CHAPTER 2
PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The Specific Plan Area is located in the City of Soledad, which lies east of US 101 (US 101) in southern Monterey County (refer to Figure 2-1). 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 Plan Area (downtown Soledad and surrounding areas) comprises approximately 200 acres generally bound by North Street on the east, San Vicente Road on the north, US 101 on the west, and Nestles Road on the south. The exact boundaries of the Plan Area are shown in Figure 2-2.

2.2 BACKGROUND

2.2.1 General Plan

The City of Soledad incorporated in 1921. The City’s first General Plan was adopted in 1965, and was amended over the intervening years. A comprehensive update of the General Plan was completed in 2005, which responded to increased growth pressure in the region. The General Plan encompasses an area of approximately 1,273 acres (4,527 including expansion areas). Buildout potential of the General Plan is provided in Table 2-1.

Table 2-1. Summary General Plan Holding Capacity

<table>
<thead>
<tr>
<th>Planned Use</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Dwelling Units at Buildout of Plan Area</td>
<td>9,680-11,600</td>
</tr>
<tr>
<td>Potential Commercial Floor Area at Buildout</td>
<td>2,800,000 square feet (sf)</td>
</tr>
<tr>
<td>Potential Industrial Floor Area at Buildout</td>
<td>9,200,000 sf</td>
</tr>
<tr>
<td>Potential Non-prison Population at Buildout</td>
<td>53,500-62,000</td>
</tr>
<tr>
<td>2000 Prison Population</td>
<td>11,200</td>
</tr>
<tr>
<td>Total Acres in Plan Area</td>
<td>4,750</td>
</tr>
</tbody>
</table>

Source: 2005 General Plan, Table II-2

The City General Plan Land Use Element designates the downtown area as a specific planning area consistent with the boundaries established in the 1981 Downtown Specific Plan and the 1996 Downtown Specific Plan and Front Street Rehabilitation Plan. The City’s General Plan distinguishes the downtown area from other neighborhoods in the City:
Figure 2-1. Regional Location Map
Figure 2-2. Project Location Map
“The future role of the downtown, as envisioned by the Downtown Specific Plan/Front Street Rehabilitation Plan, is to continue as the cultural, dining and entertainment center of the City. Considerable progress has been made toward implementation of the Downtown Specific Plan/Front Street Rehabilitation Plan, especially as it relates to streetscape improvements along Front Street. However, one issue that needs to be resolved is the appropriate use of the properties owned by the Union Pacific Railroad on the west side of the tracks.

The railroad provides an opportunity for Soledad residents to use the train as a viable option to the automobile for trips to surrounding areas for work, shopping or pleasure. Although daily commuter rail service is not presently provided, passenger service does pass through Soledad daily and the potential exists for daily commuter service to be provided sometime in the future. …The downtown could be revitalized in a way that incorporates provisions for transit use as one of its main goals…” (City of Soledad General Plan 2005)

The City Zoning Ordinance implements the goals and policies of the General Plan through standards and regulations. The Zoning Ordinance for the City was adopted in 1986, and has been updated since that time. Existing zones in the planning area include C-1 (Retail Central Business), C-2 (General Commercial), C-R (Commercial Residential), H-C (Highway Commercial), M (Industrial), PF (Public Facilities), R-2 (Duplex Residential), R-3 (High Density Multiple Residential).

2.2.2 Planning for Downtown

The Plan Area has been given special attention in the City’s planning efforts. The 1981 Downtown Specific Plan, the 1996 Downtown Specific Plan and the Front Street Rehabilitation Plan were developed to address concerns over deterioration of the downtown area’s visual quality and function as a City center. The City has successfully implemented many projects in the Front Street Rehabilitation Plan, most notably lighting and streetscape improvements. However, previous plans did not incorporate surrounding neighborhoods. The proposed Specific Plan will address additional neighborhoods and replace the existing specific plan. The proposed Specific Plan is required to be consistent with the General Plan. An assessment of the Plan’s consistency with the General Plan is provided in an appendix to the Specific Plan and has also been analyzed in Chapter 3, Environmental Setting, of this document.

