

# EXECUTIVE SUMMARY

---

This Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) and addresses the potential environmental impacts associated with implementation of the proposed City of Soledad Downtown Specific Plan, hereafter referred to as the “proposed Specific Plan” or the “project.” The City of Soledad is the CEQA Lead Agency for this project.

## **A. PURPOSE OF THE EIR**

The proposed Specific Plan is an update of the City of Soledad Downtown Specific Plan adopted in 1996. Specific plans typically allow for substantial growth and development. Under some specific plans, growth and development is planned over a relatively wide area and is generally large in scope, which increases the potential for significant impacts. For these reasons, environmental impact reports are often prepared for specific plans. An EIR at the specific plan level also gives the lead agency the ability to “tier” future environmental assessments of individual projects within the scope of the specific plan off of the specific plan EIR. This aids agency staff and developers by streamlining the environmental review process and identifying focal issues that should be addressed in future environmental documentation.

The existing City of Soledad General Plan (2005) and General Plan EIR (2005) encompass the areas covered by the proposed Specific Plan (the Plan Area) as well as all other areas within the city limits and sphere of influence. Growth and development assumptions for the Plan Area are included in the analysis in the General Plan EIR. As noted in Tables 2-2 through 2-5, contained in Chapter 2, Project Description, of this EIR, the proposed Specific Plan will not result in growth in excess of amounts allowed under the General Plan and previously assessed in the General Plan EIR. Furthermore, the proposed Specific Plan does not substantially change the type and scale of development allowed in the downtown area. Therefore, much of the General Plan EIR analysis performed in 2005 and resulting impact conclusions relates to, and adequately addresses the impacts of, the proposed Specific Plan. Where this was the case, the Initial Study discussion noted the relevance of the General Plan EIR and stated that no further analysis was required. Where significant new information, impacts or mitigation exist, the Initial Study noted that further investigation was required to determine impact significance, and the topic was addressed in this EIR. The Initial Study is included in Appendix A for reference.

## **B. SCOPING AND NOTICE OF PREPARATION PROCESS**

The City of Soledad (City) retained Lisa Wise Consulting, Inc. to prepare the proposed Specific Plan and manage the environmental review process. Lisa Wise Consulting retained SWCA Environmental Consultants (SWCA) to prepare the environmental documentation. SWCA prepared an Initial Study on the proposed Specific Plan in May 2012 after the release of the public review draft of the proposed Specific Plan. Many of the issues raised in the Initial Study were sufficiently addressed in the 2005 General Plan EIR, and analysis could therefore be tiered from that document. The Initial Study identified the potential for adverse environmental impacts to occur to the following resource areas, and recommended further analysis in an EIR: aesthetics, air quality, cultural resources, hydrology and water quality, land use and planning, parks, traffic and water supply.

The Notice of Preparation (NOP) of the EIR, which included the Initial Study, was distributed by the City to affected agencies and the public on May 9, 2012. Responses were received

from the Governor's Office of Planning and Research and the California Department of Transportation (refer to Appendix A for notification that the NOP was posted and a list of agencies that were notified).

The City held a scoping meeting on June 6, 2012 to solicit comments from agencies and the public related to the proposed project and scope of the EIR. The scoping meeting was not attended by anyone notified. Subsequent to the scoping meeting, two private citizens or their representatives requested meetings with City staff to go over the proposed Specific Plan in general. Future land uses were discussed but no substantive or specific recommendations regarding the project or the EIR were made.

### **C. PROJECT LOCATION**

The Plan Area covers the downtown area and surrounding areas in the City of Soledad, which lies east of Highway 101 in southern Monterey County (refer to Figure ES-1). The City lies in the Salinas Valley, between the Gabilan Range and Pinnacles National Monument and the Coast Range mountains. The City has historically housed and provided services for those involved in the variety of agricultural operations in the area, and, more recently, the Salinas Valley Correctional Facility. The area covered by the proposed Specific Plan (the Plan Area) comprises approximately 200 acres generally bound by North Street on the east, San Vicente Road on the north, Highway 101 on the west, and Nestles Road on the south. The exact boundaries of the Plan Area are shown in Figure ES-2.

