across North Fremont. A designated right turn/bus through lane is proposed on North Fremont in the eastbound direction (toward Canyon del Rey), but not in the westbound direction. This accommodates the heavier traffic volume as one approaches Canyon del Rey. The length of the right turn/bus through lane should be determined based on further traffic analysis by MST, but should be kept as short as possible to allow other streetscape improvements along this block of North Fremont. On the east side of the intersection, a designated right turn lane extends all the way to the Canyon del Rey intersection, eliminating the opportunity for expanded sidewalk or parkway planting as the right turn lane takes the place of the parking lane. As at the other intersections, crosswalks are straightened across North Fremont to shorten crosswalk distance.

> **Goal f.** Provide an attractive and convenient transit service for Monterey citizens, especially those in the community who cannot or choose not to own a private automobile.

The project furthers this goal by incorporating the Monterey Salinas Transit (MST) bus stops and bus rapid transit shelters into the streetscape design.

> **Policy g.1.** Provide pedestrian-friendly environments in the commercial business districts to extend the time spent in the commercial business districts and enhance the overall shopping experience.

The project encourages the development of pedestrian plaza areas and pedestrian passages between properties. Restaurants are encouraged to provide outdoor seating areas that will further enliven the pedestrian experience.

> **Policy g.2.** Do not allow auto-oriented level-of service standards to negatively affect the shopping experience in commercial business districts.

The project includes changes to the travel lanes on North Fremont to accommodate bicycle lanes, BRT queue jumps, and landscaping. These improvements increase the shopping experience by separating the sidewalks from the vehicle travel lanes. The automobile level of service does not change.

Water-Constrained Growth Scenario
The 2005 General Plan and General Plan EIR assumes a development potential of 130 residential units within the Planning Area. This assumption does not take into account the absence of a new water source for the Monterey Peninsula. As of the proposed adoption of this Specific Plan, no residential units have been constructed within the Planning Area since 2005.

The North Fremont Specific Plan buildout, however, does not assume that a new water source is available for future development within the Planning Area, and instead, assumes that new development will utilize existing water use and water credits only, consistent with Monterey Peninsula Water Management District Rules. Such rules allow the transfer of water credits across property lines only when the property is under the same ownership. The buildout analysis took a conservative approach by not assuming that current property ownership patterns would remain and merging of property ownership would occur to maximize water use and redevelopment potential. Based on an analysis of existing water credits within the Planning Area, a water-constrained build-out scenario was created for the Planning Area as follows:

New Commercial Development:	50,000 square feet
New Residential Development:	130 dwelling units

When a new water source for the Peninsula is developed and available, the Specific Plan will be updated and a new environmental analysis will be prepared, circulated, and adopted, or otherwise tiered off of an environmental analysis prepared for the new water source.

Zoning Map Amendments
Proposed zoning map amendments include changing the property within the Planning Area currently zoned Commercial – 2 to Planned Community – North Fremont. Section 38-52 of the zoning ordinance indicates that an adopted Specific Plan may be used to define development and use standards for a designated PC district, consistent with the General Plan land use designation(s) for land within the PC district. Because the Visitor Accommodation Facility (VAF) designations are controlled by the City Charter and any amendments require a vote of the citizens, no changes are proposed to the VAF zoning designations (Figure 2).

City Charter Text Amendments
The project proposes changes to the development regulations for the VAF district that will provide greater flexibility for those properties zoned VAF. A greater mix of uses is desired, which would achieve greater consistency with the Specific Plan vision for a mixed use commercial district.

9. **Surrounding land uses and setting:** Surrounding land uses include multi- and single-family residences to the north and south, the Monterey Airport further to the south, the Monterey County Fairgrounds and the Navy golf course to the south west, and the City of Seaside to the east.

10. **Other public agencies whose approval is required:** Review by the Airport Land Use Commission is required due to the location of a portion of the project planning area within the planning area of the Monterey Peninsula Airport's Comprehensive Land Use Plan.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:
The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

.....	Aesthetics
.....	Agriculture Resources
.....	Air Quality
.....	Biological Resources
X	Cultural Resources
.....	Geology/Soils
.....	Hazards & Hazardous Materials
.....	Hydrology/Water Quality
.....	Land Use Planning

....Mineral Resources
....Noise
....Population/Housing
....Public Services
....Recreation
....Transportation/Traffic
....Utilities/Service Systems
....Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

....I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

.....X.....I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

....I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

....I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

....I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Public Review Period

Begins: October 28, 2013
Ends: November 28, 2013

Public Meeting

Date: To be Announced
Time: 4:00 p.m. or 7:00 p.m.
Location: City of Monterey Council Chamber at Few Memorial Hall

Anyone interested in this matter is invited to comment on the document by written response or by personal appearance at the hearing.

Signature: **Date: October 25, 2013**
Printed name: **Elizabeth Caraker**
Title: Principal Planner
Address: City of Monterey Planning Office, 580 Pacific Street, Monterey, CA 93940
Phone Number: (831) 646-3885 **Fax Number:** (831) 646-3408

Attachments: 1. Citywide Transportation and Parking Study – available online: http://www.monterey.org/en-us/departments/planspublicworks/planning/planningprojects/citywidetransportationparkingstudy.aspx

Existing and Proposed Zoning

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
I. AESTHETICS – Would the project:					
a) Have a substantial adverse effect on a scenic vista?				X	- City of Monterey Planning, Engineering and Environmental Compliance Division (PEEC), General Plan Map 2 *Showing Special Places*
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		- City of Monterey PEEC, General Plan Open Space Element Goals c, d, and h and Policies b.4 and f.6
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X	- City of Monterey PEEC, General Plan Urban Design Element - City of Monterey PEEC, General Plan Open Space Element, Policies a.3 and b.4 - City of Monterey City Code, Chapter 37, *Preservation of Trees*
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		- City of Monterey PEEC, Monterey City Code (M.C.C.)

Existing Setting:

The Monterey Peninsula consists of approximately 10 square miles of coastal lands and forested hills. Much of the City is urbanized; however, its coastline and wooded ridges are devoted primarily to open space and recreational uses. Located an hour away from San Jose and an hour and a half from San Francisco, Monterey is frequently a vacation destination for inland and city residents. The Monterey region is well known for its scenic visual character. The City's coastal areas provide expansive views of the Pacific Ocean (Monterey Bay).

As identified in the City's General Plan, all major roads leading to Monterey are scenic highways. Highway One is a State designated scenic highway. State Highway 68 from Highway 1 to the Salinas River is a State and County designated scenic highway.

Discussion:

a., c) The project includes design standards guidelines that will ensure that the visual character of the planning area is preserved, enhanced, and meets the Building, Design, Mass, and Scale Objectives of the specific plan, including:

- The project contributes to an eclectic architectural mixed-use corridor.
- The project contributes to the overall diversity of the streetface.
- The project reflects the evolving character of the area, while also reflecting its own function and enhancing the area as a place for pedestrians, including visitors, residents and those who work there.
- The project is designed to support the success of the mix of uses proposed.
- The project preserves the privacy of existing adjacent residences through sensitive building design.

- Projects that occur at a major intersection provide a building anchor at the corner.

Design Standards include:

- Maximum Building Height for buildings fronting North Fremont: 35 feet*
- Up to 40 foot-high buildings may be permitted in the Village Core Area with a development permit, provided the project is consistent with Mass and Scale Objectives and Design Guidelines and the height and setback requirements from Bruce Lane.*
- Up to 50 foot-high building may be permitted in the Visitor Serving Area with a use permit, provided the project is consistent with all Mass and Scale and Site Planning objectives and design guidelines.*

Design Guidelines that address building materials and color include:

- Use traditional building materials with appropriate detailing that reduce the perceived scale of a building.
- Use materials that convey a hand-crafted character.
- Use durable materials that have proven performance in the Monterey climate.
- Use high quality materials.
- Large panelized products and extensive featureless surfaces are inappropriate.
- Incorporate changes in color, texture and materials into the building design to help to define human scale.

Therefore, the design guidelines require adequate setbacks for upper stories to provide visual relief to the neighboring structures. Development and design standards and guidelines encourage varied height, mass and lot designs that create a diverse streetface. These regulations encourage improved appearance, mitigate impacts of older building designs on adjoining businesses, and require design solutions and/or buffers where necessary to be sensitive to and reduce impacts to adjacent residents.

Site and building frontage design are required to be oriented to the pedestrian. Sign standards and design guidelines also require that signs are designed at a pedestrian scale.

The streetscape component of the Specific Plan calls for special gateway treatments and various improvements to the rights-of-way (gateway signs, landscaping, sidewalks, lightpoles, street furniture, etc.) that are tied together by a design theme that will help to create an identity for the North Fremont Mixed Use District.

Therefore, the project will have a positive impact on scenic vistas and the overall visual character of the planning area and **no impacts** on scenic vistas will result.

b) The planning area is located adjacent to a state scenic highway. The project includes design guidelines that require quality designs and signing as described above. Signs visible to Highway One continue to be prohibited. Therefore potential impacts to scenic highways are considered **less than significant**.

d) The project includes lighting guidelines to ensure that new lighting sources are directed down, target only the area requiring illumination, and do not spill onto other areas that would cause a nuisance or impact. Therefore, impacts relating to light and glare are considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or 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?				X	- City of Monterey PEEC, General Plan Conservation Element - City of Monterey General Plan Update Initial Study 2003 - City of Monterey Zoning Ordinance
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	- City of Monterey PEEC, General Plan Conservation Element - City of Monterey General Plan Update Initial Study 2003 - City of Monterey Zoning Ordinance
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220g), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104g)?				X	- City of Monterey PEEC, General Plan Conservation Element
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	- City of Monterey PEEC, General Plan Conservation Element
e) 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?				X	- City of Monterey PEEC, General Plan Conservation Element - City of Monterey General Plan Update Initial Study 2003 - City of Monterey Zoning Ordinance

Existing Setting:
While much of Monterey County is known for, and associated with, an abundance of agricultural operations, the City of Monterey itself has no agricultural operations or potential for future agriculture resources or activities.

Discussion, where applicable:

a–e) The City of Monterey does not have any agricultural production lands or forest lands zoned for Timberland Production. The City is primarily an urbanized environment. Therefore, **no impacts** will result.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?			X		- City of Monterey PEEC, General Plan Conservation Element, Policy c.2 - 2008 Air Quality Management Plan (AQMP) for the Monterey Bay Region (Monterey Bay Unified Air Pollution Control District (MBUAPCD)) - 2008 CEQA Air Quality Guidelines (MBUAPCD) - 2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region (MBUAPCD)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		- City of Monterey PEEC, General Plan Conservation Element Goal c and Policies c.1–c.3 - 2008 AQMP for the Monterey Bay Region (MBUAPCD) - 2008 CEQA Air Quality Guidelines (MBUAPCD) - 2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region (MBUAPCD)
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X		- City of Monterey PEEC, General Plan Conservation Element Goal c and Policies c.1–c.3 - 2008 AQMP for the Monterey Bay Region (MBUAPCD) - 2008 CEQA Air Quality Guidelines (MBUAPCD) - 2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region (MBUAPCD)
d) Expose sensitive receptors to substantial pollutant concentrations?			X		- City of Monterey PEEC

e) Create objectionable odors affecting a substantial number of people?			X		- City of Monterey PEEC

Existing Setting:

The project area is within the North Central Coast Air Basin (NCCAB), which is comprised of Santa Cruz, San Benito and Monterey counties. A semi permanent high-pressure system in the eastern Pacific is the controlling factor in the climate of the air basin. In late spring and summer, the high-pressure system is dominant and causes persistent west and northwesterly winds over the entire California coast. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. Warmer air aloft creates elevated inversions that restrict dilution of pollutants vertically, and mountains forming the valleys restrict dilution horizontally.

In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The airflow is occasionally reversed in a weak offshore movement, and the relatively stagnant conditions allow pollutants to accumulate over a period of days. It is during this season that the north or east winds develop that transport pollutants from either the San Francisco Bay Area or the Central Valley into the NCCAB. During winter and early spring, the Pacific high–pressure system migrates southward and has less influence on the air basin. Wind direction is more variable, but northwest winds still dominate. The general absence of deep, persistent inversions and occasional storm passages usually result in good air quality for the basin as a whole. The City of Monterey is bounded by pine-wooded hills to the south and by the crescent-shaped southerly end of the Monterey Bay to the north. Persistent sea breezes ventilate the area with respect to other metropolitan areas, and the City generally enjoys good air quality throughout the year.

The State Air Resources Board (ARB) designates a status for regional air basins as being in attainment or nonattainment with State air quality standards. The Federal Environmental Protection Agency (EPA) provides the designation for National standards. State designations are reviewed annually while the National designations are reviewed when either the standards change, or when an area requests that they be re-designated due to changes in the area's air quality. Most designations are made by regional air basin, but in some cases designations are made at the county level.

Designations are made by pollutant according to the following categories:

Attainment – Air quality in the area meets the standard.
Nonattainment – Air quality in the area fails to the applicable standard.
Unclassified – Insufficient data to designate the area, or designations have yet to be made.
Attainment/Unclassified - An EPA designation which, in terms of planning implications, is essentially the same as Attainment.