Development under the existing planning framework (2005 General Plan and associated documents mentioned above) yields a higher buildout in the Plan Area than the proposed Specific Plan allows, as outlined in Table 2-2.
### Table 2-2. General Plan Land Use Designations and Buildout Potential within the Plan Area

<table>
<thead>
<tr>
<th>General Plan Land Use</th>
<th>FAR/dwelling units per acre</th>
<th>Maximum Buildable Square Feet (General Plan)</th>
<th>Maximum Residential Units (General Plan)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial (I)</td>
<td>0.6</td>
<td>552,940</td>
<td>0</td>
</tr>
<tr>
<td>Service Commercial (SC)</td>
<td>0.4</td>
<td>127,690</td>
<td>0</td>
</tr>
<tr>
<td>General Commercial (GC)</td>
<td>0.4</td>
<td>242,730</td>
<td>0</td>
</tr>
<tr>
<td>Downtown Commercial (DC)</td>
<td>0.4</td>
<td>221,200</td>
<td>253</td>
</tr>
<tr>
<td>Public Facilities/General Commercial (PF/GC)</td>
<td>0.4</td>
<td>77,410</td>
<td>0</td>
</tr>
<tr>
<td>Downtown Commercial/General Commercial (DC/GC)</td>
<td>0.4</td>
<td>48,000</td>
<td>0</td>
</tr>
<tr>
<td>Downtown Commercial/High Density Residential (DC/HDR)</td>
<td>0.4</td>
<td>48,000</td>
<td>55</td>
</tr>
<tr>
<td>Downtown Commercial/Service Commercial (DC/SC)</td>
<td>0.4</td>
<td>86,400</td>
<td>99</td>
</tr>
<tr>
<td>Public Facilities (PF)</td>
<td>0.4</td>
<td>150,514</td>
<td>0</td>
</tr>
<tr>
<td>Medium Density Residential (MDR)</td>
<td>20</td>
<td>0</td>
<td>399</td>
</tr>
<tr>
<td>Medium Density Residential/Single Family Residential (MDR/SFR)</td>
<td>20/6</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>Single Family Residential (SFR)</td>
<td>6</td>
<td>0</td>
<td>123</td>
</tr>
<tr>
<td>Single Family Residential/Neighborhood Commercial (SFR/NC)</td>
<td>6/0.4</td>
<td>108,800</td>
<td>37</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>1,663,683 sf</strong></td>
<td><strong>1,056 units</strong></td>
</tr>
</tbody>
</table>

Source: Lisa Wise Consulting, Inc. Estimates based on block by block mapping with General Plan overlay. Numbers are maximums and do not include an assessment of site specific conditions which may affect buildout potential.

### 2.3 Existing Conditions

The Plan Area is largely developed. Uses are diverse, ranging from residential to industrial, and vary in terms of age and quality of construction. An estimate of the existing development level is provided in Table 2-3.

The Specific Plan divides the planning area into five areas (see Figure 2-3, below). Existing conditions are described by area in the following paragraphs. The plan includes improvements, policies, and programs intended to address these issues.
Table 2-3. Existing Development (Estimate)

<table>
<thead>
<tr>
<th>Existing Use</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approximate Developable Area</td>
<td>5,580,453 sf (128 acres)</td>
</tr>
<tr>
<td>Residential Units</td>
<td>437 dwelling units</td>
</tr>
<tr>
<td>Commercial/Industrial</td>
<td>522,705 sf</td>
</tr>
<tr>
<td>Population</td>
<td>1,722*</td>
</tr>
</tbody>
</table>

* Population estimate derived by applying average household occupancy of 3.94 (2010 Census) to existing residential unit count.