### **D. PROJECT BACKGROUND**

The City has adopted two previous Specific Plans for the downtown area, in 1981 and 1996. The 1996 Specific Plan contained the Front Street Rehabilitation Plan, which aimed to improve facades and streetscapes along Front Street and surrounding areas. Continued targeted planning for the Plan Area is programmed in the 2005 General Plan. The proposed Specific Plan is designed to further the successful efforts of the previous specific plans, and implement the various provisions of the 2005 General Plan.

The City conducted a year-long visioning process in conjunction with California Polytechnic State University (Cal Poly), including public participation in two community workshops, which culminated into development of a Vision Program for the City. The Vision Program was integrated into Chapter 2 of the Specific Plan, Vision and Downtown Character. In developing the proposed Specific Plan, the City engaged in a public engagement program that included stakeholder interviews, a three-day-long design charrettes, a joint City Council and Planning Commission meeting, and an economic forum.

### **E. PROPOSED PROJECT**

The purpose of the Soledad Downtown Specific Plan project is to provide a comprehensive vision for the redevelopment and revitalization of the Plan Area consistent with the historical importance of the City. The City, in its General Plan, recognizes downtown Soledad as a cultural resource, in that many buildings of local historic interest are located in the downtown area, and because the downtown fronts the rail line, historically a focus of the City. The intent of the proposed Specific Plan is to provide for the redevelopment and/or revitalization of the Plan Area "...through specific recommendations for strategic infill projects and improvements that capitalize on the significant assets in the area". Buildout of the proposed project would result in 464 new residential dwelling units and 384,737 square feet of new commercial and industrial space in the Plan Area. It would allow a population increase of 1,828 people.