Nonattainment designations are of most concern because they indicate that unhealthy levels of the pollutant exist in the area, which typically triggers a need to develop a plan to achieve the applicable standard. Current State and National designations are shown below:

NORTH CENTRAL COAST AIR BASIN ATTAINMENT STATUS – JANUARY 2013
(Nonattainment pollutants are highlighted in **Bold**)

Pollutant	State Standards [1]	National Standards
Ozone (O_3)	**Nonattainment** [2]	Attainment/Unclassified [3]
Inhalable Particulates (PM_{10})	**Nonattainment**	Attainment
Fine Particulates ($PM_{2.5}$)	Attainment	Attainment/Unclassified[4]
Carbon Monoxide (CO)	Monterey Co. – Attainment San Benito Co. – Unclassified Santa Cruz Co. – Unclassified	Attainment/Unclassified
Nitrogen Dioxide (NO_2)	Attainment	Attainment/Unclassified [5]

Pollutant	State Standards [1]	National Standards
Sulfur Dioxide (SO_2)	Attainment	Attainment [6]
Lead	Attainment	Attainment/Unclassified [7]

Notes:
1) State designations based on 2009 to 2011 air monitoring data.
2) Effective July 26, 2007, the ARB designated the NCCAB a nonattainment area for the State ozone standard, which was revised in 2006 to include an 8-hour standard of 0.070 ppm.
3) On March 12, 2008, EPA adopted a new 8-hour ozone standard of 0.075 ppm. In April 2012, EPA designated the NCCAB attainment/unclassified based on 2009-2011 data, with a design value of 0.070 ppm.
4) In 2006, EPA revised the 24-hour standard for PM2.5 from 65 to 35 µg/m3. In 2009, EPA designated the NCCAB as attainment/unclassified.
5) In 2011, EPA indicated it plans to designate the entire state as attainment/unclassified for the 2010 NO2 standard. Final designations have yet to be made by EPA.
6) In June 2011, the ARB recommended to EPA that the entire state be designated as attainment for the 2010 primary SO2 standard. Final designations have yet to be made by EPA.
7) On October 15, 2008 EPA substantially strengthened the national ambient air quality standard for lead by lowering the level of the primary standard from 1.5 µg/m3 to 0.15 µg/m3. Final designations were made by EPA in November 2011.
Source: MBUAPCD, 2013

The MBUAPCD is in attainment or unclassified status for national standards and no national attainment plans apply to the region. The NCCAB is a nonattainment area for the State Ambient Air Quality Standards for both ozone and inhalable particulate matter (PM10). The MBUAPCD adopted its first Attainment Plan for ozone in 1991. The *Air Quality Management Plan* for the Monterey Bay Area (AQMP) was the first plan prepared in response to the California Clean Air Act of 1988 that established specific planning requirements to meet the ozone standard. The California Clean Air Act requires that the AQMP be updated every three years. The most recent updated occurred in 2008. The 2008 AQMP addresses only attainment of the State ozone standard. Attainment of the State PM10 standard is addressed in the District's plan "*Senate Bill 656 Implementation Plan,*" which was adopted in December 2005. Maintenance of the National eight-hour standard for ozone is addressed in the District's "Federal Maintenance Plan for the Monterey Bay Region", which was adopted in March 2007.

A project would conflict with or obstruct implementation of the 2008 Air Quality Management Plan (AQMP) for the Monterey Bay Region (Monterey Bay Unified Air Pollution Control District (MBUAPCD)) if it is inconsistent with the growth assumptions in the AQMP, in terms of population, employment, or regional growth in vehicle miles traveled. These population forecasts are developed, in part, on data obtained from local jurisdictions and projected land uses and population projections identified in community plans. Projects that result in an increase in population growth that is inconsistent with local community plans would be considered inconsistent with the Attainment Plan.

Discussion:

a) The project buildout assumptions are constrained by existing water use within the planning area and therefore the new housing units and commercial square footage projected within the planning area are well below the regional growth assumptions, and the project is considered consistent with the 2008 AQMP. Further, buildout under this plan would not occur all at once, so emissions associated with construction projects would be spread out over a period of years and not so concentrated that they would result in a significant increase in emissions. The potential impacts associated with consistency with air quality plans are considered **less than significant**.

b-e) The purpose of the project is to create a mixed-use neighborhood that provides housing, jobs, services, and convenient transit alternatives to the automobile. The General Plan directs future growth to mixed-use neighborhood to reduce vehicle miles traveled (vmt) over time. This vmt reduction strategy is also an implementation measure for the City's Climate Action Plan that is currently in draft form. Therefore, any resulting increase in air emissions would not violate standards, exceed thresholds, or create objectionable odors or pollutant concentrations. The potential impacts are considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
IV. BIOLOGICAL RESOURCES – Would the project:					
a) Has 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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X		- City of Monterey PEEC, General Plan Conservation Element Goal d, Policies d.1–d-6 and Programs d.1.1–d.6.6 - City of Monterey PEEC, Monterey City Code (M.C.C.), Chapter 37, Preservation of Trees and Shrubs
b) 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?			X		- City of Monterey PEEC, General Plan Conservation Element Policy b.4 and Program d.6.3
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	- City of Monterey PEEC, General Plan Conservation Element Policy b.4 and Program d.6.3
d) 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?			X		- City of Monterey PEEC
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		- City of Monterey PEEC, Monterey City Code (M.C.C.), Chapter 37, Preservation of Trees and Shrubs - City of Monterey, *Forest Management Plan*, August 2008
f) Conflict with the provisions of an adopted Habitat Conservation Plan,				X	- City of Monterey PEEC - Installation-Wide Multispecies Habitat Management Plan for Former

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					Fort Ord, California, 1997 - City of Monterey General Plan Update EIR 2004

Existing Setting:

Monterey County consists of more than 3,324 square miles of land (over two million acres) with a variety of habitats from rocky Pacific shores to open grasslands to high mountains at elevations exceeding 5,000 feet. The Monterey Bay area, located in northern Monterey County, is home to a diverse population of animal, bird, and plant species. The waters of Monterey Bay and the adjacent Pacific Ocean off the central California coast have been designated and protected as the Monterey Bay National Marine Sanctuary since 1992. The climate of the site is typical of the California central coast with mild year-round and morning coastal fog, generally cleared by afternoon breezes. Monterey typically experiences cool summer months, with temperatures averaging in the high 50s to low 60s, and warm "Indian Summer" weather in the fall. The average yearly rainfall is approximately 18 inches and is concentrated in the winter and early spring months.

Monterey Bay National Marine Sanctuary

The Monterey Bay National Marine Sanctuary (MBNMS), designated in 1992, is a federally protected marine area off the shore of California's central coast. Stretching from Marina to Cambria, the MBNMS encompasses a shoreline length of 276 miles and 5,322 square miles of ocean, extending an average distance of 30 miles from shore. At its deepest point, the MBNMS reaches down 10,663 feet (more than two miles). The MBNMS was established for the purpose of resource protection, research, education, and public use. Its natural resources include our nation's largest kelp forest, one of North America's largest underwater canyons, and the closest-to-shore deep ocean environment in the continental United States. It is home to one of the most diverse marine ecosystems in the world, including 33 species of marine mammals, 94 species of seabirds, 345 species of fish, and numerous invertebrates and plants. This remarkably productive marine environment is fringed by spectacular coastal scenery, including sandy beaches, rocky cliffs, rolling hills and steep mountains (NOAA, 2007).

California Coastal Act

The California Coastal Act of 1976 (California Public Resources Code, Sections 3000 et seq.) created a partnership between the State (acting through the California Coastal Commission) and local governments (15 coastal counties and 58 cities) to manage the conservation and development of coastal resources through a comprehensive planning and regulatory program. The act's coastal resources management policies and governance structure are based on recommendations contained in the California Coastal Plan, adopted by the Coastal Commission in 1975. The act's policies constitute the standards used by the Coastal Commission in its coastal development permit decisions and for the review of Local Coastal Programs (LCPs) prepared by local governments and submitted to the Coastal Commission for approval. The Coastal Act includes the following habitat policy:

> Section 30240: (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Monterey Tree Protection Ordinance

Monterey's image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty. Trees within the City significantly contribute to this image. The Preservation of Trees and Shrubs Ordinance is intended to assure preservation of trees and replacement of trees that are six inches in diameter or greater when removal is unavoidable. The Ordinance also establishes a Landmark Tree Program.

General Plan Conservation Element
The City's Conservation Element contains a variety of goals, policies and programs to protect the character and composition of existing native vegetative communities.

Discussion:

a, b, d, e) The project consists of a program level land use document that defines use and development standards for future development. The planning area contains trees that provide habitat for wildlife, none of which qualify as a species of special status. The city's tree ordinance requires a 3:1 tree replacement for the removal of trees for future construction. Although no specific development is proposed as a part of the project, some development is foreseeable under the plan. However, the City's existing ordinances and planning documents would control future development projects' ability to alter or remove trees and shrubs and require either avoidance of such impacts or mitigation. Therefore, potential impacts are considered **less than significant**.

c, f) No Habitat Conservation Plan or wetlands exist within the planning area; therefore, **no impacts** will result.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
V. CULTURAL RESOURCES – Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5? (Intent is to address impact to onsite historic resources and adjacent historic resources.)			X		- City of Monterey PEEC, Monterey City Code (M.C.C.), Chapter 38, Zoning Code, Article 15 H Historic Overlay District - City of Monterey PEEC, Historic Preservation Program - City of Monterey PEEC, Historic Master Plan - City of Monterey PEEC, Historic Ordinance
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?			X		- Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		- Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004
d) Disturb any human remains, including those interred outside of formal cemeteries?			X		- City of Monterey PEEC

Existing Setting:

According to the City's General Plan, the City of Monterey is one of the most historic cities in the United States, and preservation of historic resources has long been a concern of Monterey citizens. Over the past three centuries, the City has served, at various times, as a Spanish mission, a center of government, a major commercial port, and a cultural center. The dramatic ocean scenery, abundant wildlife, pine forests, and historic communities continue to attract explorers, dignitaries, seafarers, artists, writers, and vacationers. Today, Monterey thrives as a cultural center and tourist destination. The City currently has a population of almost 30,000 people and is host to more than two million visitors annually.

Discussion:

a) The project consists of a specific plan for the North Fremont area. While the document provides overall use and development guidelines and standards, no specific projects are proposed, except in the Circulation, Parking, and Streetscape chapter, on a concept and program level. This includes concept level designs for changes to street cross sections, pavement treatments, landscaping, and gateway signs.

Though the planning area has not been surveyed for historic resources, some structures likely date back to the 1950's when the business district first emerged along the original Highway One alignment. The City's Historic Preservation Ordinance requires properties that qualify as historic resources to be reviewed for consistency with the Secretary of Interior Standards for the Treatment of Historic Properties (SOI Standards). The SOI Standards encourage repair when feasible over replacement, require the distinction of the new from the old to avoid conjecture, and ensure that any new lighting source would be sensitive to the historic character of the resource. CEQA requires that any project involving a structure that is 50 years or more in age should be assumed to qualify as a historic resource unless the property is surveyed by a qualified professional and determined to not qualify. Therefore, any projects involving a historic resource or a potentially historic resource would be required to meet the SOI Standards, which would therefore mitigate any potential impacts to a **less than significant** level.

b-d) The planning area is not within an area identified in the General Plan EIR has having a high probability of containing prehistoric artifacts and other archaeological resources. However, because future projects will involve ground disturbance, there is a possibility that such unidentified resources could be disturbed. Disturbance of an archaeological resource is considered a potentially significant impact. **Implementation of the following mitigation measure will reduce this potential impact to a less than significant level**.

Mitigation Measure #1:

1. A archaeological study is required for any project that involves ground disturbance.
2. The following notations shall be included on all plans for ground disturbance:
    a. If archaeological materials or features are discovered at any time during construction, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by a qualified professional archaeologist (defined as one who is certified by the Society of Professional Archaeologists). If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.
    b. If human remains are discovered at any time during construction, work shall be halted within 50 meters (150 feet) of the find.
    c. The contractor shall call the Monterey County Coroner and await the Coroner's clearance. If the coroner determines the remains are Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
    d. NAHC shall notify the most likely descendent.
    e. The Native American descendent, with permission of the land owner or representative, may inspect the site of the discovery and recommend the means for treating or disposing with appropriate dignity the human remains and any associated grave goods.
    f. The Native American descent shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the removal and analysis of human remains and associate items; preservation of the Native American human remains and associated items in place; relinquishment of Native American human remains and associated items to the descendants for treatment; other culturally appropriate treatment. If the NAHC is unable to identify a descendent or the descendent identified fails to make a recommendation within 24 hours, the landowner shall reinter the human remains and items associated with the Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.
    g. If the landowner and Native American descendent reach agreement on the appropriate procedure, the landowner shall follow this procedure.

h. If the landowner and Native American descent cannot reach agreement, the parties shall consult with the Native American Heritage Commission. The landowner shall consider and if agreeable follow the identified procedure.
i. If the landowner and Native American descendant cannot reach agreement after consultation, the Native American human remains shall be reinterred on the property with appropriate dignity.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
VI. GEOLOGY AND SOILS – Would the project:					
a) Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.			X		- City of Monterey PEEC, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey PEEC, General Plan, Map 11-Showing Seismic Hazards
ii) Strong seismic ground shaking?			X		- City of Monterey PEEC, General Plan Safety Element Goal a, Policies a.1–a.7
iii) Seismic-related ground failure, including liquefaction?			X		- City of Monterey PEEC, General Plan Safety Element Goal a, Policies a.1–a.7
iv) Landslides?				X	- City of Monterey PEEC, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey PEEC, General Plan Safety Element Policies b.1–b.6 - City of Monterey PEEC, General Plan, General Plan Map 12-Showing Steep Slopes
b) Result in substantial soil erosion or the loss of topsoil?			X		- City of Monterey PEEC, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey PEEC
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the			X		- City of Monterey PEEC, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey PEEC, General

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?					Plan, General Plan Map 12-Showing Steep Slopes
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		- City of Monterey PEEC
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	- City of Monterey PEEC

Existing Setting:

The City of Monterey is underlain by a major geologic feature, the Salinian Block, which in turn is underlain by granitic basement rock. The Salinian Block is bounded on the northeast by the San Andreas Fault and on the southwest by the Palo Colorado-San Gregorio Fault. The block is approximately 50 miles wide and 300 miles long. The types of soils and geologic formations that underlie the City are varied, ranging from unconsolidated dune sands along the Monterey Bay to exposed granite and sandstone.

California is one of the most active seismic regions in the United States. The City lies adjacent to the boundary zone between the North American and Pacific tectonic plates. The faults associated with this zone are predominantly northwest-trending strike-slip faults that have a right-lateral slip. The General Plan identifies three faults that traverse the City, including the Chupines Fault, the Navy Fault, and the Berwick Fault. Information available on the activity of these faults is generally not conclusive, but each is assumed to be potentially active. The geotechnical report prepared for the project site identifies active faults in the vicinity, including the San Andreas-1906 Segment, located 25.9 miles northeast of the project site, the Palo Colorado-Sur, located 7.6 miles southwest of the project site, the Rinconada, located 9.2 miles northeast of the project site, and the Monterey Bay-Tularcitos, located 1.1 miles from the project site.

