

DRAFT

**INITIAL STUDY/PROPOSED MITIGATED
NEGATIVE DECLARATION**

**SEASIDE SENIOR LIVING PROJECT
CITY OF SEASIDE, CALIFORNIA**

LSA

March 2016

SECTION IX: HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section is based on the *Preliminary Stormwater Control Plan for Seaside Assisted Living and Memory Care* (JF Construction and Engineering Company, September 2015) and the *Hydrology Assessment* (Webber, Hayes & Associates, September 2015) (refer to Appendix A).

IX(a). Violate any water quality standards or waste discharge requirements? Pollutants of concern during construction of the proposed project include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. The on-site slopes composed of cohesionless dune sand materials are potentially subject to erosion. Concentration of surface runoff has the potential to result in severe erosion where the ground is included and unprotected. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters.

During construction of the proposed project, the total disturbed soil area would be approximately 5.27 acres. Because the proposed project disturbs greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit).

As specified in Standard Condition GEO-2, coverage under the Construction General Permit would have to be obtained for the proposed project. Under the Construction General Permit, the project would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

During operation, pollutants of concern associated with the proposed development include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, toxic organic compounds, and trash and debris. In the existing condition, the project site consists of approximately 1.34 acres of impervious surface area (approximately 24.4 percent of the project site). The proposed project would increase impervious surface areas on the project site by approximately 1.66 acres. As a result, in the proposed condition, the project site would contain approximately 3.0 acres of impervious surface area (approximately 54.8 percent of the project site).

A *Preliminary Stormwater Control Plan* has been prepared for the proposed project that details Low Impact Development (LID) and Source Control BMPs that would be implemented to target pollutants of concern in stormwater runoff and reduce impacts to water quality during operation of the proposed project. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be

required to be prepared for the proposed project. The LID BMPs proposed in the *Preliminary Stormwater Control Plan* include pervious pavement within the interior building courtyards and vehicle parking stalls. In addition bioswales that resemble dry streambeds and rain gardens featuring native plants would be incorporated into the project's landscaping design. In addition to the LID BMPs, Source Control BMPs would also be implemented that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the proposed project.

With incorporation of construction and post-construction BMPs that would target pollutants of concern, as specified in Standard Conditions GEO-2 and WQ-1, impacts related to violation of water quality standards or waste discharge requirements would be less than significant, and no mitigation is required.

Standard Conditions:

Standard Condition WQ-1:

Final Stormwater Control Plan. Prior to the issuance of a grading permit, the project engineer shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the storm water controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The project engineer shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

IX(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)? The project site is not in a designated groundwater recharge area. Groundwater was not encountered during geotechnical borings for the proposed project, which were advanced to depths ranging from 15 to 51.5 ft bgs. In addition, according to the *Hydrology Assessment*, based upon depth to groundwater data from nearby groundwater monitoring wells for other sites at the former Fort Ord, it appears that groundwater is found at a depth approximately equal to mean sea level (MSL). As such, the depth to first groundwater at the project site is likely to be greater than 90 ft bgs. Due to the depth of groundwater, groundwater is not anticipated to be encountered during construction of the proposed project. The proposed project would increase impervious surface areas on site, which would decrease infiltration. However, this decrease in infiltration would be offset by implementation of the LID BMPs, which would infiltrate all storm water on the site. In addition, operation of the proposed project would not require groundwater extraction. Therefore, impacts related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

IX(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? and (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? During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in Response IX(a) and specified in Standard Condition GEO-2, the Construction General Permit requires preparation of a SWPPP to identify Construction BMPs to be implemented as part of the proposed project to reduce impacts to water quality during construction, including those impacts associated with soil erosion, siltation, and flooding. With implementation of the Construction BMPs as specified in Standard Condition GEO-2, impacts related to on- or off-site erosion or siltation and flooding would be less than significant, and no mitigation is required.

The proposed project would not alter the path of a stream or river. The existing topography generally slopes toward the west and would not substantially alter the topography or existing drainage patterns on the project site. As discussed above, the proposed project would increase the impervious surface area on site by approximately 1.66 acres, which, without stormwater controls to infiltrate runoff, would increase the volume of runoff from the site. However, the Fort Ord Reuse Authority, which governs reuse of the former Fort Ord Military Base, requires that 100 percent of the on-site storm

water from a 24-hour 100-year storm event be infiltrated on the site. In compliance with this requirement, the proposed project includes rain gardens that would be designed to infiltrate all of the on-site storm water from a 24-hour 100-year storm. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be prepared to demonstrate that the design of the rain gardens would achieve infiltration of a 24-hour 100-year storm event. The rain gardens would include space above the biofiltration media to contain a 100-year storm event of 4.71 inches in 24 hours. Therefore, with implementation of Standard Condition WQ-1, operation of the proposed project would not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation on or off the site, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: Refer to Standard Conditions GEO-2 and WQ-1. No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