2.3.1 Downtown Core

The Downtown Core area is largely intact, despite vacancies and underutilized properties throughout. The historic commercial corridor is located within the Downtown Core, oriented along Front Street adjacent to the railroad. This area is still occupied by primarily commercial buildings, although recent strip commercial development at the City’s south end has diverted business from the area. Many of the buildings in the area are historic, and the streetscape has been improved in recent years, particularly with regard to lighting. Significant underutilization exists on city-owned parcels between Front Street and the railroad tracks. Under existing conditions, issues facing the Downtown Core are as follows:

- Loss of business to newer strip development outside the downtown area
- Vacant and underutilized parcels
- Lack of meaningful tree plantings and streetscape in areas outside the Front Street Corridor
- Lack of public space

2.3.2 Monterey Street

This area includes Monterey Street as well as properties fronting cross streets from West Street to Oak Street. Most buildings are single-family and historic, though in various states of repair. Small-scale neighborhood commercial uses are intermixed with residences. Sidewalks in this area support significant amounts of pedestrian traffic. A small park in the area is little used. Issues include:

- Lack of street trees
Figure 2-3. Illustrative Plan

**Legend**

- Sub Areas
- Specific Plan Boundaries

1. Downtown Core
2. Monterey Street Area
3. Vosti Park Area
4. South Gateway
5. Railroad District

Source: City of Soledad Downtown Specific Plan, Administrative Draft 1.9.12

Illustrative Plan

City of Soledad Downtown Specific Plan EIR
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2.3.3 **Vosti Park**

Vosti Park refers to the area at the southeast end of the Plan Area. The area includes the Soledad water tower. Vosti Park is developed with a mix of uses, including a park, residential development, retail, service commercial, and light industrial uses (consisting of the City Yard, a facility maintenance and storage space). Issues include:

- Irregular and disconnected street grid

2.3.4 **South Gateway**

The South Gateway area has been developed with large, single-use structures with large parking lots. Existing streets have been developed to support these uses and include either narrow or unpaved sidewalks. Issues include:

- Vacant and underutilized parcels
- Substandard sidewalks
- Lack of street trees

2.3.5 **Railroad District**

The Railroad District includes approximately 12 acres of parcels owned by Union Pacific Railroad between the existing railroad tracks and US 101. Issues include:

- Limited accessibility
- Limited development potential due to noise and other environmental constraints

2.4 **PROJECT OBJECTIVES**

The purpose of the proposed City of Soledad Downtown Specific Plan is to provide a comprehensive vision for the redevelopment and revitalization of the Plan Area consistent with the historical importance of the area. 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 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.” The stated objectives of the proposed Specific Plan are to create:

- A vibrant hub for commercial activity, entertainment, and hospitality
- A pedestrian-oriented downtown that showcases the City’s unique culture and history
- A compact, mixed-use downtown that capitalizes on existing resources
- A memorable place
- Economic vitality by uniting downtown interests including business owners, property owners, and business organizations to achieve a revitalized downtown. To this end, the proposed Specific Plan proposes improvements to amenities, circulation, parking and other public elements to create an attractive environment for business
- Neighborhood preservation, and in particular, preservation of the neighborhood scale of the area northeast of Market Street, and
- Historic preservation through celebration and capitalization of historic resources.
2.5 **SPECIFIC PLAN DETAILS**

2.5.1 Function

State law (California Government Code § 65450 et seq. and other applicable laws) allows jurisdictions to do more detailed planning for places that could benefit from special attention, such as downtown Soledad. These more focused plans are called specific plans. Pursuant to Government Code § 65451:

a. A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

1. The distribution, location, and extent the uses of land, including open space, within the area covered by the plan.

2. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, utilization of natural resources, where applicable.