Figure ES-1. Regional Location Map

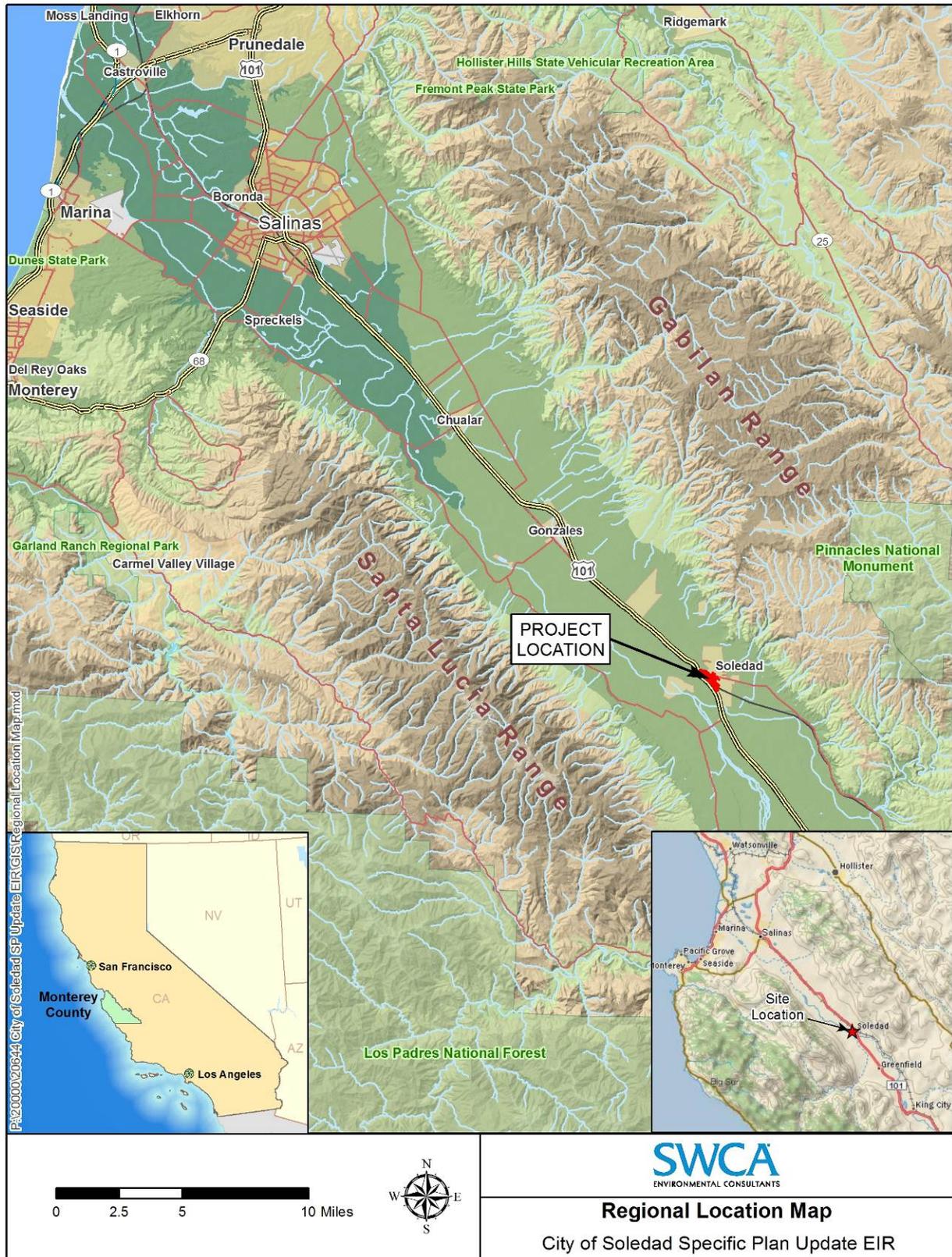


Figure ES-2. Project Location Map



## **F. SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED**

Table ES-1, below, is a summary of the project-related impacts identified in the EIR and mitigation measures recommended to reduce identified impacts to less than significant levels. The project is consistent with most applicable plans and policies, including the 2005 General Plan. Significant, unavoidable adverse impacts of the project include: a cumulative impact to air quality (AQ Impact 6) resulting from cumulative motor vehicle trip emissions.

The remainder of the impacts can be reduced to insignificance if mitigation measures are incorporated into the design of the proposed Specific Plan.

## **G. PROJECT ALTERNATIVES**

CEQA requires that an EIR evaluate a “reasonable range” of alternatives to the proposed project. The alternatives analyzed in the EIR consisted of variations in the use mix allowed in the Plan Area, since alternatives in other locations were considered infeasible.

### **1. No Project Alternative**

The No Project Alternative is required by CEQA and is broken down further into two scenarios: “No Project – No Build” which assumes no additional development occurs in the Downtown, and “No Project – General Plan Buildout” which assumes development occurs in accordance with the existing General Plan. No impacts would occur under the “No Project – No Build” alternative. However, this alternative is considered inconsistent with existing planning goals and policies, since no remedies to existing concerns in the downtown area would be addressed.

Impacts under the “No Project – General Plan Buildout” scenario would generally be more adverse than the proposed project, since the General Plan allows a higher amount of development in the downtown area.

### **2. Commercial-Intensive Scenario**

This alternative consists of development of more commercial space in lieu of mixed-use projects with residential components in the Plan Area. The impacts of the Commercial-Intensive Scenario on public resources such as parks and water supply are less adverse than the proposed project; therefore, this alternative is considered the environmentally superior alternative.

## **H. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

Based on the evaluation in Chapter 5, Alternatives Analysis, assuming all topics are valued the same, the No Project – No Build alternative is the environmentally superior alternative, as no development and no impacts would occur. CEQA states that when the No Project Alternative is environmentally superior, the next most superior alternative should also be considered. The next most superior alternative is the commercial intensive scenario possible under the proposed Specific Plan because it would slightly reduce the need for additional parks to serve the residential uses proposed in the Specific Plan.