IX(e). Create 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? As discussed in Response IX(c) and IX(d), above, the rain gardens would be designed to percolate all of the on-site storm water from a 24-hour 100-year storm. As specified in Standard Condition WQ-1, a Final Stormwater Control Plan would be prepared to demonstrate that the design of the rain gardens would achieve infiltration of a 24-hour 100-year storm event. Because stormwater runoff would be contained on the site, the proposed project would not exceed the capacity of the storm drain lines. Therefore, with implementation of Standard Condition WQ-1, the proposed project would not contribute runoff water that would exceed the capacity of an existing or planned stormwater drainage system, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: Refer to Standard Condition WQ-1. No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

IX(f). Otherwise substantially degrade water quality? Refer to Response IX(a) above.

Significance Determination: Less than Significant Impact

Mitigation Measures: Refer to Standard Condition WQ-1. No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

IX(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? and

IX(h). Place within a 100-year flood hazard area structures which would impede or redirect

flood flows? According to the City's General Plan Safety Element (2004), the project site is not located within a 100-year flood zone. In addition, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is not located within a 100-year special flood hazard area. The project site is mapped as Zone X, Other Flood Areas, which is defined as areas of 0.2 percent annual chance floodplain (500-year floodplain), areas of 1 percent annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood (Map No. 06053C0290G; April 2, 2009). Therefore, implementation of the proposed project would not place housing or structures within a 100-year flood hazard area. No impacts would occur, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

IX(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? The Salinas River, which is the river located closest to the project site, is identified in the County of Monterey General Plan as one of two rivers facing the greatest risk of dam failure from two County-owned dams – Nacimiento and San Antonio. According to the Monterey County Dam Inundation Zone map, the project site is not within any of these dam inundation zones. Therefore, implementation of the proposed project would not result in impacts related to exposure of people or structures to risk of loss, injury, or death involving flooding as a result of inundation from failure of a dam or levee, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

IX(j). Inundation by seiche, tsunami, or mudflow? Seiches are standing waves created by seismically-induced ground shaking (or volcanic eruptions or explosions) that occur in large, freestanding bodies of water. Roberts Lake and Laguna Grande Lake are located approximately 2 miles to the west of the project site within the City. The Seaside General Plan Safety Element (2004), concludes that the Laguna Grande Lake and Roberts Lake areas are susceptible to flooding and other impacts from seiches. However, the project site is located 2 miles away from Roberts Lake and Laguna Grande Lake. These lakes would not create a large enough seiche that would put the project site at risk of inundation. Therefore, the risk associated with possible seiche waves is not considered a

potential constraint or a potentially significant impact of the proposed project, and no mitigation is required.

Tsunamis are a series of ocean waves generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rockfalls, and exploding volcanic islands. Tsunamis can damage property through direct wave impacts and wave-associated flooding, but the greater threat is to human health and safety. Although the project site is located approximately 1,350 ft from Monterey Bay, according to the Tsunami Inundation Map for Emergency Planning for the Seaside Quadrangle (2009), the project site is not located within the Tsunami inundation zone. The project site is approximately 1,000 ft away from the Tsunami inundation zone, and elevations on the site range from 88 to 115 ft above mean sea level; therefore, the project site is at an elevation above and at a distance from the ocean that is not known to have historical tsunami impacts. The risk associated with tsunamis is, therefore, not considered a potential hazard or a potentially significant impact, and no mitigation is required.

Mudslides and slumps are described as a shallower type of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface saturation. The project site is relatively flat, and no existing landslides are present on the property. Therefore, the risk associated with possible mudflows and mudslides is not considered a potential constraint or a potentially significant impact of the proposed project, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

SECTION X: LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

X(a). Physically divide an established community? The project site is bounded by SR-1 to the west, residential housing and a large stormwater basin to the east-northeast, Monterey Road and residential housing to the south and southeast, and Monterey Road, open space, and residential housing to the south-southwest. In the existing condition, the 5.47-acre project site is partially developed with a 5,000 sf vacant structure that was formerly operated as a convenience store and gas station. The project site is currently designated and zoned as Community Commercial in the City’s General Plan and Zoning Ordinance (Title 17 of the Municipal Code), respectively, and no general plan amendment or zone change is required for project implementation. Implementation of the proposed project would not physically divide an established community, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