4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2) and (3).

b. The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

Practically, a specific plan guides community development in a defined geographic area to implement the General Plan. It provides the bridge between goals and policies contained in the General Plan and individual development projects. The specific plan should be consistent with all facets of the General Plan, including policy statements. The proposed Specific Plan has been prepared according to these standards. Where potential inconsistencies were identified, those inconsistencies were analyzed to determine whether the potential inconsistency would result in a significant adverse physical effect on the environment and if mitigation were available to reduce any potential impacts (refer to Section 4.4, Land Use Planning and Parks).

2.5.2 Format

The proposed Specific Plan is divided into the following chapters:

- Chapter 1. Introduction
- Chapter 2. Vision and Downtown Character
- Chapter 3. Mobility and Infrastructure
- Chapter 4. Implementation
- Chapter 5. Development Code
2.5.3 Plan Highlights

As mentioned previously, the purpose of the proposed Specific Plan is to facilitate 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.” The project includes development proposals, street improvements and other infrastructure improvements, as well as form-based development standards and zoning categories. The following is a summary of existing conditions in the area, the specific changes proposed by the plan, and the resulting development potential. Much of the text is excerpted or paraphrased from the proposed Specific Plan.

2.5.3.1 Project Components

The proposed Specific Plan sets forth a comprehensive redevelopment and enhancement program for downtown Soledad (shown in Figure 2-3, Illustrative Plan, above). The proposed Specific Plan includes street infrastructure improvements, signage, architectural design guidelines, pedestrian and transit components, residential development, retail and service development, public sector buildings, and recreation and open space areas. The Specific Plan would replace existing zoning and land use designations derived from the zoning code, Land Use Element and 1996 Specific Plan overlay with the zones proposed in the Development Code (though existing zones and standards for the Old Town Neighborhood Area and Public Facility Zone would continue to apply to those portions of the Plan Area, refer to Figure 2-4, Proposed Zoning Map, below). The following section outlines the proposals of the proposed Specific Plan. The reader is encouraged to reference the entire plan, available at the City's Community and Economic Development Department and accessible on the City's website, www.ci.soledad.ca.us.

Downtown Core

The proposed Specific Plan proposes the transformation of the Front Street area “…into the commercial, entertainment and cultural center of the City. Existing historic buildings will be restored to their original condition, the streetscape will be enhanced with taller street trees and an improved lighting scheme, and a number of development projects will bring new energy and increased pedestrian activity to the area.” Specific proposals include:

- Infill development – additional businesses and residences, as well as a movie theater
- Commercial development on the west side of Front Street – hotel, commercial building or education facility
- Station Plaza and Train Depot
- Government Center
- Façade and signage improvements
- Streetscape Enhancements – including medians, sidewalks, lighting, benches, etc.

Monterey Street

The proposed Specific Plan states that this area “…will be an active mixed-use neighborhood with predominantly residential scale and character.” The proposed Specific Plan proposes higher densities in this area, but includes policies to retain historic homes, residential style and scale, and improve the pedestrian environment. Specific proposals include:
Chapter 2

- Infill development – including a senior housing project and multi-family residential projects
- Streetscape improvements – tree planting and lighting improvements

**Vosti Park**

The proposed Specific Plan envisions a “...seamless neighborhood extension of the Monterey Street and Front Street environments.” Specific proposals include:

- Block Reconfiguration – creation of two larger blocks between Park and Oak Street, more consistent in scale with the typical downtown blocks. Reconfiguration will improve pedestrian and visual connection between the park and downtown.
- Community Center
- Replacement of light industrial uses (City Yard) with medium density residential and flexible-use units
- Park enhancements, including a soccer field, a shaded path, a tree grove, and food stands
- Streetscape improvements – improved lighting and street trees

**South Gateway**

The proposed Specific Plan aims to integrate the South Gateway area with the downtown. Proposals include:

- Reconfiguration of street network consistent with small town character, including accommodation of pedestrians and bicycles
- Commercial development which addresses the street, with larger projects towards the edge
- Streetscape improvements, including street trees, sidewalks, parking lot landscaping and signs
- Incorporation of a roundabout at the Front Street/Nestles Road/US 101 off-ramp intersection to improve traffic flow and guide traffic from US 101 to downtown
- Extension of Nestles Road and a bridge over Front Street to connect Nestles Road to Chaparral Drive and provide access to the Railroad District.