Topography and slope within the City is quite variable. Lands along the margin on Monterey Bay tend to be relatively flat, but sloped towards the bay. Much of the upland portion of the City is incised by a series of intermittent stream channels that have cut into surface soil and subsurface geologic formations, leaving a series of mesas that trend towards the bay. Much of the City is built on these mesas and on the more level margins of the bay. The northern terminus of the Santa Lucia Mountains is the major regional landform that forms the backdrop to the City. Due to slope and access constraints, development within this area tends to be less dense. Steep slopes within the Planning Area tend to be located along stream channels and within the hillside areas.

Numerous soil types are located within the City. Each has unique characteristics and potential development limitations and erosion characteristics. Generally, the erosion potential of soils and their expansion properties (soil expansion and contraction can result in damage to building foundations, roads, etc.) are of greatest interest from a development impact perspective.

Coastal areas along Monterey Bay, especially dune deposits, are highly susceptible to coastal erosion from waves and tidal events. Erosion potential varies along the length of the coast. Variability in erosion rates is caused by several factors including sea level, wave patterns influenced by the form of the ocean

floor, storm patterns, and the structure and character of dunes in localized areas. Historic average coastal bluff retreat rates have been highest in the former Fort Ord area, averaging up to eight feet per year. Average erosion rates decrease down coast to about three to five feet per year in Sand City. Further south, within the City, average erosion rates are believed to be about one to two feet per year (Coastal Regional Sediment Management Plan for Southern Monterey Bay, November, 2008). Coastal erosion would be a significant factor for any development proposed along the margin of Monterey Bay.

Discussion:

a, c, d) No earthquake faults have been identified within the project area that would be prone to rupture. Due to its lack of topography, the area is not prone to landslides. **No impacts** will result. The project will result in development that would expose people or structures to seismic shaking and liquefaction, but because State and local building code standards would be applied, the buildings would be safe and impacts resulting from injury or substantial damage are considered **less than significant**.

b) The project area is substantially built-out. Any new- and re-development in the project area shall comply with applicable "during-construction" storm water management and pollution prevention management best management practices (BMPs), as well as "post-construction" storm water management design requirements as stipulated by 1) State Water Resources Control Board (SWRCB) Phase II Small Municipal Separate Storm Sewer System (MS4) General Permit Order No. 2013-0001DWQ, 2) Central Coast Regional Water Quality Control Board (CCRWQCB) Resolution No. R3-2013-0032 Approving Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, 3) City of Monterey Waste Discharge Permit No. 327M2000068, and 4) Municipal Code Chapter 31.5 Article 2 Urban Storm Water Quality Management and Discharge Control, and as any of these regulations is subsequently revised by applicable regulatory agencies or the City of Monterey. Therefore, the project will comply with current regulatory requirements and not result in substantial soil erosion, loss of topsoil, illicit discharges, or water quality impairments. The project would not conflict with applicable regulations of an agency with jurisdiction over the project and for the purpose of avoiding or mitigating an environmental effect. The potential impact is considered **less than significant**."

e) The project area is served by Monterey's sewer system. Therefore there is no potential to have a negative impact resulting from the use of septic tanks or alternative wastewater disposal systems in inadequate soils. **No impact** is anticipated.

VII. GREENHOUSE GAS EMISSIONS – Would the project:					
SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	**SUPPORTING INFORMATION**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		Project Description; California Air Resources Board; MBUAPCD
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		Project Description; California Air Resources Board

Existing Setting:

Greenhouse gases (GHGs) are emitted by both natural processes and human activities. Of these gases, carbon dioxide (CO2) and methane (CH4) are emitted in the greatest quantities from human activities. Emissions of CO2 are largely by-products of fossil fuel combustion, whereas CH4 results from off-gassing associated with agricultural practices and landfills. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century

than were observed during the 20th century. Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere. Because GHGs absorb different amounts of heat, a common reference gas (CO2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CDE), and is the amount of a GHG emitted multiplied by its global warming potential.

According to the Air Resources Board (ARB), some of the potential impacts in California of global warming may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (ARB, October 2007). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to precisely predict what impacts would occur locally.

Greenhouse Gas Emissions and Links to Global Climate Change

With regard to climate change impacts, the Monterey Peninsula Unified Air Pollution Control District (MPUAPCD) has not identified a significance threshold for greenhouse gas (GHG) emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions. The State has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. For this analysis, the proposed project and the associated potential development's contribution to global climate change would be considered significant if the CO_{2e} sources associated with projected growth under the proposed plan (i.e., motor vehicles, direct energy use, waste-related activities) would hinder the state's ability to meet AB 32's goal of reducing 2020 greenhouse gas emissions to 1990 levels or expose persons to significant risks associated with the effects of global climate change.

Potential impacts resulting from flooding caused by sea level rise is addressed in Section IV (Hydrology) below.

The greenhouse effect is a natural process by which some of the radiant heat from the sun is captured in the lower atmosphere of the earth, thus maintaining the temperature and making the earth habitable. The gases that help capture the heat are called greenhouse gases. Some GHGs occur naturally in the atmosphere, while others result from human activities. Naturally occurring GHGs include water vapor, carbon dioxide, methane, nitrous oxide, and ozone. Certain human activities, however, add to the levels of most of these naturally occurring gases as describe below:

- Carbon dioxide (CO_2) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned.
- Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills and from the raising of livestock.
- Nitrous oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.
- High global warning potential (GWP) gases that are not naturally occurring, including hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6), are generated in a variety of industrial processes.

Each GHG differs in its ability to absorb heat in the atmosphere. High GWP gases such as HFCs, PFCs, and SF_6 are the most heat-absorbent. Methane traps over 21 times more heat per molecule than CO_2, and N_2O absorbs 310 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weight each gas by its GWP. The **table** shows the GWP for different GHGs for a 100-year time horizon.

Table
Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Global Warming Potential
Carbon Dioxide (CO_2)	1
Methane (CH_4)	21

Nitrous Dioxide (N_2O)	310
Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs)	6,500
Sulfur Hexafluoride (SF_6)	23,900

Source: BAAQMD, 2006

Projects which are not consistent with the AQMP have not been accommodated in the AQMP and will have a significant cumulative impact on regional air quality unless emissions are totally offset. A project that is inconsistent with the AQMP has not been accommodated in the emissions budget and will have a significant cumulative impact on attainment of the state's ambient air quality standards (AAQS) unless project emissions are totally offset.

Since global climate change is certainly a cumulative impact, this analysis considers that the proposed project would have a significant impact if it would:

- Result in substantial net increases in greenhouse gases and CO_2e emissions. In the absence of generally accepted thresholds of significance for projects, a substantial increase, for purposes of this analysis, occurs when a project exceeds thresholds of significance for criteria pollutants. This approach is consistent with guidance from the California Air Pollution Control Officers' Association (CAPCOA), which notes that implementing CEQA without an explicit threshold prior to formal guidance from the State of California's Office of Planning and Research is appropriate. In fact, this approach is consistent with CAPCOA's belief that by defining substantial emissions of GHGs to performance standards (e.g., criteria pollutant emission thresholds), lead agencies would amass information and experience with specific project categories that would support establishing explicit thresholds in the future.
- Expose persons to significant risk associated with the effects of global climate change.
- Conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.
- Be inconsistent with the Air Resources Board's 44 Early Action Measures for AB 32 compliance.
- Be subject to the California Air Resources Board's (CARB) mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO_2e).
- Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources.

Discussion:

a) The North Fremont Specific Plan allows development that may generate greenhouse gas emissions in the following ways:

- Emissions from construction vehicles and equipment for new mixed-use development or streetscape improvements; or
- Emissions from new construction that consumes energy, includes certain greenhouse gas-emitting materials, and generates new vehicle trips.

The level of analysis provided in this program level document does not include quantification of greenhouse gasses that may result from implementation of the Specific Plan. Any attempt to do so would be too speculative in nature because specific development projects are not proposed at this time and such quantification would require some knowledge of the number, size and type of development projects that could be constructed and the time frame in which they could be constructed, as well as resulting traffic increases, if any. Currently, in the absences of any specific development proposals, any such estimates would be speculative. Potential emission sources, however, can be described in general terms and a qualitative conclusion can formulated that the Specific Plan is self-mitigating with respect to greenhouse gas reduction. Such analysis is therefore provided as follows.

The project is designed to implement greenhouse gas reduction measures by encouraging mixed-use development that provides jobs, services, and housing in close proximity to convenient transportation options that are alternative to the automobile. The circulation chapter proposes a transportation and circulation system that promotes walking and the use of bicycles and transit. Transit options include a Bus Rapid Transit line that runs at 15-minute headways. The City's Monterey on the Move, a multi-modal mobility plan includes a bicycle boulevard along North Fremont Street that connects the planning area to

a variety of key destinations in Monterey, Seaside, and Del Rey Oaks. This bicycle boulevard has been incorporated into the Specific Plan.

New construction is subject to the State's green building requirements that require the use of green technologies and materials designed to reduce greenhouse gas emissions. Construction methods are also addressed including the use of diesel equipment and vehicles. In particular, any specific project large enough to require its own environmental analysis will provide the data necessary to perform the quantification of potential greenhouse gas emissions and specific greenhouse gas measures will be required as appropriate.

Therefore, the project is not anticipated to generate substantial greenhouse gas emissions, either directly or indirectly, at a level that may have a significant impact on the environment (measured here by whether such increases would hinder the State's ability to meet AB 32 goals for reduction of GHGs). Further, the State's progress in adopting low carbon fuel standards means that traffic trips generated by projects within the plan area will be less polluting in the future as those standards are implemented. Therefore, the potential impact is considered **less than significant.**

b) The project is consistent with and implements Executive Order S-3-05 and the Air Resources Board's 44 Early Action Measures for AB 32 compliance because it implements land use principles that serve to reduce greenhouse gas emissions. Specifically, the circulation chapter proposes a transportation and circulation system that promotes walking and the use of bicycles and transit. The mixed-use nature of the project is oriented toward transit-oriented development

Because no specific project associated with the Specific Plan has been designed to a level to allow the quantification of greenhouse gas emissions, and because of the self-mitigating nature of the project as outlined above, the project is not anticipated to meet the California Air Resources Board's (CARB) mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO_2e. Therefore, the potential impact is considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	**SUPPORTING INFORMATION**
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		- City of Monterey PEEC, General Plan Safety Element Goal G
b) 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?			X		- City of Monterey PEEC
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X		- City of Monterey PEEC

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
d) 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 it create a significant hazard to the public or the environment?			X		- California Department of Toxic Substances, EnviroStor Database - City of Monterey Fire Department
e) 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 for people residing or working in the project area?			X		- City of Monterey PEEC
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	- City of Monterey PEEC
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X		- City of Monterey PEEC, General Plan Safety Element Goal h and Policies h.1–h-6 - City of Monterey Police and Fire Departments
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or when residences are intermixed with wildlands?			X		- California Department of Forestry and Fire Protection, Monterey County Natural Hazard Disclosure (Fire) map http://www.fire.ca.gov/ab6/nhd27.pdf - Monterey City Code (M.C.C.), Chapter 13, Fire Protection - General Plan Map 14, Showing Fire Hazard Severity Zones

Existing Setting:

The setting information provided below is based on information from the City's General Plan and General Plan Environmental Impact Report (EIR).

Hazardous Materials

In terms of hazardous materials usage, many types of hazardous wastes are used throughout the City in residential, commercial, and industrial applications. The Monterey County Environmental Health Division is responsible for managing the use, storage, and disposal of hazardous materials in amounts over a specific threshold (the threshold varies among uses and types of materials). The Environmental Health Division keeps an inventory of hazardous materials users and is responsible for working with users to develop plans that ensure the materials are safely used, stored, transported, and disposed.

Fire

Fire hazards can generally be divided into two main types: (1) fires within urban areas that primarily involve specific sites and structures; and (2) fires within undeveloped or minimally developed areas, commonly called wildland fires. Most of the land within the present city limits is developed with urban uses. The City of Monterey Fire Department responds to both structure and wildland fires within the City. The City of Monterey Fire Department maintains three stations and operates several fire prevention programs. In the event that the City does not have the capacity to safely handle a structural or wildland fire, it can request additional firefighting resources through the Monterey County Mutual Aid Plan. The Monterey County Mutual Aid Plan enables any jurisdiction that participates in the plan to receive support from fire protection services of other jurisdictions that participate in implementing the plan. Response times to nearly all areas of the City are within the Department's recommended range of five to seven minutes. Response time to Ryan Ranch is on the threshold of being longer than seven minutes. The same would be true for the Fort Ord annexation area.

The Monterey City Code (M.C.C.) Chapter 13, Fire Protection, adopted the 2007 California Fire Code pursuant to Monterey City Ordinance No. 3398 (effective January 1, 2008). Amendments to this chapter of the code, as well as amendments to the City's General Plan Map 14, Showing Fire Hazard Severity Zones, were adopted by the City Council on June 2, 2009, to be in compliance with legislation (Government Code Section 51175). This legislation calls for the California Department of Forestry and Fire Protection (CAL FIRE) Director to evaluate fire hazard severity in Local Responsibility Areas and make a recommendation to the local jurisdiction when the Very High Fire Hazard Severity Zone (VHFHSZ) exists. Based on the findings of the CAL FIRE Director, there are both High and Very High Fire Hazard Severity Zone within the City of Monterey City limits (See Map 14 at the City's website: http://www.monterey.org/fire/news/fhszforgenplanmap090428.pdf)

Airport Safety

Monterey Peninsula Airport operations have the potential to create safety issues related to safe operation of approaching and departing aircraft. The Monterey Peninsula Airport District's 1992 Monterey Peninsula Airport Master Plan Update shows "runway protection zones" at each end of the main airport runway. These zones are areas 2,500 feet wide and 5,000 feet long. Within these areas, land use controls are exercised to minimize potential safety conflicts with activities that take place within the zones. Such controls and guidelines include the prohibition or limitation of uses that involve large assemblages of people, limitations on building heights and heights of other potential obstructions, and prohibition of new structures. Existing land uses that are within the western approach safety zone include much of the U.S. Navy Golf Course, the Monterey County Fairgrounds, and a small section of residential development. Uses within the eastern protection zone include commercial and residential development at the Highway 218/Highway 68 intersection. Smaller additional safety areas extend beyond the primary protection zone wherein specific development standards apply in order to minimize conflicts with airport operations.