X(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 effect? The proposed project was reviewed for consistency with the City’s General Plan and zoning ordinance and found to be consistent subject to the issuance of a Use Permit. Additionally, the proposed project was reviewed for consistency with the MBUAPCD and the Fort Ord Base Reuse Plan and was found to be consistent with all applicable objectives and policies (refer to Section III, Environmental Factors Potentially Affected and Determination). Therefore,

implementation of the proposed project would not conflict with any land use plans, polices or regulations. A less than significant impact would occur, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

X(c). Conflict with any applicable habitat conservation plan or natural community conservation plan? There is presently no adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan in the City. Implementation of the proposed project would not interfere with any current local, regional, or State HCPs or NCCPs, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

SECTION XI: MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Refer to Section IV, Environmental Factors Potentially Affected and Determination. The proposed project would have no impact on mineral resources.

SECTION XII: NOISE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following provides an overview of the characteristics of sound-related impacts associated with the proposed project and the regulatory framework that applies to noise within the vicinity of the project site. The discussion and analysis provided in this section are based on the *Noise and Vibration Assessment*, prepared by Illingworth & Rodkin, Inc., January 2016 (refer to Appendix A).

Characteristics of Sound. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in decibels are calculated on a logarithmic basis. Audible increases in noise levels generally refer to a change of 3.0 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1.0 dB, which are inaudible to the human ear. An increase of 10 dB represents a tenfold increase in

acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements, which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy; therefore, the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise-sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. The predominant rating scales for human communities in the State of California are the L_{eq} , the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on A-weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to noise events occurring during the more sensitive hours.

Noise Element of the City of Seaside General Plan. The Noise Element of the City of Seaside General Plan addresses noise sources in the community and identifies ways to reduce the impacts of these noise sources. The Noise Element contains policies and programs to achieve and maintain noise levels compatible with various types of land uses.

One of the policies contained in the Noise Element of the City's General Plan (N-1.1.1 Compatible Development) endeavors to ensure that new development and reuse/revitalization projects are compatible with the noise environment and existing development. Implementation of the policy focuses on the following:

Review discretionary development proposals for potential on- and offsite stationary and vehicular noise impacts per the California Environmental Quality Act (CEQA). Any proposed development located within a 60 dB or higher noise contour shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Zoning Ordinance, Noise Ordinance, the Noise Contours Map, and Table VI.XII.1 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise reduction designs/structures will be required to reduce the impact to a level less than significant. If the impact cannot be reduced to a level less than significant or avoided with accepted noise reduction methods, the proposed project will be determined "Clearly Unacceptable" and will not be approved.

Table VI.XII.1: City of Seaside Interior and Exterior Noise Standards

Land Use	Noise Standards	
	Exterior	Interior
Residential	65 dBA CNEL	45 dBA CNEL
Mixed-Use Residential	70 dBA CNEL	45 dBA CNEL
Commercial	70 dBA CNEL	–
Office	70 dBA CNEL	50 dBA CNEL
Industrial	75 dBA CNEL	55 dBA CNEL
Public Facilities	70 dBA CNEL	50 dBA CNEL
Schools	50 dBA CNEL	50 dBA CNEL

Source: City of Seaside General Plan. 2004.
 CNEL = Community Noise Equivalent Level
 dBA = A-weighted decibel(s)

The Noise Element also specifies outdoor and indoor noise limits for residential, commercial, office, industrial, public facility, and educational uses. As shown in Table VI.XII.1, City of Seaside Interior and Exterior Noise Standards, the noise standard for exterior living areas is 65 dBA CNEL for residential uses. The indoor residential noise standard is 45 dBA CNEL, which is consistent with the California Noise Insulation Standard.

In addition to establishing exterior and interior noise standards, the City General Plan states that for a proposed project to be approved, the results of an acoustical analysis “must demonstrate that the project is designed to attenuate noise to meet the City’s noise standards.”

City of Seaside Municipal Code. The City has adopted a noise ordinance (Chapter 9.12 of the Municipal Code), which seeks to control noise by setting forth time periods when activities are allowed or prohibited. For example, excessive unnecessary or unusually loud construction noise activity before 7:00 a.m. or after 7:00 p.m. daily (except Saturday, Sunday, and holidays when the hours are before 9:00 a.m. and after 7:00 p.m.) are prohibited. The City’s Municipal Code does not contain quantitative noise limits.

CEQA Significance Criteria-Noise. A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria provided in the City’s General Plan Noise Element and the City’s Noise Ordinance. For purposes of this IS/MND, the proposed project would create a significant noise impact if the noise increase is greater than 3 dBA with the proposed project and the resulting noise level is greater than the established City of Seaside noise standard; or if the noise increase is greater than 5 dBA with the proposed project, but the overall noise level after project implementation is less than the established City of Seaside noise standard.