**Railroad District**

The proposed Specific Plan states that this area, in the long term, may be developed with commercial uses if the significant barriers to development can be overcome. The proposed Specific Plan identifies the creation of block structure, the short-term planting of the area with flowers or other colorful agricultural crops, and long-term development of flex or commercial building in this area.

**Zoning**

The proposed Specific Plan proposes to change the zoning in the Plan Area from the categories described in Table 2-2, above, to Downtown Specific Plan, with the following zones: Downtown Core, Downtown Edge, Monterey Street, Railroad Corridor, Gateway, Public Facility, and Old Town Neighborhood (See Figure 2-4, below). This change represents a departure from the traditional zoning which rigorously separates uses into distinct zones intended to be divided spatially (commercial, industrial, etc.) to a form-based type of zoning.
Form-based zoning attempts to appropriately integrate uses through careful design and application of standards that are based on physically-derived relationships of buildings, streets, and open spaces. Form-based zoning promotes mixed-use, pedestrian-friendly areas, a diversity of uses interspersed within an area (live-above commercial with live-work light industrial nearby, for example), in addition to the regulated issues of use, building height, etcetera.

**Buildout Scenario**

“Buildout” is most simply described as the total anticipated amount of development possible in a particular area. Buildout is not best described, however, as 100% development of all vacant and developed parcels in a planning area at the maximum densities allowed. Parcels are rarely developed to 100% of their potential. There are many considerations which reduce the development potential of a parcel, including easements, setback requirements, cost, public pressure, topography, geology, drainage, cultural resources, noise sources, and infrastructure. In the Plan Area, the relatively high level of existing development also reduces the likelihood of buildout at maximum levels. It is highly unlikely that all of the property owners in the planning area would elect to completely redevelop their parcels. It is much more likely that vacant parcels will develop to a portion of the maximum potential, and that property owners will remodel or make additions to existing buildings.

Based on these considerations, the buildout of a particular plan is something less than the 100% development scenario. The buildout of the proposed Specific Plan is based on a parcel-by-parcel analysis of existing conditions, site constraints, and development potential, performed by Lisa Wise Consulting, Inc. (authors of the proposed Specific Plan). The buildout for the Plan Area is expressed in Table 2-4, below.

**Table 2-4. Development Program**

<table>
<thead>
<tr>
<th>Type</th>
<th>Buildout Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>570 Units</td>
</tr>
<tr>
<td>Retail</td>
<td>153,041 sf</td>
</tr>
<tr>
<td>Hospitality</td>
<td>127,760 sf</td>
</tr>
<tr>
<td>General Office</td>
<td>113,466 sf</td>
</tr>
<tr>
<td>Education</td>
<td>83,100 sf</td>
</tr>
<tr>
<td>Public Facility</td>
<td>10,570 sf</td>
</tr>
<tr>
<td>Industrial</td>
<td>41,749 sf</td>
</tr>
</tbody>
</table>

Source: SP Public Review Draft, April 2012, Table 2.1, pg 2-2

The above figures reflect gross development potential in the project area. Total gross commercial/industrial development potential as presented in the table above totals 529,686 square feet. Total gross residential development totals 570 units. When existing development and constraints are considered, the proposed Specific Plan yields the following net new development potential (refer to Table 2-5).
Figure 2-4. Proposed Zoning Map

Source: Lisa Wise Consulting, City of Soledad Downtown Specific Plan, Administrative Draft 1.9.12
Table 2-5. Net New Development, Specific Plan

<table>
<thead>
<tr>
<th>Type</th>
<th>Buildout Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>464 Units</td>
</tr>
<tr>
<td>Commercial/Industrial</td>
<td>387,737 sf</td>
</tr>
<tr>
<td>Population Potential</td>
<td>1,828</td>
</tr>
</tbody>
</table>

Source: Lisa Wise Consulting 2012

Both the total gross and net new development potential are well under the maximum buildout potential allowed under the existing 2005 General Plan and zoning framework (refer to Table 2-2).