## **I. IMPACT SUMMARY TABLE**

Table ES-1, below, provides a summary of the impacts of the proposed project. Also summarized in these tables are the mitigation measures associated with each impact that are to be implemented by the City or prospective developers in order to reduce the identified environmental impacts to the extent feasible. In accordance with CEQA, the Summary Tables identify the following types of potential impact associated with the proposed development:

- Significant, Unavoidable, Adverse Impacts – Significant environmental impacts that cannot be mitigated to a level of insignificance or avoided. The lead agency must adopt a “Statement of Overriding Considerations” as required under CEQA Guidelines Section (§) 15093 if the project is approved.
- Significant but Mitigable Impacts – Significant environmental impacts that can be feasibly mitigated or avoided. The decision makers must issue “Findings” under CEQA Guidelines § 15091(a) if the project is approved.
- Less than Significant Impacts – Environmental impacts that are adverse but not significant for which the decision maker does not have to adopt “Findings” under CEQA.

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
<b>Aesthetics and Cultural Resources</b>			
<p><b>A&amp;C Impact 1</b> Implementation of the proposed Specific Plan could result in the removal or relocation of a number of buildings or non-building features deemed potentially eligible for listing as historic resources.</p>	<p>Long-term</p>	<p><b>A&amp;C/mm-1</b> Demolition of historic buildings will be allowed only after a recordation according to Historic American Building Survey (HABS) standards has been completed. Copies of the HABS recordation for each building shall be maintained in the local public library, City of Soledad Planning Department, and at the Sonoma State Northwest Information Center. These federal recordation standards include large-format photography and measured architectural drawings, along with a professionally prepared historic descriptive text. The HABS requirements are provided at <a href="http://www.cr.nps.gov/habshaer/habs/guidelines/arch-index.htm">http://www.cr.nps.gov/habshaer/habs/guidelines/arch-index.htm</a>. No demolition permits will be issued by the City of Soledad until the HABS recordation has been completed.</p> <p><b>A&amp;C/mm-2</b> The following actions shall be required as mitigation measures, either singly or in combination, whenever preservation, adaptive reuse, or incorporation of historic structures is not reasonably possible:</p> <ul style="list-style-type: none"> <li>a. Demolition of the historic structure with recordation according to the federal Historic American Building Survey (HABS) standards which include large-format photography.</li> <li>b. Item a plus commemoration of the demolished structure with a display of text and photos designed by a professional historical consultant within the interior of the new building proposed for the site.</li> <li>c. Item a plus commemoration of the demolished structure with a display of text and photos designed by a professional historical consultant on the exterior of the new building proposed for the</li> </ul>	<p>Significant but mitigable.</p>

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<p>site.</p> <p>d. Item a plus commemoration of the demolished structure with an enclosed display of text and photos designed by a professional historical consultant on the perimeter of the property at the primary entrance.</p> <p>e. Items b, c, and d plus salvage of significant materials of the historic structure for conservation in the historical display.</p> <p>f. Items b, c, and d plus advertisements for acquisition and relocation of the historic structure with its subsequent rehabilitation and adaptive re-use at its new site.</p> <p>g. Item c plus compatible incorporation of the façade only of the historic structure into the design of the new building on site.</p> <p>h. Item c plus preservation of the historic structure on site as non-habitable space (used for storage and/or mechanical equipment only).</p> <p>i. Item c plus relocation and preservation of the historic structure on site for use as non-habitable space. Relocation will occur within the “Old Town Neighborhood Area” as designated on Specific Plan maps, preferably on sites previously designated as suitable receiver sites on Figure 2.3 of the Specific Plan.</p> <p>j. Item c plus relocation and preservation of the historic structure on site for use as habitable space, including compliance with all State Historic Building Code requirements. Relocation will occur within the “Old Town Neighborhood Area” as designated on Specific Plan maps, preferably on sites previously designated as suitable receiver</p>	