Vibration. Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Vibration amplitude can be expressed in peak particle velocity (PPV). PPV is defined as the maximum instantaneous positive or negative peak of vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings; both are expressed in inches per second (inch/sec).

Vibration velocity is expressed in vibration velocity decibels (VdB). Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible; however, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. The occupants may perceive building vibration as the motion of building surfaces, the rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The vibrating walls, floors, and ceilings that radiate sound waves cause the rumbling noise.

A typical source of groundborne vibration is construction activities (e.g., pavement breaking and operating heavy-duty earth-moving equipment) and occasional traffic on rough roads. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. Caltrans produced one of the seminal works relating to construction-induced vibration. Table VI.XII.2 lists the reactions of people and damage to buildings from continuous or frequent intermittent vibration levels taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2013). While the proposed project is not subject to Caltrans regulations the following groundborne vibration and noise thresholds are commonly used for projects in the State of California.

Table VI.XII.2: Reactions of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (inch/sec)	Human Reaction	Effect On Building
0.01	Barely Perceptible	No effect
0.04	Distinctly Perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly Perceptible to Strongly Perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly Perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly Perceptible to Severe	Threshold at which there is a risk of damage to older residential dwellings such as plastered walls or ceilings
0.5	Severe – Vibrations considered unpleasant	Threshold at which there is a risk of damage to newer residential structures

Source: California Department of Transportation. 2013. *Transportation and Construction Vibration Guidance Manual*. September.

inch/sec = inches per second
PPV = peak particle velocity

CEQA Significance Criteria-Vibration. While the proposed project is not subject to Caltrans regulations in this IS/MND, a significant vibration impact would occur if construction of the proposed project results in vibration levels that exceed 0.3 inch/sec PPV, as such levels could result in cosmetic damage to normal buildings.

Existing Noise Environment. The project site is located between State Route 1 (SR-1) and Monterey Road just north of the Monterey Road and Coe Avenue intersection in the City of Seaside. To

quantify existing ambient noise levels, noise monitoring was completed at the site on December 8-9, 2015. The noise monitoring survey included two long-term and two short-term measurements. Please refer to Figure XII-1 showing the noise monitoring locations. The results of the long-term noise measurements are shown in Table VI.XII.3 while the results of the short-term measurements are shown in Table VI.XII.4. The primary existing noise source in the vicinity of the project site is vehicular traffic along SR-1 and local traffic along Monterey Road. Neighborhood traffic along Coe Avenue also affects the noise environment.

Table VI.XII.3: Long-Term Noise Measurement (dBA)-Existing Conditions

Location	Description	Daytime Noise Levels (7 a.m. to 7 p.m.)	Nighttime Noise Levels (7 p.m. to 7 a.m.)	Community Noise Equivalent Level (CNEL)
LT-1:	Located near the northwestern boundary of the project site, approximately 135 feet from the nearest lane on northbound SR-1	69 – 73 dBA L _{eq}	61 – 69 dBA L _{eq}	74 dBA CNEL
LT-2:	Located northeast of the Monterey Road/Coe Avenue intersection, approximately 40 feet from the Monterey Road centerline	64 – 69 dBA L _{eq}	56 – 66 dBA L _{eq}	69 dBA CNEL

Source: Illingworth & Rodkin, Inc. 2016. *Noise and Vibration Assessment*. January.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel

L_{eq} = the average noise level during a specific hour

SR-1 = State Route 1

Table VI.XII.4: Summary of Short-Term Noise Measurements (dBA)-Existing Conditions

Noise Measurement Location (Date, Time)	L _{max}	L ₍₁₎	L ₍₁₀₎	L ₍₅₀₎	L ₍₉₀₎	L _{eq(10)}	CNEL
ST-1: ~145 feet from State Route 1 (12/8/2015, 9:30-9:50 a.m.)	75	75	73	71	68	71	74
	76	75	73	71	69	71	
ST-2: ~95 feet from Monterey Road (12/8/2015, 10:00-10:20 a.m.)	69	66	64	62 ¹	60 ¹	62 ¹	66
	69	66	63	61	59	61	

¹ Slightly elevated due to influence of State Route 1 (SR-1) traffic.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibel

L₍₁₎ = noise level exceeded for 1 percent of the measurement period

L₍₁₀₎ = noise level exceeded for 10 percent of the measurement period

L₍₅₀₎ = noise level exceeded for 50 percent of the measurement period

L₍₉₀₎ = noise level exceeded for 90 percent of the measurement period

L_{eq} = the average noise level during a specific hour

L_{eq(10)} = the average noise level during a specific hour

L_{max} = maximum sound level during a noise event

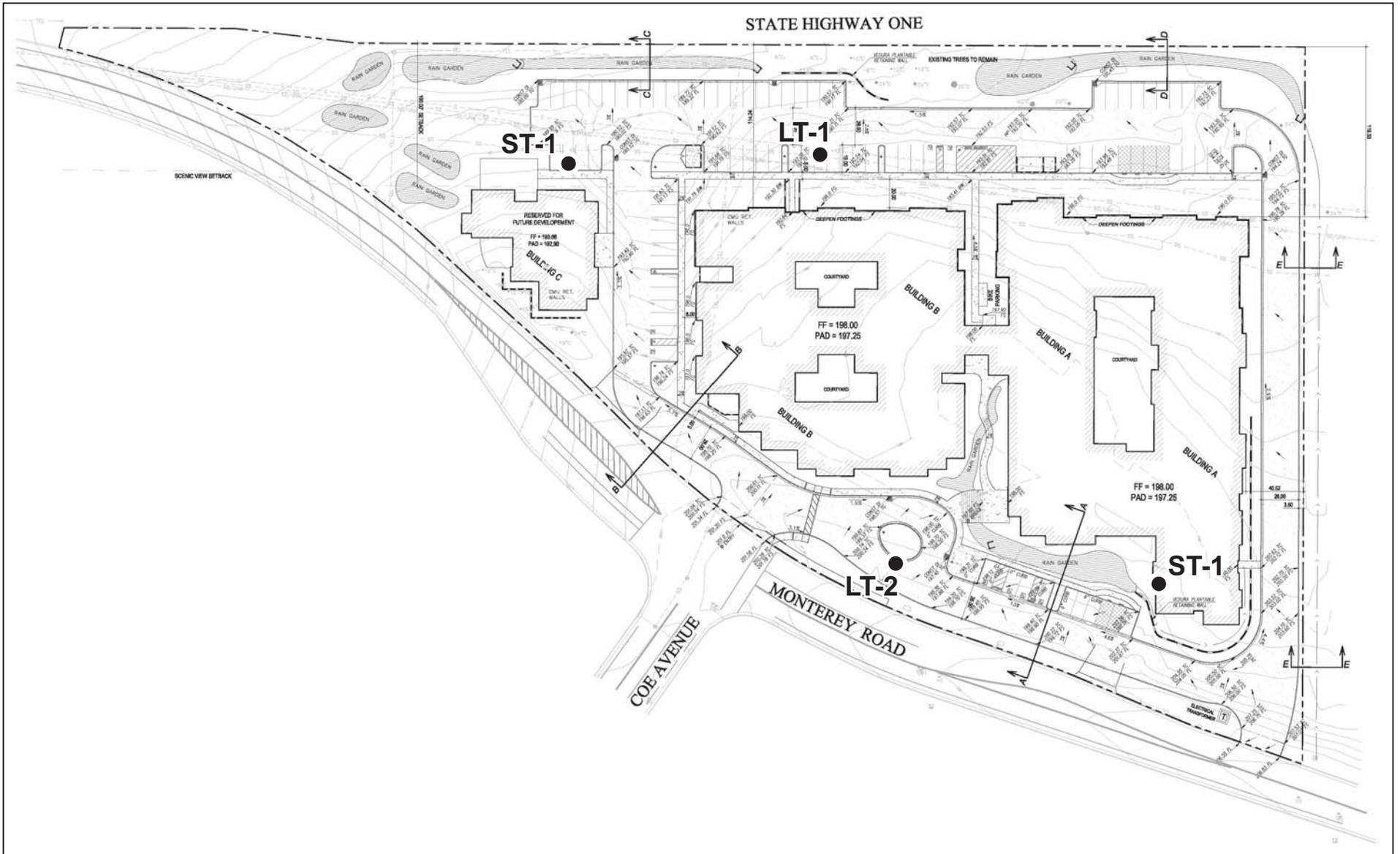
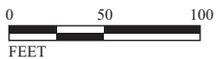


FIGURE XII-1

LSA

LEGEND

● = Noise Monitoring Location



SOURCE: JF Consulting (12-7-2015)

Seaside Senior Living Project
Noise Monitoring Locations

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Discussion/Conclusion/Mitigation:

XII(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?