2.5.3.2 Infrastructure

Streets

The proposed Specific Plan proposes street alignment and performance changes, in addition to streetscape improvements and landscaping. Transportation improvements are guided by the need to maintain functioning street systems, while allowing for pedestrian and streetscape improvements. Following are the various street improvements proposed and their location.

- Reconfigure the blocks between Park and Oak Street into two larger blocks, similar to the typical downtown area block size.
- Connect the sidewalk along Front Street from Oak Street to the Vosti Park entrance at Park and State Streets.
- Require components in large-scale access improvement projects to facilitate downtown access, particularly for providing direct vehicle access to and from the Railroad District, in the proposed SR-146 by-pass, the proposed US 101 north interchange reconfiguration, and the potential US 101 south interchange improvements (see discussion of potential roundabout below).
- Maintain Monterey Street in its current configuration (with two travel lanes, two bicycle lanes, and current on-street parking configuration) as the designated north/south transit route for local and regional bus service.
- Build off the successful redesign of Front Street to implement “complete streets” design elements.
- Provide bicycle facility enhancements, including:
  - Short-term bicycle parking racks within the public right-of-way, and at the proposed Intermodal Station, to complement the current, well-developed network of bicycle lanes.
  - Long-term bicycle storage for tenants and residents within secure enclosures, to encourage bicycle commuting as a regular form of everyday transportation.
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- Evaluate feasibility and effectiveness of pedestrian and vehicular access alternatives to the Railroad District (direct access through mobile home park, southern bridge, Kidder Street underpass, and northern underpass).

- Work with Union Pacific Railroad (UPRR) to relocate the at-grade crossing at Main Street to Encinal or Benito Street to allow for development of a plaza and train depot in this area.

- Evaluate the feasibility of roundabouts at Front Street and Nestles Road and Santa Lucia Drive and the US 101 off-ramp to facilitate traffic flow to the Railroad District and downtown. The project would require re-grading and would be subject to Caltrans approval.

Parking

The proposed Specific Plan identifies significant amounts of parking in the area, and underutilized parking at peak hours. The proposed Specific Plan proposes phased angled parking and includes standards for a park-once or shared parking program for the Plan Area, including the development of strategically located parking lots and the abolition of minimum parking standards. The proposed Specific Plan identifies locations for parking structures, as long-term projects to address future demand.

Transit

The downtown Plan Area is served by one bus line with infrequent service scheduling and an “on call” shuttle taxi service. The proposed Specific Plan includes measures to work with the local transit agency to increase service, centralize services through a transit station, and implement a consistent local shuttle route and schedule. The Amtrak rail service currently does not stop in Soledad. The City is working to restore daily passenger service, and has developed conceptual station designs. The proposed Specific Plan includes building a ticket depot and pedestrian plaza in the downtown area, and programs to improve pedestrian crossings of the rail line.

Utilities

The buildout of the Plan Area in accordance with the proposed Specific Plan will require the following improvements to utilities infrastructure:

Water Supply

The City uses groundwater from the Salinas Valley Groundwater Basin for potable and non-potable supplies. Water is withdrawn using four wells with supplementary treatment, and is delivered to the City via existing distribution pipes. The City is not subject to any specific annual amounts or limits in its withdrawals. The proposed Specific Plan states that though the basin is in overdraft, no future limitations on withdrawals are anticipated. The City is pursuing recycled water for use in non-potable applications. Existing infrastructure is expected to be sufficient to accommodate proposed Specific Plan buildout. Limited repair or replacement projects may need to be undertaken as the Plan Area builds out, depending on the development ultimately proposed.
**Sewer**

The City is currently utilizing approximately 35% of the effective capacity of the wastewater treatment plant. The City has not identified the need for new or expanded treatment capacity to accommodate growth under the proposed Specific Plan. The Plan Area is served by existing wastewater collection infrastructure. Lines are older and may need to be replaced or repaired as development occurs; however, major infrastructure improvements or relocation is not anticipated.