Emergency Preparedness/Emergency Response

The City of Monterey Fire Department and City of Monterey Police Department coordinate emergency response within the City. The City operates its Emergency Operations Center (EOC) as the center of emergency response coordination and actions. During an emergency, all response activities are managed by the EOC, including information, equipment, volunteers, and other resources. Plans for responses to emergency situations are formulated by fire and police officials, and actions to implement those plans are communicated to emergency response teams that operate out of the EOC and throughout the City. The City also operates the Citizens Emergency Response Training (CERT). The main goal of the CERT program is to help the citizens of Monterey to be self-sufficient in a major disaster by developing multifunctional teams that are cross-trained in basic skills. The City's emergency response efforts are coordinated under the broader umbrella of the State of California Office of Emergency Services. The County of Monterey also has an emergency response office, but the City is not a participating jurisdiction in the County's response program. The County Environmental Health Division Hazardous Materials Branch and the City of Seaside Hazardous Materials Team would likely be the first agencies to provide support to the City in the event that the City does not have the capacity or capability to fully address a hazard. Both agencies are fully trained and equipped to respond to a variety of hazardous materials related incidents.

Discussion:

a–d) The project consists of the adoption of a specific plan, which will serve as an implementation tool for the Monterey General Plan. The specific plan will regulate land uses, building design, circulation patterns, parking regulations, wayfinding, and streetscape design concepts. Santa Catalina school and the Naval Postgraduate school are located within a quarter-mile of the planning area. As a result its proximity to the Airport, a localized underground contaminant plume exists in the North Fremont area and all development project proponents in this area shall are required to work with Regional Water Quality Control Board staff to examine appropriate LID options for particular sites and locations. While specific sites within the planning area may contain toxic materials, such sites would be inspected and toxic impacts mitigated as required by the County Health Department. No specific development will be permitted upon adoption of the specific plan that is not already allowed under current zoning and General Plan policies. Allowed uses do not include uses requiring the use or transport of hazardous materials. Therefore, no impacts relating to hazardous substances will directly result by the adoption of the North Fremont Specific Plan and impacts are considered **less than significant**.

e) A portion of the planning area is located within the Monterey Peninsula Airport Comprehensive Land Use Plan (CLUP). The CLUP contains policies and maps that define affected areas and various levels of regulation that apply to those areas. The majority of these regulations affect sites outside of the Planning Area. CLUP policies that apply to the affected portion of the Planning Area include:

- Public use facilities and institutions such as schools are incompatible and shall not be located within the 65 and greater CNEL noise contour area or locate within two miles of airport runway. (Figure #4 of the CLUP)
- Public use facilities and institutions such as schools are incompatible and shall not locate within the 2-mile buffer area.
- Structures shall not penetrate the FAR PART 77 imaginary surfaces without either FAA or ALUC permission as it relates to lighting and marking.
- Uses which promote hazards to air navigation such as electrical interference, high intensity lighting, bird attractions, smoke or glare shall be reviewed by the Airport Land Use Commission (ALUC) and, where necessary, prohibited.

The existing Comprehensive Land Use Plan (CLUP) for the Monterey Airport identifies a portion of the planning area as being within the "Clear Zone." According to the CLUP policies, the Clear Zone qualifies as a Primary Planning Area, which requires ALUC review of projects within this area. The CLUP recommends avigation easements for any new construction within the Clear Zone. Given these restrictions, any new development that is subject to the CLUP policies will be required to comply. Therefore, potential safety impacts are considered **less than significant**.

f) The planning area is not in the vicinity of a private airstrip. **No impacts** will result.

g) The project includes changes to the existing street rights-of-way within the planning area. None of the proposed changes or new bicycle and pedestrian facilities is expected to negatively impact emergency response. The number of vehicle travel lanes and turning movements will remain consistent. The project will not significantly impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and the potential impacts are considered **less than significant**.

h) The planning area is not located within the areas of the City identified as High and Very High Fire Hazard Severity Zone and therefore impacts resulting from the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or when residences are intermixed with wildlands is considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
IX. HYDROLOGY AND WATER QUALITY – Would the project:					
a) Violate any water quality			X		- Monterey City Code (M.C.C.)

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
standards or waste discharge requirements?					Chapter 31.5, Storm Water Management - City of Monterey PEEC, General Plan Public Facilities Element Policy 1.2 - City of Monterey Plans & Public Works Department - Central Coast Regional Water Quality Control Board - Monterey Regional Storm Water Management Program (MRSWMP)
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X		- City of Monterey Plans & Public Works Department - Monterey Peninsula Water Management District - City of Monterey PEEC, General Plan Conservation Element
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X		- Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - General Plan Public Facilities Element Policy I.2 - City of Monterey Plans & Public Works Department
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			X		- Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - General Plan Public Facilities Element Policy I.2 - City of Monterey Plans & Public Works Department
e) 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?			X		- Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - General Plan Public Facilities Element Policy I.2 - City of Monterey Plans & Public Works Department - Monterey Regional Storm Water Management Program (MRSWMP)
f) Otherwise substantially degrade water quality?			X		- Monterey City Code (M.C.C.) Chapter 31.5, Storm Water

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
					Management - General Plan Public Facilities Element Policy I.2 - City of Monterey Plans & Public Works Department - Central Coast Regional Water Quality Control Board - Monterey Regional Storm Water Management Program (MRSWMP)
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	- General Plan Map 13-Showing Flood Zones - General Plan Safety Element Program c.1.a - Monterey City Code (M.C.C.) Chapter 9, Building Regulations, Article 7, Flood Damage Prevention - FEMA Flood Insurance Rate Maps for County of Monterey, City of Monterey, April 2, 2009
h) Place within a 100-year flood hazard area structure, which would impede or redirect flood flows?				X	- General Plan Map 13-Showing Flood Zones - General Plan Safety Element Program c.1.a - Monterey City Code (M.C.C.) Chapter 9, Building Regulations, Article 7, Flood Damage Prevention - FEMA Flood Insurance Rate Maps for County of Monterey, City of Monterey, April 2, 2009
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	- General Plan Safety Element Policy c.1 - City of Monterey Plans & Public Works Department - FEMA Flood Insurance Rate Maps for County of Monterey, City of Monterey, April 2, 2009
j) Cause inundation by seiche, tsunami, or mudflow?			X		- General Plan Safety Element Policy c.1

Existing Setting:

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Drainage Patterns

The City owns and maintains a storm drainage system that collects and transports stormwater to the Monterey Bay. The system includes over 10 miles of pipelines and drainage channels. Stormwater runoff is collected through catch basins and stormwater inlets that direct runoff into the pipelines and channels. A series of stormwater outfalls are located along the margin of the Bay through which stormwater is discharged.

Flooding

Areas of the City of Monterey are located in 100-year and 500-year flood zones, as shown on Map 13-Showing Flood Zones of the General Plan and FEMA Flood Insurance Rate Maps for Monterey County (April 2009), and are subject to significant storm wave inundation that causes erosion of coastal bluffs and potential damage to property. Because California and the west coast of the United States are seismically active, the site is also subject to flood hazard from tsunamis, or seismic sea waves, which are generated by submarine earthquakes, volcanic eruptions, and landslides. California, in particular, has numerous potentially active submarine faults offshore and therefore is at risk for a tsunami. Section VI, Geology and Soils, of this Initial Study provides a comprehensive discussion regarding coastal flooding, wave action, storm surge and seismic effects, and related issues.

Water Quality and Storm Water Regulation

The City maintains approximately 10 miles of storm drainage infrastructure – drainage channels, storm drains, pipelines, culverts, pump stations, and outfalls - within the City of Monterey. The existing drainage system collects non-point surface water runoff and conveys it through channels, pipelines, and culverts that, in most instances, eventually terminate at the Monterey Bay.

Monterey's storm water collection system is not tied into the sanitary sewer collection system. Therefore, storm water flows are, for the most part, not treated prior discharge. Storm water flows are discharged to local waterways including the Monterey Bay at multiple drainage outfalls located throughout Monterey's coastal area.

Monterey's discharge of storm water to local surface waters is regulated by the federal Clean Water Act, National Pollutant Discharge Elimination System (NPDES) Permit Program, and the California Porter-Cologne Act, and permitted through the Central Coast Regional Water Quality Control Board. The City storm water permit and ordinance require local regulation of water pollution and prevention through the mandated implementation of best management practices (BMPs) to protect the water quality of local waterways.

To address regional urban runoff issues and develop innovative approaches to storm water management, the City collaborates with other local permittees in the Monterey Regional Storm Water Management Program (MRSWMP). The MRSWMP is a regional storm water management, implementation, and education program that assists the City and region with permit compliance. By Ordinance and permit implementation, the City regulates applicable new and redevelopment projects for storm water control; construction activities for erosion, sediment, and discharge control; identifies and enforces illicit connections and illicit discharges; and implements good housekeeping practices for municipal operations to protect local water quality.

Water Supply

It is the goal of the City of Monterey and the General Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present Monterey Peninsula Water Management District (MPWMD) framework. Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal Am) through wells in Carmel Valley, dams on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district.

Cal-Am supplies water to the residential, municipal, and commercial needs of the Monterey Peninsula area communities. Cal-Am's water distribution system distributes water from two main sources: the Carmel River and the Seaside Basin coastal subarea.

Order Number 95-10

In 1995, in response to complaints that Cal-Am was illegally taking water from the Carmel River, the State Water Resources Control Board (State Water Board) issued Order No. 95-10 directing Cal-Am to implement actions to terminate its unlawful diversion. Order No. 95-10 recognized that Cal-Am had legal rights to divert 3,316 afa of water from the Carmel River Basin to supply peninsula cities, but found that Cal-Am was diverting a total of 14,046 afa for this purpose, an excess of approximately 10,730 afa, "without a valid basis of right," and that such diversions have historically had an adverse effect on the

riparian corridor along portions of the river, wildlife that depend on riparian habitat, and steelhead and other fish which inhabit the river.

On November 30, 2007, both MPWMD and Cal-Am jointly obtained an additional right to divert water from the river. Due to the overdraft condition of the Seaside Groundwater Basin, the State Water Board issued Permit 20808A authorizing the diversion of 2,246 afa water from the river to underground storage in the Seaside Groundwater Basin from December through May of each year. Thus, Cal-Am's current legal rights to water in the river that may be used to supply peninsula cities is the 3,316 afa recognized in Order 95-10 plus 2,246 afa under Permit 20808A for a total of 5,562 afa.

Through various conservation efforts over the past 13 years, Cal-Am has reduced its annual illegal diversion of the Carmel River Basin to approximately 7,150 acre-feet. Cal-Am's continues its effort towards providing an alternative potable water source.

State Water Resources Control Board Cease and Desist Order
On October 20, 2009, the State Water Resources Control Board issued a Cease and Desist Order (CDO) to Cal-Am. Among other matters, the CDO alleges that Cal-Am has failed to comply with Condition 2 of Order 95-10 that requires Cal-Am to terminate its unauthorized diversions from the river, that Cal-Am's diversions continue to have adverse effects on the public trust resources of the river and should be reduced, and that the ongoing diversion is a violation of Water Code Section 1052 prohibiting the unauthorized diversion or use of water.

The CDO seeks to compel Cal-Am to reduce the unauthorized diversions by specified amounts each year, starting in water year 2008-09 and continuing through water year 2016 when Cal Am must cease all unauthorized diversions. The adopted CDO prohibits Cal-Am from providing new service connections and increasing use at existing service addresses that were not provided a "will serve commitment" (or similar commitment) before October 20, 2009.

MPWMD Water Use Credit and Transfer Programs
In 1992, as part of its oversight of water allocation and distribution, MPWMD adopted Ordinance 60 establishing a program whereby a water customer may obtain and reuse water use credits when water use on a particular property is reduced or discontinued. A reduction of water use, whether by changing to a less-intensive use, by retrofitting equipment with water conserving devices, or by demolishing a building, results in a water use credit that may be used later on the same site. When a residential property owner applies to MPWMD for the water use credit, MPWMD calculates the amount of the credit based upon the number and types of water-using fixtures that will be discontinued. When a commercial property owner applies to the MPWMD for a water use credit, the MPWMD will determine credits based upon the commercial water use factor associated with the historical use(s) multiplied by the amount of floor area the use(s) occupy. A 15 percent reduction is calculated into the water use credit that is reserved pursuant to MPWMD's conservation goal and the resulting 85 percent of the water use credit is provided back to the customer. With a few exceptions, the water use credit is valid for 60 months. After a 60-month period, any remaining unused water use credit expires.

In 1993, MPWMD adopted Ordinance 71 amending Rule 28 to allow Water Use Credit Transfers between commercial properties. In 1995, MPWMD adopted Ordinance 79 amending Rule 28 to allow Water Use Credit Transfers from a commercial use to a jurisdiction's water allocation.

The Water Use Credit rules are designed to provide incentives for undertaking extraordinary retrofitting and/or installation of proven new technology and to provide a mechanism for offsetting potential intensification in use. The Water Credit rules also allow former uses to be reoccupied if a Water Credit has not been abandoned and expired or moved to another Site. Water savings after the Water Credits have been applied to a Water Permit can be minimal. The goal is that there is no increase in use.

City of Monterey Allocation
In 1981, MPWMD's Resolution 81-7 authorized an annual allocation of 5,746 acre-feet of potable water to the City. Subsequent annual allotments were made and were adjusted up to 6,125.48 acre-feet to more accurately reflect the City's actual water use. In 1993, the City received from MPWMD a water allocation

of 308 afa from Cal-Am's Paralta Well in the Seaside Basin coastal subarea. This was the last allocation from MPWMD.

In 1986, the City Council reserved the remaining supply of the City's allocation for seven categories of uses and established procedures for determinations of water usage. The purpose for establishing the unallocated reserve was to provide a water account that could be used to address unanticipated or emergency water requests, such as increased usage caused by increased visitors, use by the Federal Government, State and other agencies beyond the jurisdiction of the City, and unanticipated emergencies. The categories have changed over time, and since 2006, are assigned as follows: 1) Affordable Housing, 2) Public Projects (reserve), 3) Public Projects (high priority), 4) Single Family Remodels, 5) Other Residential, 6) Commercial Projects, and 7) Economic and Environmental Sustainability.