Short-Term Construction Noise Impacts. Short-term noise impacts would be associated with excavation, grading, and the erection of buildings on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area at the present time, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. As shown in Table VI.XII.5, a single truck passing at a distance of 50 ft would generate a noise level of 84 dBA maximum continuous level (L_{max}). However, the projected construction traffic would be minimal when compared to the existing traffic volumes, particularly along SR-1, and the noise level change associated with construction crew commutes would not be perceptible (less than 3 dBA).

Table VI.XII.5: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 ft)
Backhoe	40	80
Cement Mixer	50	80
Concrete/Industrial Saw	20	90
Crane	16	85
Excavator	40	85
Generator	50	82
Grader	40	85
Loader	40	80
Paver	50	85
Roller	20	85
Rubber Tire Dozer	40	85
Scraper	40	85
Tractor	40	84
Truck	40	84

Source: Federal Highway Administration. 2006. *Highway Construction Noise Handbook*.

dBA = A-weighted decibel

ft = feet

L_{max} = maximum continuous noise level

The second type of short-term noise impact is related to noise generated during project construction, during which time there is a substantial, albeit temporary, increase in noise levels at nearby sensitive land uses. Construction activities can generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used.

The proposed project would be built over the course of 24 months. Construction of the proposed project would be undertaken in three discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. Phase 1 would include demolition of the existing building and pavement, site clearing, and foliage removal. Phase 2 would include grading and trenching. Phase 3 would involve constructing the building foundations, structures, and interior details. These various sequential phases would change the character of the noise generated on the site. Therefore, noise levels would vary as construction progresses. Table VI.XII.5 shows the average noise level ranges for each type of construction equipment, based on a distance of 50 ft between the equipment and a noise receptor. Despite the variety in the type and size of construction equipment used during each phase, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table VI.XII.6 shows the average noise level ranges, by construction activity, based on a distance of 50 ft between the equipment and a noise receptor. As shown in Table VI.XII.6, typical maximum noise levels range from 75 to 88 dBA L_{eq} at a distance of 50 ft. Hourly average construction noise levels associated with the erection of the proposed senior assisted-living facility, such as hammer- and drilling-related noise, range from approximately 63 to 71 dBA at a distance of 50 ft. The noise levels associated with construction of the buildings would be substantially less than the noise levels associated with grading and pavement activities during project site preparation.

Table VI.XII.6: Typical Ranges of Construction Noise Levels at 50 Feet (L_{eq} dBA)

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial, Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works, Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

Source: United States Environmental Protection Agency. 1973. Legal Compilation on Noise, Vol. 1, p. 2-104.

I- All pertinent equipment present at site.

II- Minimum required equipment present at site.

Construction of the proposed project is anticipated to include the use of gas engine chain saws, a tree chipper, pneumatic jackhammers, loaders, heavy trucks, small bulldozers, backhoes, haul trucks, cranes, pumps, auxiliary engines, generators, and compressors. This equipment would be used on the project site. The nearest existing residential structures, Seaside Highlands, are located approximately 60 ft southeast of the project site. During construction along the southern boundary of the project site, these residences would be exposed to hourly average noise levels ranging from 79 to 86 dBA L_{eq} . When construction occurs along the eastern boundary of the project site, residences located 250 ft northeast of the project boundary would experience construction noise levels that would range from 67 to 74 dBA L_{eq} . Construction activities would be conducted in accordance with the provisions of the City of Seaside Municipal Code, which exempts noise level impacts when construction work occurs between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday and between the hours of 7:00 p.m. and 9:00 a.m. on weekends and holidays. This exemption recognizes that construction

activity is typically short-term in duration and a normal part of the daytime urban environment. Therefore, the threshold of significance associated with short-term construction noise is time dependent. Construction activities would only occur during the hours specified above. Therefore, impacts associated with short-term construction noise would be less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation: No mitigation is required.

Significance Determination after Mitigation: Less than Significant Impact

Long-Term Project-Generated Traffic Noise Impacts. Traffic-related noise conditions in the vicinity of the project site were calculated as part of the *Noise and Vibration Assessment* (Illingworth & Rodkin, Inc. 2016). The existing and build-out traffic volumes were compared to calculate the project-related increase in traffic noise. A comparison of these two scenarios demonstrated that traffic volumes on all roadways serving the site would increase by 1 dBA CNEL as a result of project implementation. Therefore, existing traffic noise levels would not substantially increase over existing conditions. Therefore, a substantial increase in ambient noise levels in the project vicinity above existing noise levels without the project would not occur and impacts would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation required.