**Storm Drainage**

The downtown is served by City-maintained stormwater infrastructure, consisting of reinforced concrete pipe which conveys stormwater to canals and the Salinas River. The proposed Specific Plan states:

> The Plan Area is located within the Central Basin. West of West Street, storm water in the Plan Area flows to San Vincente Road, where it is then carried to a retention pond. Storm water between West Street and Oak Street in the Plan Area is collected in a 60 inch storm drain that discharges to a percolation field. Flows east of Oak Street in the Plan Area are collected in a 42 inch storm drain that enters the Caltrans culvert... (Downtown Soledad Specific Plan Public Review Draft, April 2012).

According to the proposed Specific Plan, existing stormwater infrastructure is considered sufficient to accommodate increased runoff as the downtown redevelops.

**Solid Waste**

Waste from the project site is disposed of at the Johnson Canyon Landfill, which has approximately 50% remaining capacity. The project is not anticipated to require expansion of the landfill.

**Energy**

Existing energy infrastructure is considered sufficient to service buildout of the Plan Area, though specific upgrades may be required depending on the size and nature of projects proposed. Requirements for infrastructure upgrades will be identified as individual projects are proposed within the Plan Area. The proposed Specific Plan contains policies to pursue undergrounding of power infrastructure in the Plan Area.

**Landscaping**

One of the overarching goals of the proposed Specific Plan is the beautification of the Plan Area, in part through expanded landscaped areas. Landscaping efforts proposed in the Specific Plan consist mainly of increased street tree planting, planting of strategic entrances to the downtown, and increased visual connection to existing green spaces (i.e., parks). The proposed Specific Plan Development Code includes landscaping standards for new uses.

**Lighting**

The proposed Specific Plan proposes continuation of the Front Street lighting scheme, and general improvement in pedestrian-level lighting coverage throughout the Plan Area.
2.5.4 Schedule
The timing and phasing of development under the proposed Specific Plan would occur at the discretion of private property owners and the City; however, the Plan identifies three phases of development: Phase I (0-7 years), Phase II (8-15 years), and Phase III (16-20 years or more). Policies and actions outlined in the Implementation program of the proposed Specific Plan are given prioritization in this manner. However, phasing is subject to change at any time due to market or other forces, and represents only a conceptual programming of project components. Major catalytic projects identified in the nearer term include a theater, a hotel or similar anchor development, and senior housing.

2.5.5 Approvals
A Responsible Agency is defined in § 15381 of the CEQA Guidelines as a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing an EIR. The term “Responsible Agency” includes all public agencies other than the Lead Agency which exercise discretionary approval over a portion of the project. Possible Responsible Agencies or other agencies that would have approval authority over the proposed Specific Plan or components of the Plan include:

- City of Soledad
- Caltrans

The roles of the agencies with approval authority over a project vary according to their jurisdiction and governing law. An agency’s authority to approve any portion of the plan will be determined at such time a specific proposal is made. Specific future approvals by agency include, but are not limited to:

2.5.5.1 City of Soledad
- Planning Commission Recommendation
- City Council Adoption and Certification
- Amendment of Development Code to designate the Specific Plan Area and suspend current zoning
- Formation of Assessment/Improvement Districts (possible public vote)
- Design Review for Subsequent Projects

2.5.5.2 Caltrans
- Encroachments, other permissions for work on jurisdictional roadways