Discussion:

a) The project consists of the adoption of a specific plan, which will serve as an implementation tool for the General Plan. The specific plan sets forth design and development standards for new development and circulation/transportation, streetscape, wayfinding, and plaza concepts and programs that are consistent with the General Plan goals, policies, and programs. No new development will directly result from the adoption of the specific plan and the analysis of this environmental study is on a program level.

The General Plan EIR includes mitigation measures that address water quality as follows:

"The volume of urban pollutants produced, prevented from entering storm water runoff, and/or filtered from storm water will be reduced through implementation of a number of policies in the General Plan Update. Urban Design Element d.1 discourages the proliferation of parking and other hard surfaces at Lake El Estero. Implementation of all policies in the Transportation Element that result in increased transit use, increased pedestrian access, and in general, a reduction in vehicle trips and vehicle miles traveled in the City will help reduce the volume of oil and grease contained in urban runoff. Conservation Element Water Quality policies b.1 through b.4 focus on maintaining and improving surface water quality. Policy b.1 calls for public education to eliminate use of storm drains for disposal of hazardous substances or inappropriate wastes; policy b.2. requires appropriate implementation of erosion and sediment control and regular street sweeping to reduce particulate matter loads in storm water, policy b.3 requires that removal of vegetation and development in erosion prone areas be minimized, and policy b.4 calls for retaining and remediating wetlands, riparian areas, and other habitats that serve to filter degraded water. The City will also continue to implement its Model Urban Runoff Program for the specific purpose of minimizing water quality degradation.

The City's stormwater system is already permitted under the NPDES and the City already implements best management practices to reduce pollutants. The City will continue to implement the Storm Water Quality Program elements from the Model Urban Runoff Program as required by the State's NPDES General Permit for Storm Water Discharges from Small Municipal Storm Sewer Systems as directed in Public Facilities Element policy I.2. Continued implementation of the above referenced policies and programs would reduce water quality impacts from implementing the General Plan Update to a less than significant level."

Therefore, new development that is permitted by the specific plan will be subject to all General Plan policies, General Plan EIR mitigations, water quality standards, and waste discharge requirements, so any potential impact is considered **less than significant**.

b) Assumed development potential within the planning area is restricted to the water use and water use credits that exist within the planning area or within the City's allocation. No new water allocation or water source is assumed to be provided to the City during the lifetime of the specific plan. Potential new development consists of infill development and intensification of underutilized properties. Such development is not anticipated to affect groundwater recharge within the planning area. It is possible that the application of new storm water standards result in a net decrease of storm water runoff. Therefore, the potential impact to groundwater recharge and depletion is considered **less than significant**.

c-f) New development will be subject to storm water drainage requirements and erosion control measures that would prohibit negative impacts resulting from substantial erosion or siltation or flooding on- or off-site or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality. General Plan Safety Element Policy c.4. requires project designs to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling storm water reduces the need for costly storm drainage improvements, which are often miles downstream. Building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas, and siltation basins. ROW design strategies to minimize runoff by slowing, spreading, sinking, and capturing rain water are known as LID best management practices (BMPs). LID BMPs manage the volume and rate of storm water runoff flowing away from a site and assist in maintaining a more natural hydrologic process in urban watersheds. Storm water design requirements for public and private development projects, such as LID, are mandated by the State through the City's Phase II municipal storm water permit. These requirements will be changing in 2013 when the Regional Board is anticipated to revise existing storm water design requirements for development.

Along with many other components, improvements to the public ROW must consider storm water drainage and management, including permit mandates that require LID and hydromodification be a part of designs. Preliminary GIS soil investigations of the North Fremont area show that the existing soil substrate may be well-suited for LID design strategies to slow, sink, and spread storm water at development sites. However, site-specific engineering and soil field investigations and analyses will be necessary and required to confirm this potential for drainage design purposes. Additionally, and as a result of a localized underground contaminant plume in the North Fremont area, all development project proponents in this area shall work with Regional Board staff to examine appropriate LID options for particular sites and locations. Therefore, such potential impacts are considered **less than significant**.

g-i) No dam inundation areas have been identified within the planning area. Existing Flood Insurance Rate Maps identify no portion of the planning area that could be inundated with 100- and 500-year storm events. Therefore, **no impacts** will result.

j) Safety Goal Flood policy c.1 directly addresses tsunami and storm wave run up hazard. The policy states that the potential hazards from storm waves, tsunami, high tidal conditions and flooding for projects along the bay shoreline be considered and mitigated. General Plan EIR mitigation measures require the implementation of this policy through the project consideration and review process for all new development and therefore this potential impact is considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
X. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?				X	- City of Monterey PEEC
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental				X	- City of Monterey PEEC, General Plan and Area Plans - City of Monterey Local Coastal Program - City of Monterey PEEC, Monterey City Code (M.C.C.) Chapter 38, Zoning Ordinance - California Coastal Act

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
effect?					
c) Conflict with any applicable habitat conservation or natural community conservation plan?				X	- City of Monterey PEEC

Existing Setting:

The City of Monterey is a small-scale community that is largely residential and visitor-serving in nature. The majority of land in the City already contains some development. Primary land uses include residential development at low to moderate density and visitor-serving, professional office, and retail commercial uses. A number of small, vacant parcels do exist within the City. Most are designated for single-family residential development. Approximately 138 acres of land located east of the Ryan Ranch industrial park that were part of the former Fort Ord were annexed to the City just prior to the 2005 General Plan Update, and this area represents the most significant vacant land resource in the City.

California Coastal Act

The California Coastal Act of 1976 (California Public Resources Code, Sections 3000 et seq.) created a partnership between the State (acting through the California Coastal Commission) and local governments (15 coastal counties and 58 cities) to manage the conservation and development of coastal resources through a comprehensive planning and regulatory program. The act's coastal resources management policies and governance structure are based on recommendations contained in the California Coastal Plan, adopted by the Coastal Commission in 1975. The act's policies constitute the standards used by the Coastal Commission in its coastal development permit decisions and for the review of Local Coastal Programs (LCPs) prepared by local governments and submitted to the Coastal Commission for approval. The Coastal Act includes the following habitat policy:

> Section 30240: (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Land development proposals that fall within the Coastal Zone in the City must obtain development review and approval by the California Coastal Commission in addition to necessary City approvals. California has no designated Coastal Barrier Resources System per the federal Coastal Barriers Resources Act.

Discussion:

a-c) No Habitat Conservation or natural community conservation plan has been adopted within the planning area. The planning area is not within the Coastal Zone. The Specific Plan is a unique and effective tool for implementing General Plan Goals, Policies, and Programs. General Plan Goals, Policies and Programs that the North Fremont Specific Plan is intended to implement include:

> **Goal b.** Direct future population growth into mixed-use neighborhoods. The City's goal is to create and nurture mixed-use neighborhoods that: 1) Reduce automobile trips; 2) Improve the quality of the pedestrian experience; 3) Create walkable neighborhoods; 4) Provide more ownership opportunities; 5) Increase the stock of housing affordable to Monterey's work force; 6) Require high-quality design to complement Monterey's image; and 7) Improve neighborhood-oriented services.
>
> **Policy b.1.** Create design concepts, development guidelines, and capital improvement programs for mixed-use neighborhoods. Emphasize attractive pedestrian, bicycle and transit access, which may require improved sidewalks, crosswalks, and various public way

improvements. The City encourages owner occupied units, innovative site planning and tailoring the design and density to fit with the neighborhood. Mixed-use developments are encouraged to be attractive in design, hide parking from the street, create a pleasant pedestrian environment, and provide a transition into the residential zones through good site planning and design.

Program b.1.4. North Fremont Street. Develop Mixed Use Neighborhood Guidelines for North Fremont Street in the North Fremont Street Area Plan. The plan will emphasize mixed use development, improved pedestrian experience and connections to the neighborhood, and bus transportation. Ownership residential units are preferred. Building sites should provide the required parking or a shared parking plan be developed due to the limited supply of on-street parking and high traffic volumes along North Fremont Street. Guidelines should encourage pedestrian activity that will result in a safe and secure North Fremont Street. Guidelines should address impacts on adjacent residential areas.

Goal c. Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports equality of choice among all modes of transportation.

Goal f. Provide an attractive and convenient transit service for Monterey citizens, especially those in the community who cannot or choose not to own a private automobile.

Policy g.1. Provide pedestrian-friendly environments in the commercial business districts to extend the time spent in the commercial business districts and enhance the overall shopping experience.

Policy g.2. Do not allow auto-oriented level-of service standards to negatively affect the shopping
experience in commercial business districts.

Because the North Fremont Specific Plan is being proposed to fulfill and implement the above-stated goals and policies of the General Plan, the project is therefore consistent with the General Plan's applicable land use plans, policies, and regulations and will continue to require any new development to implement the mitigation measures of the General Plan EIR. **No impacts** will result.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	**SUPPORTING INFORMATION**
XI. MINERAL RESOURCES – Would the project:					
a) 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?				X	- City of Monterey PEEC, General Plan Conservation Element - City of Monterey PEEC, General Plan Initial Study, Page 11
b) 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?				X	- City of Monterey PEEC, General Plan Conservation Element - City of Monterey PEEC, General Plan Initial Study, Page 11

Discussion:

a-b) While there are, at present, small-scale mineral extraction operations around the City of Monterey, limited to commercial sand removal operations in the Sand City/Marina area, there are no mineral resources within the City of Monterey city limits and **no impacts** to mineral resources will result.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Miligation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
XII. NOISE – Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		- City of Monterey PEEC, General Plan Noise Element goals, policies, and programs
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		- City of Monterey PEEC, General Plan Noise Element goals, policies, and programs
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		- City of Monterey PEEC, General Plan Noise Element goals, policies, and programs
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		- City of Monterey PEEC, General Plan Noise Element goals, policies, and programs
e) 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 expose people residing or working in the project area to excessive noise levels?			X		- City of Monterey PEEC, General Plan Noise Element Policies b.1–b-5 - City of Monterey PEEC, General Plan Map 17-Showing Airport Noise Contours - Monterey Peninsula Airport, 14 CFR Part 150 Airport Noise Exposure Map Update, Exhibits 4B-4D (April 2008)
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	- City of Monterey PEEC

Existing Setting:

The 1983 City of Monterey General Plan identified the major noise sources affecting the community as motor vehicles (autos, trucks, buses, motorcycles) and aircraft. Motor vehicles and aircraft continued to be the primary noise sources in 2003. Some events at the fairgrounds have also generated noise complaints. No stationary source, such as an industrial plant, is known to create noise at an unacceptable level.

Discussion:

a-c) All new development is subject to the City's noise standards as follows:

The City of Monterey General Plan Noise Element utilizes the Community Noise Equivalent Level (CNEL) noise descriptor and specifies an exterior noise exposure limit of 60 dB CNEL for residential land use and other sensitive land uses and 65 dB CNEL for commercial land use. Actions to mitigate noise levels are required if exterior noise levels exceed these standards. The interior noise exposure level for residences, schools, and other noise sensitive development is limited to 45 dBA, consistent with State noise standards. Actions that ensure interior noise levels do not exceed 45 dBA must be taken if exterior noise exposure exceeds the stated standards. The following summarizes the City's noise standards:

Noise Exposure	**Land Use Standard**
Above 75 CNEL	All land in this category should be under airport ownership and control.
CNEL 65-74	a. Soundproof (insulate) existing residences, schools, and other noise sensitive development to achieve interior noise levels of CNEL 45 or below. b. Require adequate sound insulation for all new residential and other noise sensitive development in areas exposed to noise levels from CNEL 65-69. c. Avoid areas exposed to noise levels above CNEL 70 for new residential or noise sensitive development unless abated.
CNEL 60-64	Require acoustical studies of proposed new residential and other noise sensitive development. Require sound insulation as necessary to achieve interior noise levels of CNEL 45 or below.

Implementation of the specific plan will result in increased vehicle traffic related noise levels along major roads throughout the City. A limited number of existing noise sensitive uses located along particular road segments will be exposed to higher noise levels. The General Plan Noise Element includes numerous policies that were created to reduce noise exposure within the Planning Area. Policies a.1 and a.2 function to minimize noise generated from truck traffic by limiting trucks to designated truck routes. Policies a.3 and a.4 function to manage traffic flow on the City roadways and State Highways to control noise levels. Policy a.5 requires buffer areas adjacent to roadways and freeways. Policy a.6 encourages the use of alternative modes of transportation to reduce the traffic-generated noise in the City. Policy b.5 requires the City to implement its noise standards, which include a requirement for acoustical studies of proposed new development. An acoustical study will indicate existing and projected exterior noise levels and recommend sound attenuation and insulation measures needed to meet the City's exterior and/or interior noise exposure standards. Implementation of these policies as well as a range of Circulation Element policies designed to reduce the number of vehicle trips within the City would incrementally reduce noise exposure at residential and other sensitive land uses.

Future development located along North Fremont may be exposed to exterior noise levels that exceed acceptable standards. Specific Plan Objective O.1.2 prohibits new development that generates noise impacts to adjacent residences and Objective O.2.2 requires the avoidance of noise impacts through sensitive lot design, such as locating high activity areas away from residential windows, and use of buffers, such as landscaping, open space and parking areas. Additional mitigation measures may be identified by a noise study prepared specifically for the proposed development, and implemented.