Table ES-1. Environmental Impacts Summary Table

Impact	Type of Impact	Mitigation Measures	Impact Determination
		sites on Figure 2.3 of the Specific Plan. k. Item j plus rehabilitation and adaptive reuse off-site for use as habitable space, including compliance with all State Historic Building Code requirements.	
<b>A&amp;C Impact 2</b> Alterations to, or removal or relocation of, historic resources could adversely affect the historic context and the aesthetic quality of the Plan Area.	Long-term	Implement <b>A&amp;C/mm-1 and mm-2</b> .	Significant but mitigable.
<b>A&amp;C Impact 3</b> Implementation of the long-range Specific Plan program for the Railroad Parcels will limit visual access to the Downtown from Highway 101.	Long-term	<b>A&amp;C/mm-3</b> Amend standards for the development of the Railroad parcels to include requirements to maintain 50% opacity in the ultimate site design, in order to preserve visual access to the Downtown from primary travel routes. Options to preserve visual access will include measures such as staggering building heights, and providing breaks in building masses.	Significant but mitigable.
<b>Air Quality and Greenhouse Gases</b>			
<b>AQ Impact 1</b> Earthmoving activities associated with development under the Specific Plan would result in the generation of PM <sub>10</sub> (fugitive dust) resulting in a short-term impact.	Short-term	<b>AQ/mm-1</b> Prior to initiation of construction, the City shall ensure that all required PM <sub>10</sub> measures are shown on applicable grading or construction plans. In addition, the City shall designate personnel to insure compliance and monitor the effectiveness of the required dust control measures (as conditions dictate, monitor duties may be necessary on weekends and holidays to insure compliance); the name and telephone number of the designated monitor shall be provided to the MBUAPCD prior to construction. PM <sub>10</sub> measures shall include:  a. Reduce the amount of the disturbed area where possible;  b. Use water trucks or sprinkler systems in sufficient	Significant but mitigable.

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<p>quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (nonpotable) water should be used whenever possible;</p> <ul style="list-style-type: none"> <li>c. All dirt stock-pile areas should be sprayed daily as needed;</li> <li>d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;</li> <li>e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established;</li> <li>f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD;</li> <li>g. All roadways, parking areas, and pathways to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;</li> <li>h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;</li> <li>i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code § 23114.</li> </ul>	

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<ul style="list-style-type: none"> <li>j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;</li> <li>k. Sweep streets at the end of each day if visible soil material is carried on to adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;</li> <li>l. The City shall designate a person or persons to monitor the fugitive dust emission and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emission below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the MBUAPCD prior to the start of any grading, earthwork, or demolition.</li> </ul>	
<p><b>AQ Impact 2</b> Operational and area source emissions resulting from operation of the project at buildout would exceed MBUAPCD daily VOC/ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> thresholds under worst-case conditions.</p>	<p>Long-term</p>	<p><b>AQ/mm-2</b> Prior to construction of any development within the Plan Area, the following measures shall be incorporated into the building and landscape plans to the maximum extent feasible:</p> <ul style="list-style-type: none"> <li>a. Plan for a transit stop and associated amenities consistent with the Specific Plan (i.e., covered turnout, direct pedestrian access, covered bench, smart signage, route information displays, and lighting);</li> <li>b. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.</li> <li>c. Trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar photovoltaic panels. Roof design shall include sufficient south-facing roof surface, based on structures size and use, to accommodate adequate solar panels. For south-facing roof pitches, the</li> </ul>	<p>Significant but mitigable.</p>