Significance Determination after Mitigation: Less than Significant Impact

Long-Term Project-Generated Stationary Noise Impacts. The proposed project includes the operation of mechanical ventilation as well as emergency vehicles that may periodically assist residents. The potential noise impacts are discussed below:

Mechanical Equipment. The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment would occur on either the interior or the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA L_{eq} , and during nighttime hours, existing noise levels range from 56 to 66 dBA L_{eq} . The nearest mechanical equipment room proposed near the southern property line would be a distance of 180 ft away from on-site residential units. Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA L_{eq} at a distance of 5 ft. At 180 ft, these units would have noise levels below 40 dBA L_{eq} . Any other identified locations for mechanical equipment would be located further than 180 ft from the nearest noise-sensitive receptors. Because these levels are below the existing ambient noise levels at the project site, impacts associated with the operation of mechanical equipment on the site would be less than significant, and no mitigation is required.

Emergency Response. The proposed senior assisted-living facility may, on occasion, require emergency vehicle assistance, which may include the use of a siren. At a distance of approximately 50 ft, sirens could reach levels of 92 to 94 dBA L_{max} . The nearest existing residences would be located approximately 125 ft from the entrance driveway of the project site, which would result in maximum instantaneous noise levels of 88 to 90 dBA L_{max} . While these levels could be considered to be excessive, they would occur within short time spans and would be in response to emergencies. According to Chapter 9.12.040 of the City's Municipal Code, excessive, unnecessary, or unusually loud noise is exempt from the established noise regulations. Therefore, impacts associated with emergency vehicles would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination after Mitigation: Less than Significant Impact

Long-Term On-Site Exterior Traffic-Related Noise Impacts. The project site plan identifies seven outdoor use areas: three courtyards and four outdoor patios. Figure XII-2 shows each of the courtyards, labeled C1 through C3, and each of the outdoor patios, labeled P1 through P4.

Courtyards: Courtyards C1 and C2 would be located within the Memory Care Facility, and Courtyard C3 would be located in the Assisted Living Building. All three courtyards would be completely surrounded by the proposed senior living center and would not have direct line-of-sight to either SR-1 or Monterey Road. The future exterior noise levels at Courtyards C1, C2, and C3 would be below 65 dBA CNEL when accounting for the acoustical shielding provided by the buildings.

Patios: Outdoor Patios P1 and P2 would be located along the western façade of the Memory Care Facility, as shown in Figure XII-2. While Patio P1 would be shielded from traffic along SR-1 by the proposed buildings, the orientation of the building with respect to Monterey Road would expose part of the exterior of the patio to the traffic noise from Monterey Road. The future calculated exterior noise levels at Patios P1 and P2 would reach 64 dBA CNEL and 67 dBA CNEL, respectively.

Two additional outdoor patios are located along the western façade of the Co-Housing Building on the western boundary of the project site. Patio P3 would have direct line-of-sight to both SR-1 and Monterey Road. Due to the orientation of the proposed Co-Housing Building, P4 would be shielded from SR-1, but would have direct line-of-sight to Monterey Road, with a setback of 45 ft. The future calculated exterior noise levels at Patios P3 and P4 would reach 74 dBA CNEL and 69 dBA CNEL, respectively.

The future calculated noise levels at outdoor Patios P2, P3, and P4 would exceed the 65 dBA CNEL threshold by up to 2 dBA, 9 dBA, and 4 dBA CNEL, respectively. Traffic-related exterior noise impacts at the proposed project site would be significant, and mitigation is required.