The General Plan EIR requires mitigations for this impact that are largely the same as noted for impacts on existing noise sensitive uses. The focus of mitigation for future uses will be on evaluation of exposure of these uses to noise levels that exceed standards. This is the focus of Policy b.5, which requires performance of acoustical studies for new development proposed in areas where noise exposure may exceed recommended standards and of Policy d.1, which requires implementation of noise mitigations to reduce interior noise levels to an acceptable level. An acoustical study will indicate existing and projected exterior noise exposure levels and describe mitigations needed to reduce exterior exposure levels and/or to ensure that interior noise levels meet acceptable standards. Implementation of the Noise Element policies and specific plan standards and guidelines for all proposed new development ensure that this impact is **less than significant**.

d) Construction noise is a temporary noise source that is generated from a variety of construction activities that occur both on-site and off-site. These activities can include demolition, hauling of materials, grading, building construction, and construction traffic. Generally, construction equipment can generate noise levels in the range of 70 to 90 decibels at a distance of 50 feet. However, construction noise is generally not constant during the daytime hours and stops toward the evening when construction crews complete their daily work. Short-term noise could occur from construction activities within the Planning Area. Existing sensitive uses could experience temporary elevated noise levels during construction activities. New development related construction activities associated with the specific plan buildout are not expected to create significant sources of groundborne vibrations or other excessive noise events. The General Plan does not include policy related to construction noise. Construction activities can be limited to normal business hours so that the temporary exposure is eliminated during the most sensitive morning, evening, and nighttime hours. The General Plan EIR and City Code require a condition of project approvals to limit noise generating construction activities between 7:00 AM and 7:00 PM. Therefore, implementation of this required, standard mitigation measure for all development projects within the proposed North Fremont Specific Plan would reduce construction-related noise impacts to a **less than significant** level:

e) As noted above, a portion of the planning area is located within the Monterey Peninsula Airport Comprehensive Land Use Plan (CLUP). No sections of the planning area are within the 65 CNEL or greater noise contour area. Therefore, impacts are considered **less than significant**.

f) The planning area is not located within the vicinity of a private airstrip. **No impacts** will result.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	**SUPPORTING INFORMATION**
XIII. POPULATION AND HOUSING – Would the project:					
a) Induce substantial 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)?				X	- City of Monterey PEEC, General Plan
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	- City of Monterey PEEC, General Plan
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	- City of Monterey PEEC, General Plan

Existing Setting:

According to the 2009 - 2014 General Plan Housing Element, the Regional Housing Needs Assessment (RHNA) prepared by the Association of Monterey Bay Area Governments (AMBAG) identified a future housing need in Monterey of 657 new dwelling units for the period of 2007 - 2014. The City's General Plan is required to show adequate sites for the 657 units to be in compliance with state law requirements. The City's goal is to provide this housing in the proposed Mixed Use Neighborhoods, which can accommodate higher-density housing due to transit, recreation, and commercial opportunities.

Discussion:

a-c) The specific plan buildout scenario projects a limited number of new housing units (260), as compared to the potential allowable buildout number based on the General Plan allowed densities (900+). This is due to the lack of available water, requiring a conservative buildout projection for the specific plan. If and when additional water becomes available, the specific plan will be updated accordingly and a new buildout projection will be analyzed for potential increased environmental impacts at that time. Currently, specific plan buildout is not anticipated to result in substantial population growth or to require roadway extensions or any other type of new infrastructure other than the changes in certain street direction identified in the plan. No displaced housing will result. No residents will be displaced. **No impacts** will result in this regard.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	**SUPPORTING INFORMATION**
XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire protection?			X		- City of Monterey PEEC, General Plan Public Facilities Element Goal c, Policies c.1–c.5 - City of Monterey Fire Department
b) Police protection?			X		- City of Monterey PEEC, General Plan Public Facilities Element Goal b, Policies b.1–b.3 - City of Monterey Police Department - Project Plans
c) Schools?			X		- City of Monterey PEEC, General Plan Public Facilities Element Goal d, Policies d.1–d.6 - Monterey Peninsula Unified School District
d) Parks?			X		- City of Monterey PEEC, General Plan Public Facilities Element Goal j, Policies j.1–j.6 - City of Monterey Recreation & Community Services Department - City of Monterey Maintenance Division-Parks & Beaches
e) Other public facilities?			X		- City of Monterey PEEC, General Plan Public Facilities Element Goals a, e, f–i, k–p ; Policies f.1–f.7, i.1–i.3, k.1–p.2 ; Programs m.1.1–m.2.1 - City of Monterey Public Works Department - City of Monterey Maintenance Division-Streets & Utilities - City of Monterey Recreation and Community Services Department - City of Monterey Office of the Harbormaster

Existing Setting:

The major public facilities in the City of Monterey are police and fire, park and recreation facilities, schools, military, cultural, conference center, health care, civic center, cemeteries, harbor, sewage treatment, storm drain system, water supply, and reduction and recycling of waste.

Discussion:

a-e) As indicated above, the projected buildout of the specific plan is substantially less than anticipated by the General Plan for the North Fremont mixed use area and evaluated by the General Plan EIR. Buildout projections are based on available water supply. The infrastructure section of the specific plan indicates that no new infrastructure is required for buildout of the specific plan. As indicated in the General Plan EIR, other services, including parks, police, fire, waste and wastewater collection, and schools are adequate to meet future demand.

General Plan Public Facilities Policy a.4. requires that major new development must generate enough revenue to pay for the public services it demands. Policy a.5 requires that adequate space in new development be reserved for public facilities, including fire and/or police facilities. Public Facilities Fire Policies c.2 through c5. address potential needs for expanded fire facilities. Public Facilities Police Policies b.1 and b.3. address needs for additional police facilities. Implementation of these policies will facilitate development of new facilities needed to keep pace with demand on each protection service. Public Facility Park and Recreation Policy j.1 calls for continuous evaluation of where to provide park services as the City grows over time, policy j.4 calls for adequate maintenance of existing park and recreation facilities, policy j.5. requires that new park and recreation facilities be provided for through capital funding, and policy j.6. requires that new development pay its fair share for expanded park and recreation facilities and maintenance of such facilities.

Construction of a new public safety facility and/or a new independent fire station or park and recreation facility would be considered a "project" that is potentially subject to environmental review pursuant to CEQA. When the City, acting as the project applicant and lead agency, prepares a formal application for either project, the projects will undergo the required level of environmental review, as determined by the project characteristics and law applicable at that time. Significant adverse effects of the projects would be required to be mitigated to a less than significant level to the extent feasible. The City would be required to identify and make findings of overriding consideration for any significant unavoidable adverse environmental impact. Completion of the environmental review processes and mitigation of adverse environmental impacts will serve as the primary mitigation measure for this impact. No additional mitigation measures are required and project impacts are therefore considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
XV. RECREATION					
a) 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?			X		- City of Monterey PEEC, General Plan Public Facilities Element Goal j, Policies j.1–j.6 - Monterey City Code (M.C.C.) Chapter 38, Zoning Ordinance, Article 9, Open Space District - Monterey City Code (M.C.C.) Chapter 33, Subdivision, Article 3, §33-29(c) Park and Recreation dedication and fees
b) Does the project include recreational facilities or require the construction or expansion of recreational			X		- City of Monterey Recreation and Community Services Department

facilities, which might have an adverse physical effect on the environment?					

Existing Setting:

The City of Monterey Recreation and Community Services Department manages a wide range of park and recreation facilities. The Open Space Element provides background information and goals and policies regarding the City's open space and park resources implemented by the Parks Master Plan. Significant recreation facilities include the Monterey Sports Center, community centers, neighborhood park facilities, and beach parks. Neighborhood parks also include various athletic fields, tennis courts, and other park facilities.

A parks and recreation master plan often includes goals for maintaining a specific ratio of parkland acreage to population. At the year 2000 City population of 31,954 people used in the Master Plan, the ratio of active, improved park acreage per 1000 population is about 3.98 acres. Because the City has few remaining vacant parcels, this quantitative approach to planning for new park facilities is less viable. Rather, the City continues to look for all opportunities to expand park and recreation resources within fiscal and land availability constraints.

The City requires the payment of a park and recreation impact fee from new development. The fees are used to support the acquisition and maintenance of park facilities. Though opportunities for parkland dedication as part of new developments are limited due to the limited remaining inventory of vacant developable land in the City, this option can be exercised by the City.

Discussion:

a–b) General Plan Public Facility Park and Recreation Policy j.1 calls for continuous evaluation of where to provide park services as the City grows over time, policy j.4 calls for adequate maintenance of existing park and recreation facilities, policy j.5. requires that new park and recreation facilities be provided for through capital funding, and policy j.6. requires that new development pay its fair share for expanded park and recreation facilities and maintenance of such facilities. The City collects park impact fees for new development that implement this policy. As mentioned above, construction of a new park and recreation facility would be considered a "project" that is potentially subject to some level of environmental review pursuant to CEQA. When the City, acting as the project applicant and lead agency, prepares a formal application for either project, the projects will undergo the required level of environmental review. Significant adverse effects of the projects would be required to be mitigated to a less than significant level to the extent feasible. The City would be required to identify and make findings of overriding consideration for any significant unavoidable adverse environmental impact. Completion of the environmental review processes and mitigation of adverse environmental impacts will serve as the primary mitigation measure for this impact. Therefore, potential impacts are considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	**SUPPORTING INFORMATION**
XVI. TRANSPORTATION/TRAFFIC – Would the project:					
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at			X		- City of Monterey Plans & Public Works Department, Traffic Engineering Division

intersections)?					
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X		- City of Monterey PEEC, General Plan Circulation Element Program j.1.1 - City of Monterey Plans & Public Works Department, Traffic Engineering Division
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X	- Monterey Peninsula Airport District
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		- City of Monterey PEEC, General Plan, Circulation Element - City of Monterey Plans & Public Works Department, Traffic Engineering Division - Monterey City Code (M.C.C.) Chapter 20, Motor Vehicles and Traffic, Chapter 33, Subdivisions, Article 3, several sections related to circulation
e) Result in inadequate emergency access?			X		- City of Monterey PEEC, General Plan, Circulation Element - City of Monterey Fire and Police Departments
f) Result in inadequate parking capacity?			X		- City of Monterey PEEC, General Plan, Circulation Element
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X		- City of Monterey PEEC, General Plan, Circulation Element

Existing Setting:

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Roadway Classification

The City has a roadway classification system, which includes freeways, major arterials, minor arterials, collectors, and local streets.

Level of Service Standards and Study Road Segment/Intersection Operations

The Level of Service (LOS) is a standard used to describe the operating conditions on a roadway segment or at an intersection. Level of service A represents free-flow, uncongested traffic conditions, while level of service F represents highly congested traffic conditions with unacceptable delay to vehicles at the intersections and on the road segments. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. Factors that may affect traffic flow conditions on roadway segments include intersection channelization design, type of traffic control devices, bicycle and pedestrian volumes, driveway activities, and on-street parking activities. Furthermore, urban street levels of service are based on through-vehicle travel speed for the segment or for the entire street under consideration. Travel speed is the basic service measure for urban streets.

Transit Service

The Monterey-Salinas Transit District (MST) is the principal transit service for the City of Monterey and the surrounding communities. MST is a joint powers agency with a board of directors that includes a representative from the City of Monterey. Thirteen MST routes currently serve the citizens of the community. The Simoneau Plaza located in downtown Monterey is the transfer center for all routes serving the City. Senior and disabled citizens can use the MST fixed-route and Direct Area Response Transit (DART). MST also operates the RIDES program for disabled citizens. These routes operate on weekdays and Saturdays from approximately 7:00 AM to 11:00 PM and from approximately 7:30 AM to 5:30 PM on Sundays and holidays.

Existing Bikeway and Pedestrian Facilities

The City of Monterey maintains an extensive network of Class 1, 2, and 3 bicycle paths and pedestrian sidewalks. The most notable bicycle and pedestrian path is the City's Recreational Trail that is located along the coastal side of the City. The Recreational Trail is a dual use facility that offers people destination opportunities, such as the restaurants or retail stores along Cannery Row or Fisherman's Wharf, or one of many parks for relaxing or wildlife viewing and sightseeing. The City maintains sidewalks on almost all City roadways, and some roadways have bicycle lanes.

Parking

Parking conditions throughout the City vary greatly. Some areas, mostly in the residential neighborhoods, have on-site and street parking, while much of the retail areas, such as Cannery Row, have street parking and public garages available and a minimal amount of on-site parking. The City's goal is to fully utilize the valuable commercial land opportunities throughout the City by implementing a variety of parking programs. Some programs include shared parking, which provides users with different peak parking requirements to share the same parking facilities. Also, the City provides bicycle and pedestrian infrastructure throughout the City as an incentive to walk or ride a bike rather than drive. The available incentives help to reduce the demands on parking throughout the City.

Discussion:

a-b) The City's General Plan Circulation Element has an adopted level of service standard that is based on the presence of a multi-modal system. The element's policies and programs are intended to reduce the overall duration and frequency of traffic congestion and parking shortages without relying on expansive infrastructure projects. This requires a multi-modal transportation system that provides a high multi-modal level of service (MMLOS), defined as one that is easily available, efficient, and well coordinated. Design and implementation of this multi-modal transportation system is being expressed through Monterey on the Move, the City's multi-modal mobility plan. The Circulation Element relies on alternative modes of transportation to reduce auto use but also identifies long-term roadway solutions along the principal arterial streets. A lower vehicle standard is acceptable when bicycle, transit, and pedestrian network is implemented according to Monterey on the Move.

Program j.1.2.establishes LOS D as an acceptable automobile LOS standard for roadway segments that are not within a multi-modal corridor.

Program j.1.3. establishes LOS E and LOS F as an acceptable automobile LOS on roadway segments within a completed multi-modal corridor as defined in the MMMP.

Program j.2.2. defines a project's traffic impact as significant if the project is expected to reduce a roadway segment to an unacceptable level or further degrade an already unacceptable LOS under cumulative traffic conditions during typical (i.e., non-summer) weekday traffic conditions.

The following improvements to North Fremont address vehicle, bicycle, and pedestrian circulation and safety and support the design of North Fremont as a "complete street."

Vehicles exit the Highway One off-ramp onto North Fremont at high speeds and tend to carry high speeds through the corridor, which is not conducive to providing a gateway to the business district, increasing pedestrian safety or otherwise lending to a pleasant and successful business corridor. The City will work with Caltrans to provide traffic calming measures at both the westbound entrance to and the east-bound exit from Highway One. The measures include merging eastbound traffic on the Highway One exit ramp

approach to North Fremont, thereby reducing the lanes of traffic entering North Fremont from two to one. Similarly, westbound traffic would merge into a single lane approaching the Highway One onramp. This would allow room to widen the median for placement of gateway treatments. A westbound left turn into the Travel Lodge driveway would be permitted as well as an eastbound left turn onto Dela Rosa.