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<p>closest standard roof pitch to the ideal average solar exposure shall be used.</p> <ul style="list-style-type: none"> <li>d. Plant wind resistant, drought tolerant, native deciduous shade trees along southern exposures of buildings to reduce energy use to cool buildings in summer and allow for solar warming in the winter.</li> <li>e. Utilize green building materials that are resource efficient, recycled, sustainable, and available locally if feasible.</li> <li>f. Install high efficiency heating and cooling systems.</li> <li>g. Orient building to be aligned north/south to reduce energy used to cool buildings in the summer.</li> <li>h. Design building to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows.</li> <li>i. Utilize high efficiency gas or solar water heaters, and energy efficient appliances.</li> <li>j. Utilize double paned windows.</li> <li>k. Utilize low energy exterior lighting.</li> <li>l. Utilize low energy efficient interior lighting.</li> <li>m. Utilize low energy traffic signals (i.e., light emitting diode).</li> <li>n. Install door sweeps and weather stripping if more efficient doors and windows are not available.</li> <li>o. Install energy-reducing programmable thermostats.</li> <li>p. Use roofing material with a solar reflectance values meeting the U.S. Environmental Protection Agency (EPA)/Department of Energy (DOE) Energy Star®</li> </ul>	

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<p>rating to reduce summer cooling needs.</p> <p>q. Use native, drought tolerant and wind resistant plants that do not require supplemental watering once established and are low ROG emitting.</p> <p>r. Provide and require the use of battery powered or electric landscape and turf maintenance equipment.</p> <p>s. Use clean engine technologies (e.g., alternative fuel, electrification) engines that are not subject to regulations.</p> <p>t. Provide valet bicycle parking at community event centers, as feasible.</p> <p><del>t.u.</del> <u>Require the development of voluntary and/or required commute trip reduction programs in association with commercial, retail or industrial developments that would result in job growth, including implementation of ride-sharing programs, subsidized or discounted transit programs, provisions for end-of-trip facilities (i.e., lockers and showers to encourage biking), implementation of commute trip reduction marketing, provisions for car-sharing programs, utilization of alternative fuel or electric vehicles, or an employer-sponsored vanpool/shuttle, implementation of a bike-sharing program or an employee parking “cash out” to encourage use of alternative forms of transportation.</u></p>	
<p><b>AQ Impact 3</b> Buildout under the proposed Specific Plan would result in construction-related increases in PM<sub>10</sub> that exceed the MBUAPCD threshold.</p>	<p>Short-term</p>	<p>Implement AQ/mm-1.</p>	<p>Significant but mitigable.</p>

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
<p><b>AQ Impact 4</b> Operations under the proposed Specific Plan at complete buildout would result in emissions of pollutants for which the Air Basin is in non-attainment in excess of MBUAPCD thresholds.</p>	<p>Long-term</p>	<p>Implement <b>AQ/mm-2</b>.</p>	<p>Significant but mitigable.</p>
<p><b>AQ Impact 5</b> Grading and construction activities for development of proposed project components would result in the emission of diesel particulate matter and fugitive dust, potentially affecting sensitive receptors.</p>	<p>Short-term</p>	<p><b>AQ/mm-3</b> Prior to initiation of construction, the City shall ensure that all heavy equipment idling restrictions are shown on applicable grading and construction plans:</p> <ul style="list-style-type: none"> <li>a. Staging and queuing areas shall not be located within 1,000 feet of off-site sensitive receptors;</li> <li>b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted (i.e., the operators shall turn the equipment off when there is a break in the work the equipment is accomplishing);</li> <li>c. Use of alternative fueled equipment is recommended whenever possible; and</li> <li>d. Signs that specify the no idling requirements must be posted and enforced at the construction site.</li> </ul>	<p>Significant but mitigable.</p>
<p><b>AQ Impact 6</b> Motor vehicle trips associated with buildout of the proposed Specific Plan would contribute to a cumulatively adverse impact on regional air quality.</p>	<p>Long-term</p>	<p>Implement <b>AQ/mm-1</b> and <b>AQ/mm-2</b>.</p>	<p>Significant, unavoidable, adverse</p>
<p><b>Hydrology and Water Quality</b></p>			
<p><b>HYD Impact 1</b> Buildout of the Plan Area would result in higher volumes of runoff which may violate water quality standards or discharge requirements.</p>	<p>Long-term</p>	<p><b>HYD/mm-1</b> Amend the proposed Specific Plan to include standards which encourage the dispersal of infiltration opportunities, including through the use of cisterns, vegetated bio-swales, porous paving, smaller infiltration areas and rainwater gardens in streetscapes and in individual projects.</p> <p><b>HYD/mm-2</b> Reduce impervious surface coverage</p>	<p>Significant but mitigable.</p>

Table ES-1. Environmental Impacts Summary Table

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<p>where possible and/or provide small infiltration areas such as plant wells along streets and in parking areas to disperse runoff.</p> <p><b>HYD/mm-3</b> Integrate rain gardens into landscaped areas to both reduce irrigation water demand and provide opportunities for infiltration.</p> <p><b>HYD/mm-4</b> Extend application of BMPs to smaller projects within the Plan Area, including controlling travel of soil to area streets, and integration of post-construction stormwater control techniques. Extend application of LID technologies throughout the Plan Area as pertinent to specific projects.</p>	
<p><b>HYD Impact 2</b> The buildout of the Plan Area will increase water demand, adversely affecting the groundwater basin which supplies the City.</p>	Long-term	Implement <b>WR/mm-1</b> .	Less than significant.
<p><b>HYD Impact 3</b> The buildout of the Plan Area will increase the total surfaced square footage, resulting in lower infiltration rates and altering the runoff pattern throughout the Plan Area. Alterations in runoff patterns could result in erosion and siltation, or flooding in areas within or adjacent to the Plan Area.</p>	Long-term	<p><b>HYD/mm-5</b> During any project resulting in ground disturbance, the City shall ensure that BMPs are included on all grading and construction plans, and implemented during grading and construction activities. BMPs shall include, but not be limited to, the following:</p> <ol style="list-style-type: none"> <li>a. Staking or flagging of grading footprint to minimize the area of disturbance.</li> <li>b. Designation of staging areas, including equipment and materials storage.</li> <li>c. Fueling of major equipment shall not occur on-site due to nearby sensitive receptors.</li> <li>d. Disturbed areas shall be stabilized with vegetation or hard surface treatments upon completion of construction in any specific area.</li> <li>e. All inactive disturbed soil areas are required to be stabilized with both sediment and temporary</li> </ol>	Significant but mitigable.

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<p>erosion control prior to the onset of the rainy season.</p> <p><b>HYD/mm-6</b> Prevent dust and sediment from entering City streets and stormwater systems during active site construction through the use of erosion control barriers. The following measures shall be incorporated into applicable grading and construction plans, and implemented prior to ground disturbance:</p> <ul style="list-style-type: none"> <li>a. Incorporate the use of silt fences, straw bales, perimeter ditches, water bars, temporary culverts and swales, sediment traps, minimal grading concepts, and similar techniques appropriate for the site.</li> <li>b. Erosion and sediment transport control structures shall be in place prior to the onset of seasonal rains.</li> <li>c. Restoration and re-vegetation of graded areas and unprotected sloped shall be completed as soon as possible following site disturbance.</li> </ul> <p><b>HYD/mm-7</b> Ensure necessary stormwater system capacity improvements are completed in advance of or in conjunction with, new development.</p>	
<p><b>HYD Impact 4</b> Runoff volumes resulting from buildout of the proposed Specific Plan may exceed existing stormwater drainage systems, and will increase pollutants associated with urban land uses.</p>	<p>Long-term</p>	<p>Implement <b>HYD/mm-7</b>.</p>	<p>Significant but mitigable.</p>
<p><b>HYD Impact 5</b> Implementation of the proposed Specific Plan will contribute to cumulative increases in polluted runoff, storm water system inflow, and potential for erosion and localized flooding.</p>	<p>Long-term</p>	<p>Implement <b>HYD/mm-1 through mm-7</b>.</p>	<p>Significant but mitigable.</p>