The specific plan proposes to reconfigure lane widths on North Fremont Street for each of the character areas as well as Bruce Lane. The median width may vary slightly to accommodate different curb-to-curb widths along the street. The minimum median width should be 12 feet; 14 feet is preferred to accommodate the left turn pocket and median nose. The sections should be considered a guide only. Lane and median widths may be refined during design development based on field conditions.

Crossing distances across North Fremont at each intersection are long for pedestrians. Mid-crossing pedestrian refuge areas with signal controls are proposed to be added at key intersections. Crosswalk lengths crossing North Fremont Street can be reduced by straightening out the angle of the crosswalk.

On Airport Road, designated right, through and left turn lanes are proposed to encourage fairgrounds and Airport Road traffic to use North Fremont instead of residential streets. The existing "pork chop" between the through and right turn lanes is eliminated to simplify pedestrian crossing. On-street parking for a portion of Airport Road on the west side is proposed to be removed to accommodate the lane configuration. A designated right turn lane is proposed on North Fremont to Airport Road to accommodate trucks going to the fairgrounds and Airport Road businesses.

On Ramona Avenue, in order to discourage through traffic from using residential streets to bypass North Fremont, a single northbound through/right turn lane is proposed, eliminating the "pork chop". This will encourage through traffic to access North Fremont at Casa Verde or Airport instead of Ramona, where a right-turn only lane is provided. However, this means that residential traffic will need to queue longer at the North Fremont and Ramona intersection. If the neighborhood prefers, a designated right turn lane could be provided while still eliminating the "pork chop".

The existing "pork chop" at Casanova is proposed to be retained to allow designated right turns from the neighborhood and existing businesses. The "pork chop", in addition to a bulbout at the northeast corner of the intersection, allows for a shorter crossing distance across North Fremont. A designated right turn/bus through lane is proposed on North Fremont in the eastbound direction (toward Canyon del Rey), but not in the westbound direction. This accommodates the heavier traffic volume as one approaches Canyon del Rey. The length of the right turn/bus through lane should be determined based on further traffic analysis by MST, but should be kept as short as possible to allow other streetscape improvements along this block of North Fremont. On the east side of the intersection, a designated right turn lane extends all the way to the Canyon del Rey intersection, eliminating the opportunity for expanded sidewalk or parkway planting as the right turn lane takes the place of the parking lane. As at the other intersections, crosswalks are straightened across North Fremont to shorten crosswalk distance.

In 2012, a Citywide Transportation and Parking Study was prepared that includes an analysis of traffic impacts resulting from full implementation of the North Fremont Specific Plan (Appendix A). The study analyzed key intersections potentially affected by increased traffic resulting from project buildout and compared to a no-build alternative as shown in the figure excerpts from the study below. These figures show that the new circulation network, upon project buildout, does not degrade automobile LOS to an unacceptable level.

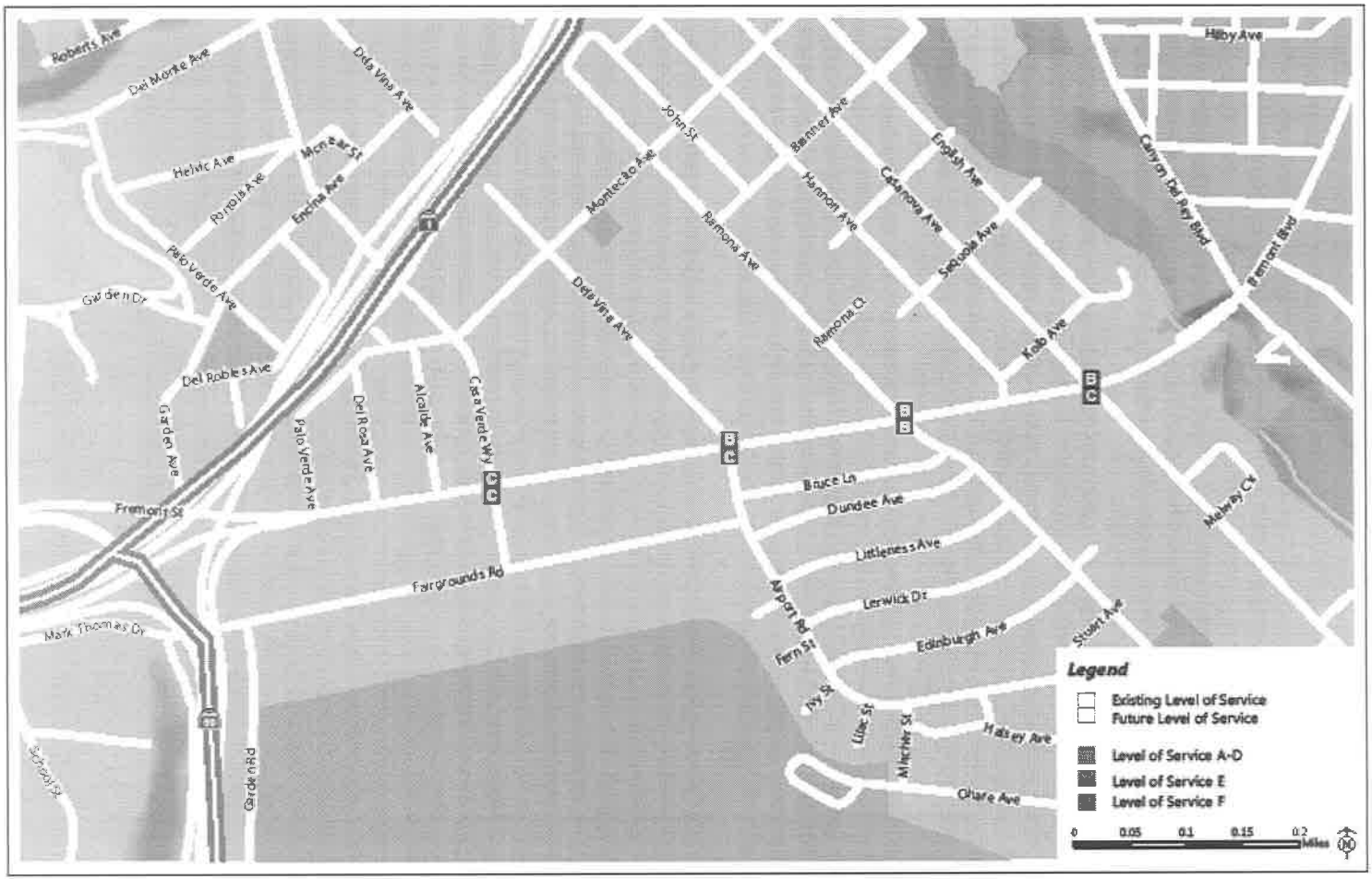

Figure 13: Level of Service - Existing & ProposedProposed Geometry - Fremont

The Monterey General Plan EIR concluded that construction pursuant to the General Plan would create traffic impacts. A number of roadway segments and intersections would operate at levels of service that do not meet City level of service standards. As a result, traffic congestion would increase in some portions of the City - travel times may increase and travel speeds may decrease. The EIR included mitigation measures that relied on the following General Plan policies to mitigate significant impacts:

Program j.2.3. requires projects to build or fund a pro-rata share toward improvements necessary to mitigate significant traffic impacts, as defined by the MMMP or the General Plan EIR.

Program j.2.4. Adopt a traffic impact fee ordinance used to define the pro-rata share of a development's impact on the transportation system. The traffic impact fee will be used towards roadway improvements identified in the General Plan EIR, bicycle infrastructure and pedestrian infrastructure improvements as defined in the MMMP, and transit improvements.

Regarding regional roadway and intersection operations the General Plan EIR identifies incremental impacts on regional roadways under Caltrans jurisdiction that are located within the City limits. Acceptable level of service standards on roadways and intersections would be exceeded upon General Plan buildout. Mitigation measures for 2020 City roadway and intersection impacts include land use and transportation policies focused on mixed-use, transit-oriented development and the development of a multi-modal transportation network that will reduce impacts on regional roadway and intersection operations, and reduce traffic generation. In addition to those policy mitigations, the City is also required to facilitate cooperation between the City and Caltrans and TAMC to identify improvements and funding for improvements to Highway 1, Highway 68 and other locations within the City deemed important to the function of the regional transportation network so that level of service standards for such facilities are met.

The specific plan buildout scenario includes up to 50,000 square feet of new commercial development and 130 dwelling units of new residential development. This quantity of development is below the level assumed under the General Plan for the planning area, so no additional mitigation is required and the potential impacts are considered less than significant.

c) No changes in air traffic patterns are anticipated to result upon implementation of the specific plan. **No impacts** are expected.

d) The concept designs for the North Fremont Street cross-sections increase multi-modal access, safety and the overall performance of the North Fremont multi-modal circulation network. City design standards will ensure that all design features are safe and effective. Therefore, potential impacts resulting from new design features are considered **less than significant.**

e) Proposed streetscape changes will not alter vehicle access or limit turning movements. Therefore, potential impacts are considered **less than significant**.

f) The City conducted a comprehensive parking study (Appendix A) of the planning area to determine an appropriate parking requirement for new development and to develop programs that encourage the maximum efficiency in use of existing parking through the use of pricing, shared use, signing, and other tools. The study concluded that, with the application of recommended parking programs, adequate parking exists to accommodate future buildout of the specific plan. Regardless, while the parking study clearly identifies the surplus of parking and that existing parking would accommodate future demand upon buildout of the specific plan, the specific plan includes parking standards as follows:

S.2.9.1. Commercial: Minimum of two spaces per 1,000 GSF.

S.2.9.2. Residential: one space per unit for studios and one bedroom units, two spaces for two or more bedroom units. All new residential development shall "unbundle" the full cost of parking from the cost of the housing itself, by creating a separate parking charge.

S.2.7.3. Parking may be shared between:

- different uses within a single mixed-use building.

- residential buildings and an off-site parking facility, provided that the offsite facility is within 1,000 feet of the building entrance; and
- non-residential buildings and an offsite parking facility, provided that the off-site facility is within 1,250 feet of the building entrance.

S.2.7.4. Off-site shared parking located further than 1,250 feet should be considered at the discretion of staff, so long as there is documentation that reasonable provision has been made to allow offsite parkers to access the principal use (e.g. a shuttle bus, valet parking service, free transit passes, etc.)

Therefore, adequate parking will be available through buildout of the specific plan and potential impacts are considered **less than significant**.

g) The specific plan is consistent with the City's alternative transportation policies, programs, and plans (Monterey on the Move). Elements of the plan implement General Plan circulation policies regarding alternative transportation. Specific General Plan goals, policies, and programs include the following:

Goal b. Direct future population growth into mixed-use neighborhoods. The City's goal is to create and nurture mixed-use neighborhoods that: 1) Reduce automobile trips; 2) Improve the quality of the pedestrian experience; 3) Create walkable neighborhoods; 4) Provide more ownership opportunities; 5) Increase the stock of housing affordable to Monterey's work force; 6) Require high-quality design to complement Monterey's image; and 7) Improve neighborhood-oriented services.

Policy b.1. Create design concepts, development guidelines, and capital improvement programs for mixed-use neighborhoods. Emphasize attractive pedestrian, bicycle and transit access, which may require improved sidewalks, crosswalks, and various public way improvements. The City encourages owner occupied units, innovative site planning and tailoring the design and density to fit with the neighborhood. Mixed-use developments are encouraged to be attractive in design, hide parking from the street, create a pleasant pedestrian environment, and provide a transition into the residential zones through good site planning and design.

Program b.1.4. North Fremont Street. Develop Mixed Use Neighborhood Guidelines for North Fremont Street in the North Fremont Street Area Plan. The plan will emphasize mixed use development, improved pedestrian experience and connections to the neighborhood, and bus transportation. Ownership residential units are preferred. Building sites should provide the required parking or a shared parking plan be developed due to the limited supply of on-street parking and high traffic volumes along North Fremont Street. Guidelines should encourage pedestrian activity that will result in a safe and secure North Fremont Street. Guidelines should address impacts on adjacent residential areas.

Goal c. Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports equality of choice among all modes of transportation.

Goal f. Provide an attractive and convenient transit service for Monterey citizens, especially those in the community who cannot or choose not to own a private automobile.

Policy g.1. Provide pedestrian-friendly environments in the commercial business districts to extend the time spent in the commercial business districts and enhance the overall shopping experience.

Policy g.2. Do not allow auto-oriented level-of service standards to negatively affect the shopping experience in commercial business districts.

The project also implements bicycle routes and facilities and pedestrian and transit access programs outlined in Monterey on the Move, including the North Fremont bicycle boulevard that connects Seaside to Downtown Monterey, streetscape improvements that increase the pedestrian-oriented feel to the planning area, and prioritizes transit access that encourages use and therefore reduces automobile use. Therefore, implementation of the specific plan does not conflict with adopted policies, plans, or programs supporting alternative transportation and potential impacts are considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		- City of Monterey Plans and Public Works Department - City of Monterey PEEC - Monterey Regional Water Pollution Control Agency
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		- City of Monterey Plans and Public Works Department - City of Monterey PEEC - Water Management District - California American Water Company - Monterey Regional Water Pollution Control Agency
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		- City of Monterey Plans and Public Works Department - Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - City of Monterey PEEC, General Plan Public Facilities Element subsection l. Storm Drain
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X	- City of Monterey PEEC, General Plan Public Facilities Element subsection m. Water
e) 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 projected demand in addition to the provider's existing commitments?			X		- City of Monterey Plans and Public Works Department - Monterey Regional Water Pollution Control Agency - City of Monterey PEEC, General Plan Public Facilities Element subsection k. Sewer
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		- City of Monterey Solid Waste & Recycling Division - Monterey Regional Waste Management District - City of Monterey PEEC, General Plan Public Facilities Element subsection n. Reduction and Recycling of Waste
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X	- City of Monterey Solid Waste & Recycling Division - Monterey Regional Waste Management District - City of Monterey PEEC, General Plan Public Facilities Element subsection n. Reduction and Recycling of Waste

Existing Setting:

As the framework for delivering basic utility services, the City's infrastructure plays a key role in supporting the commerce and resources found in the planning area. Described below are those utilities that the City directly maintains and improves on an on-going basis to ensure the economic viability and sustainability of the North Fremont area.