Table ES-1. Environmental Impacts Summary Table

Impact	Type of Impact	Mitigation Measures	Impact Determination
<b>Land Use Planning and Parks</b>			
<p><b>LU-P Impact 1</b> The proposed project would result in the loss of 0.61 acres of existing open space area and would fail to provide additional parkland to meet demands of the additional population that would occur under buildout of the proposed Specific Plan.</p>	Long-term	<p><b>LU-P/mm-1</b> Amend the proposed Specific Plan to encourage the inclusion of “pocket” parks, linear parks, public plazas, or other small dispersed parks or recreational areas in the downtown area.</p> <p><b>LU-P/mm-2</b> Amend the proposed Specific Plan to expand the discussion and definition of appropriate parks and recreational facilities within the downtown area to include uses more suited to an infill urban environment. Amend the proposed Specific Plan and/or recommend amendments to the General Plan, as appropriate, to provide policies that would protect the best use of land within the downtown while also providing adequate parks and recreational spaces for residents or visitors in this area.</p>	Significant but mitigable.
<b>Transportation, Circulation, and Traffic</b>			
<p><b>TC Impact 1</b> Motor vehicle trips generated by the proposed project would result in increased delay causing an unacceptable Level of Service at the East Street/Monterey Street intersection under Existing plus Project Conditions.</p>	Long-term	<p><b>TC/mm-1</b> Installation of a traffic signal at the intersection of East Street and Monterey Street would be necessary to accommodate the additional trips at this location associated with buildout of development under the proposed Specific Plan. Signalization shall occur prior to degradation of the intersection to unacceptable LOS E and when warranted by actual observed traffic conditions.</p>	Significant but mitigable.
<p><b>TC Impact 2</b> Installation of the proposed single-lane roundabout at the intersection of Front Street/Nestles Road/US 101 southbound ramps would result in unacceptable LOS F under Cumulative plus Project conditions.</p>	Long-term	<p><b>TC/mm-2</b> Conditions at the Front Street/Nestles Road/US 101 ramps intersection shall be designed to accommodate future cumulative traffic demands through implementation of one of the following options.</p> <p>a. Maintain the current signalized configuration, which can accommodate baseline cumulative traffic volumes, as well as additional traffic to and</p>	Significant but mitigable.

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		<p>from the railroad parcels, while maintaining acceptable Level of Service C or better.</p> <p>b. Modify the design of the proposed roundabout, such as developing a two-lane roundabout (or similar measure achieving intersection Level of Service C or better).</p>	
<p><b>TC Impact 3</b> Motor vehicle trips generated by the proposed project would contribute to cumulative traffic volumes that would result in unacceptable level of service at unsignalized intersections.</p>	<p>Long-term</p>	<p><b>TC/mm-3</b> Prohibition of southbound left-turn movements at the intersection of East Street and Front Street, and the signalization of the following intersections would be necessary to accommodate the additional trips associated with cumulative development of the City: Front Street and San Vicente, Front Street and West Street, and Front Street and Main Street. Improvements shall occur prior to degradation of the intersections to unacceptable LOS E and when warranted by actual observed traffic conditions.</p>	<p>Significant but mitigable.</p>
<p><b>Water Resources</b></p>			
<p><b>WR Impact 1</b> Implementation of the project would create additional demand for water services from the City and within the Salinas Valley Groundwater Basin.</p>	<p>Long-term</p>	<p><b>WR/mm-1</b> The Specific Plan shall be amended to include water conservation measures applicable to all development in the Plan Area. Such measures shall include, at minimum, the following:</p> <ul style="list-style-type: none"> <li>a. All irrigation shall employ low water use techniques (e.g., soil moisture sensors, drip irrigation).</li> <li>b. The use of drought-tolerant, native vegetation shall be encouraged.</li> <li>c. All new appliances shall be low-flow.</li> <li>d. Indoor water conservation methods shall be identified to reduce indoor water usage for future developments, including, but not limited to, low water-use toilets, showerheads and faucets; and automatic shut-off devices for bathrooms and</li> </ul>	<p>Less than significant.</p>

**Table ES-1. Environmental Impacts Summary Table**

Impact	Type of Impact	Mitigation Measures	Impact Determination
		kitchen faucets. e. The City shall continue to actively pursue funds for completion of necessary recycled water infrastructure.	

This page intentionally left blank.