Sanitary Sewer Collection System

The City maintains the sanitary sewer collection system within its jurisdictional boundaries, including that portion within the planning area. The existing sanitary sewer collection system conveys sewage from sewer point sources within the City, such as homes, businesses, and public facilities, to the regional wastewater treatment plant for treatment and disposal.

Monterey's sewage, including that sewage load generated in the planning area, is conveyed through pipelines to the Monterey Regional Water Pollution Control Agency (MRWPCA) sewer treatment plant for treatment and disposal. Per the MRWPCA, sixty percent (60%) of incoming wastewater is highly treated through their water recycling facility and distributed for irrigation uses on farmlands in northern Monterey County. MRWPCA performs secondary treatment of the remaining wastewater, which is then discharged though an ocean outfall two miles into Monterey Bay.

Local sewer collection pipelines of various capacities ranging from 6 to 24 inches in diameter exist underground within the planning area. Although the capacity of Monterey's existing sewer collection system is adequate to convey existing and future sewer loads, it is an aged sewer collection system and one that requires on-going maintenance, rehabilitation, and replacement. To date, the City has performed work to document the existing conditions of the system and identify those segments in need of rehabilitation.

In 2011, the City completed a Sanitary Sewer Utility Fee Study to determine the rate necessary to fund the necessary upgrades that have been identified. In late 2011, local land owners approved by majority vote a rate increase to fund future sanitary sewer improvements. In 2013, the City is also pursuing Clean Water State Revolving Fund Program funding to design and construct the necessary system-wide sewer rehabilitation projects.

Sanitary Treatment

The MRWPCA operates its regional wastewater treatment facility near the City of Marina. The capacity of the regional wastewater treatment plant is about 29 million gallons per day (mgd).

Potable Water

The Planning Area is served by the California-American Water Company (Cal-Am). As of 2010, water availability in the City of Monterey is extremely limited. Water use within the Cal-Am system remains under careful state scrutiny since State Water Resources Control Board Order No. 95-10 was imposed in 1995. State Board Order No. 95-10 requires Cal-Am to reduce the water it pumps from the Carmel River by 20 percent now, and up to 75 percent in the future. Also, any new water that is developed must first completely offset Cal-Am's unlawful diversions from the Carmel River, an estimated 10,730 acre-feet (AF) per year, before any water produced by Cal-Am can be used for new construction or expansions in use.

In October 2009, the State Water Resources Control Board issued a Cease and Desist Order alleging that Cal-Am has failed to comply with Condition 2 of Order 95-10 that requires Cal-Am to terminate its unauthorized diversions from the river, that Cal-Am's diversions continue to have adverse effects on the public trust resources of the river and should be reduced, and that the ongoing diversion is a violation of Water Code Section 1052 prohibiting the unauthorized diversion or use of water.

The CDO seeks to compel Cal-Am to reduce the unauthorized diversions by specified amounts each year, starting in water year 2008-09 and continuing through water year 2014. The adopted CDO prohibits Cal-Am from providing new service connections and increasing use at existing service addresses that were not provided a "will serve commitment" (or similar commitment) before October 20, 2009. As of 2012, the CDO action is stayed by a court order.

The Monterey Peninsula Water Management District (MPWMD) has adopted a water allocation system for its service area, including the City of Monterey. No new connections or expanded uses are allowed in a municipal or county jurisdiction that has exceeded its water use allocation. Annual resolutions by the District confirm allotments for each water year. Based on the data of this report, the City of Monterey has either allocated or conditionally reserved effectively all of the water it has and can expect to receive from the MPWMD. The City has established a Water Waiting list for those projects that have received all of their required discretionary approvals but do not have adequate water resources to develop this project. As of June 13, 2013, there were 37 projects on the wait list, accounting for over 35.2 acre feet of water.

The MPWMD has adopted rules that allow the transfer of water between uses and adjacent sites under the same ownership, though these rules are under strict regulation by MPWMD. The City conducted an inventory of water usage and availability helped to determine the presence of water credits on a particular site that may be available for an expanded use. The identification of water credits assisted in the identification of opportunity sites that could achieve Specific Plan objectives prior to the identification and delivery of a new water source to the City.

Storm Water

The City maintains storm drainage infrastructure – drainage channels, storm drains, pipelines, culverts, pump stations, and outfalls - within Monterey, which includes that portion of the storm water collection system located in the Planning Area. The existing system collects non-point surface water runoff and conveys it through channels, pipelines, and culverts that terminate at the Monterey Bay. Monterey's storm water collection system is not tied into the sanitary sewer collection system. Therefore, storm water flows are, for the most part, not treated prior discharge. All storm water effluent is discharged to local water ways including the Monterey Bay at multiple outfalls located
throughout Monterey's coastal area.

Monterey's discharge of storm water to the Bay is regulated by the Clean Water Act through the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB), and permitted through the Central Coast Regional Water Quality Control Board (Regional Board). In 2001, eight local agencies - the cities of Monterey, Carmel-by-the- Sea, Del Rey Oaks, Sand City, Seaside, Marina, Pacific Grove, and the County of Monterey - joined forces to develop their individual NPDES Phase II municipal permit tasks and to establish a regional storm water management and implementation program. This partnership fostered the development of the Monterey Regional Storm Water Management Program (MRSWMP) and the associated implementation documentation that exists today. In an on-going effort to comply with State and Federal requirements, MRSWMP partner entities meet monthly to discuss their urban runoff issues and develop approaches to properly managing storm water. Monterey's existing storm water collection system is an aged one. It is in need of repair and rehabilitation. The City is in the process of documenting the existing conditions of the system and identifying those segments in need of rehabilitation. At present, limited funding is available for this work. Other future storm drain improvements may need to be considered for this Planning Area, such as rerouting flows from streets to gravity storm drains and away from exiting storm drain pumping systems for efficiency and better management of flows through and around the planning area.

In 2010, the Regional Board launched the "Joint Effort", a partnership between the Regional Board and local municipal storm water permittees on the Central Coast. As of January 1, 2011, the Joint Effort required municipalities to regulate LID and hydromodification design standards in private and public development projects. In 2013, the Regional Board Joint Effort team will propose new, long-term storm water design standards for public and private development projects.

Solid Waste

The City coordinates, reviews, and implements recycling and waste collection and removal services in Monterey. As such, solid waste is also managed in the planning area with scheduled collection and removal services at various frequencies and as demand fluctuates with anticipated levels of service throughout the year.

Solid waste receptacles utilized throughout the study area vary in size and include smaller cans and bins to larger containers, which include dumpsters and compactors. Minimum volumes of solid waste generated by any one use are determined by reviewing several factors of that use, such as the operating

details and nature of the use, size of a facility, seating capacity, tenant capacity, number of units, and usage frequency.

Solid waste collection and removal in the planning area is performed by an exclusive franchised hauler who maintains service throughout the City, including commercial and residential entities.

Discussion:

a.. Engineering evaluations of the condition of the aged sewer collection system have prompted the need for its rehabilitation. The improvements include the repair or replacement of 886 sanitary sewer collection system structures located within the street right-of-way and/or City easements. For citywide repairs, the City is pursuing Clean Water State Revolving Fund Program funding to design and construct necessary system-wide sanitary sewer collection system rehabilitation projects. User fees have also been increased to fund the cost of the necessary rehabilitation. This project includes the rehabilitation of the sanitary sewer collection system in the planning area that will meet existing and future needs and applicable Regional Water Quality Control Board requirements. Therefore, the impact is considered **less than significant.**

b, e. The General Plan EIR determined that the MRWPCA regional wastewater treatment facility has the capacity to serve General Plan buildout. Therefore, capacity is available to serve buildout of the North Fremont Specific Plan and the impact is considered **less than significant**.

c. General Plan Safety Element Policy c.4. requires project designs to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling stormwater reduces the need for costly storm drainage improvements, which are often miles downstream. Building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas, and siltation basins.

Rights of Way (ROW) design strategies to minimize runoff by slowing, spreading, sinking, and capturing rain water are known as Low Impact Design (LID) best management practices (BMPs). LID BMPs manage the volume and rate of storm water runoff flowing away from a site and assist in maintaining a more natural hydrologic process in urban watersheds.

Storm water design requirements for public and private development projects, such as LID, are mandated by the State through the City's Phase II municipal storm water permit. These requirements will be changing in 2013 when the Regional Board is anticipated to revise existing storm water design requirements for development.

New development will be subject to storm water drainage requirements and erosion control measures that would prohibit negative impacts resulting from substantial erosion or siltation or flooding on- or off-site or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality. General Plan Safety Element Policy c.4. requires project designs to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling storm water reduces the need for costly storm drainage improvements, which are often miles downstream. Building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas, and siltation basins. ROW design strategies to minimize runoff by slowing, spreading, sinking, and capturing rain water are known as LID best management practices (BMPs). LID BMPs manage the volume and rate of storm water runoff flowing away from a site and assist in maintaining a more natural hydrologic process in urban watersheds. Storm water design requirements for public and private development projects, such as LID, are mandated by the State through the City's Phase II municipal storm water permit. These requirements will be changing in 2013 when the Regional Board is anticipated to revise existing storm water design requirements for development.

Along with many other components, improvements to the public ROW must consider storm water drainage and management, including permit mandates that require LID and hydromodification be a part of designs. Preliminary GIS soil investigations of the North Fremont area show that the existing soil substrate may be well-suited for LID design strategies to slow, sink, and spread storm water at development sites. However, site-specific engineering and soil field investigations and analyses will be necessary and required to confirm this potential for drainage design purposes. Additionally, and as a result of a localized underground contaminant plume in the North Fremont area, all development project proponents in this area shall work with Regional Board staff to examine appropriate LID options for particular sites and locations.

Therefore, project buildout will require the construction of new storm water drainage facilities on a project by project basis as required by existing regulations and potential impacts are considered **less than significant**.

d) Project buildout is based on existing water credits and allocations within the planning area that may be transferred and reallocated according to MCWD rules. There are no currently proposed specific development projects in the specific plan area. All projects in the City are subject to the limitations of the water credit and allocation system. If any specific development project is proposed, it would not be approved unless sufficient water credits are available for the project's demand. Therefore, new development will not be allowed to outpace sufficient water supplies, and the project would not trigger the need for new or expanded entitlements, and therefore **no impacts** result.

f) The Waste Management District's landfill has a total capacity of 32 million tons, with an available capacity of about 26 million tons. Capacity is sufficient to accommodate development in the MRWMD service area for approximately 75 years. The District is currently considering changes to landfill operations that would further increase disposal capacity and efficiency. Therefore, potential project impacts are considered **less than significant**.

g) The City's waste collection requirements comply with federal, state, and local statutes and regulations related to solid waste. Therefore, the project results in **no impact** in this regard.

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	**SUPPORTING INFORMATION**
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to 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, 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?			X		- City of Monterey PEEC
b) Does the project have impacts that are individually limited, but cumulatively considerable?			X		- City of Monterey PEEC - California Air Resources Board (CARB) - California Air Pollution Control

SUBJECT AREA	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	SUPPORTING INFORMATION
("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.)					Officers' Association (CAPCOA) - MBUAPCD
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		- City of Monterey PEEC

Discussion:

a) The project consists of a program level land use document that defines use and development standards for future development. The planning area contains trees that provide habitat for wildlife. The city's tree ordinance requires a 3:1 replacement for the removal of trees for future construction. No specific development is proposed as a part of the project. No Habitat Conservation Plan or wetlands exist within the planning area.

No specific projects are proposed, except in the Circulation, Parking, and Streetscape chapter, on a concept and program level. This includes concept level designs for changes to the North Fremont ROW. The City's Historic Preservation Ordinance requires designated and undesignated properties that qualify or potentially qualify as historic resources to be reviewed for consistency with the Secretary of Interior Standards for the Treatment of Historic Properties (SOI Standards). Therefore, upon implementation of the standards and guidelines set forth in the specific plan to all projects within the planning area, all projects involving a historic resource would be required to meet the SOI Standards, which would therefore mitigate any potential impacts to a less than significant level.

Though the planning area is not within an area identified in the General Plan EIR has having a high probability of containing prehistoric artifacts and other archaeological resources, future projects may involve ground disturbance and impact an undiscovered resource. Disturbance of an archaeological resource is considered a potentially significant impact and cumulative impacts could result if archaeological resources were compromised. Implementation of Mitigation Measure #1, which requires an archaeological study for any project that involves ground disturbance, as outlined in Section V above, will reduce this **potential cumulative impact to a less than significant level**.

b) The project buildout assumptions are constrained by existing water use within the planning area and therefore the housing units and commercial square footage is well below the General Plan buildout assumptions for the planning area as well as the regional growth assumptions. The project is considered consistent with the air quality planning efforts because the projected growth under the proposed plan is below regional growth assumptions and also because the plan contains and would implement a number of green building and development policies that would further reduce air pollutant emissions. Additionally, the plan includes a number of features and policies designed to reduce vehicle miles traveled and shift travel to alternative modes of transportation, thereby further reducing air pollutant emissions. Public services and utilities have been determined to be sufficient to accommodate the planning area buildout. The project implements Circulation Element policies that shift the City's transportation network towards a multi-modal system.

Section VII above describes how the Specific Plan is self-mitigating with respect to greenhouse gas reduction, including:

- promotion of mixed-use development that provides jobs, services, and housing in close proximity to convenient transportation options that are alternative to the automobile;
- a transportation and circulation system that promotes walking and the use of bicycles and transit and increases access;
- parking programs designed to reduce vehicle miles traveled and therefore reduce greenhouse gas emissions; and
- application of the State's green building requirements for all new development that require the use of green technologies and materials designed to reduce greenhouse gas emissions.

The potential cumulative impacts are considered **less than significant**.

c) Section XII above concludes that potential noise impacts are less than significant upon application of existing General Plan policies, City noise regulations, and specific plan requirements. Section IX states that proposed development within the Airport Clear Zone will follow procedures as required by the Monterey Peninsula CLUP. No other potential hazards have been identified. Potential cumulative impacts are therefore considered **less than significant.**

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APPENDIX A
TRAFFIC STUDY

http://monterey.org/en-us/departments/planspublicworks/planning/planningprojects/citywidetransportationparkingstudy.aspx