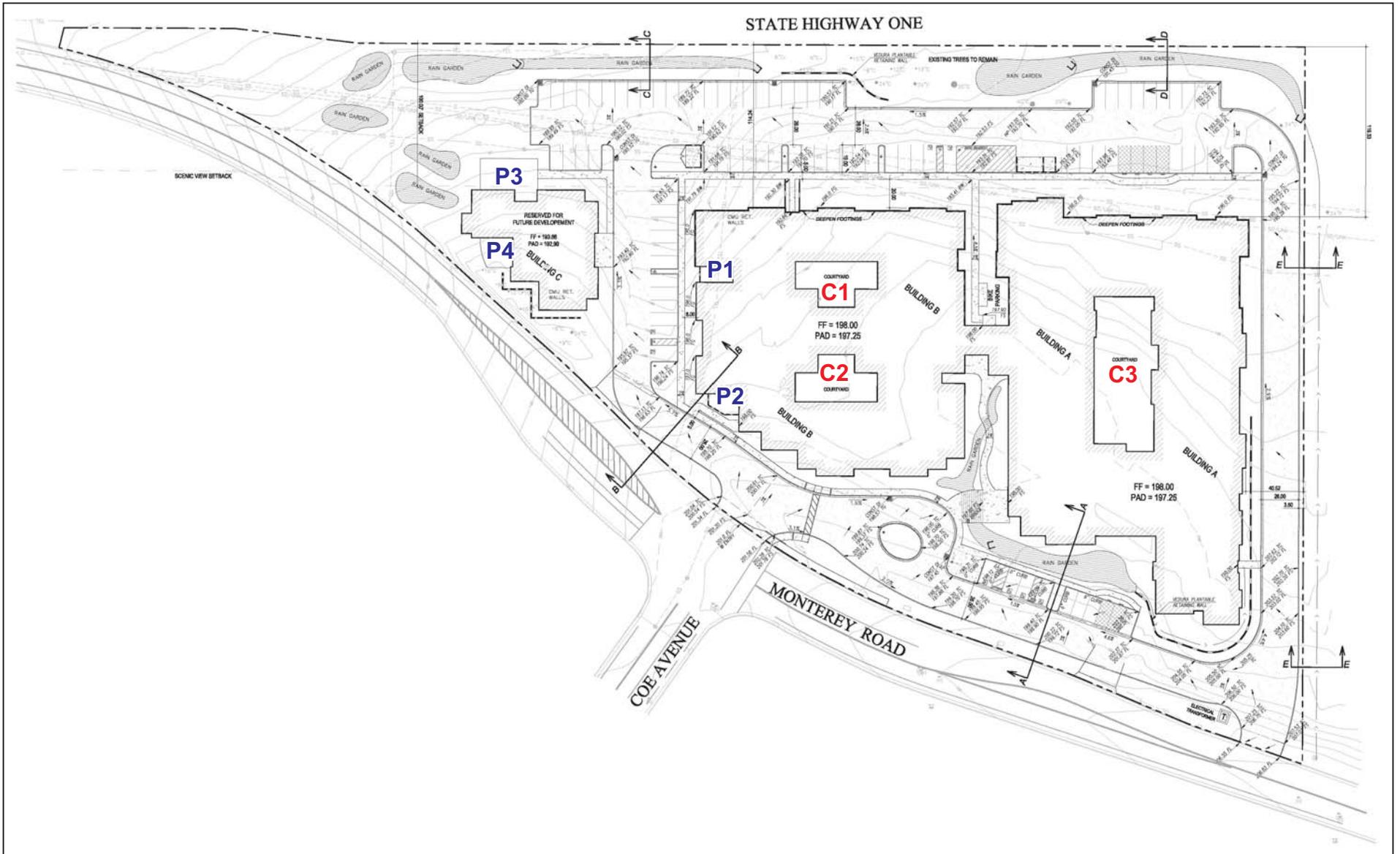
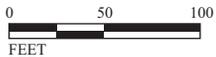


FIGURE XII-2

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- P** = Patio
- C** = Courtyard



SOURCE: JF Consulting (12-7-2015)

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Seaside Senior Living Project
Noise Sensitive Outdoor-Use Areas

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Mitigation Measure NOI-1 requires the construction of sound walls varying in type, height, and length to reduce exterior noise levels at Patios P2, P3, and P4 (refer to Figure XII-3: Proposed Soundwall Locations). With implementation of Mitigation Measure NOI-1, exterior noise levels would be reduced to a level below the City's 65 dBA CNEL noise threshold.

Significance Determination: Potentially Significant Impact

Mitigation Measures:

Mitigation Measure NOI-1:

Sound Barriers. Prior to the issuance of an approved grading plan, the City of Seaside (City) Building Official, or designee, shall confirm that the site plan for the proposed project includes the design and construction of the following sound walls:

- **Patio P2:** The Construction Contractor shall construct a sound wall around the perimeter of Patio P2 that shall be attached to the proposed building on both ends. The total length of the sound wall shall be approximately 30 feet (ft). The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 pounds per square foot (lbs/ft²) (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass concrete masonry units (CMU)). The sound wall shall be at least 5 ft high as measured relative to the base elevation of the outdoor patio.
- **Patio P3:** The Construction Contractor shall construct an 8-inch thick wall, measuring 6 ft tall around the perimeter of Patio P3. The sound wall shall be at least 9 to 10 ft high and shall be at least 85 ft in length.
- **Patio P4:** The Construction Contractor shall construct a sound wall that surrounds the perimeter of the patio that shall be attached to the proposed building on both ends. The total length of the wall shall be at least 40 ft. The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 lbs/ft² (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass CMU). The sound wall shall be at least 5 ft high.

Significance Determination After Mitigation: Less than Significant Impact

Long-Term On-Site Interior Traffic Related Noise Impacts. The City of Seaside General Plan requires that interior noise levels be maintained at or below 45 dBA CNEL for residential uses.

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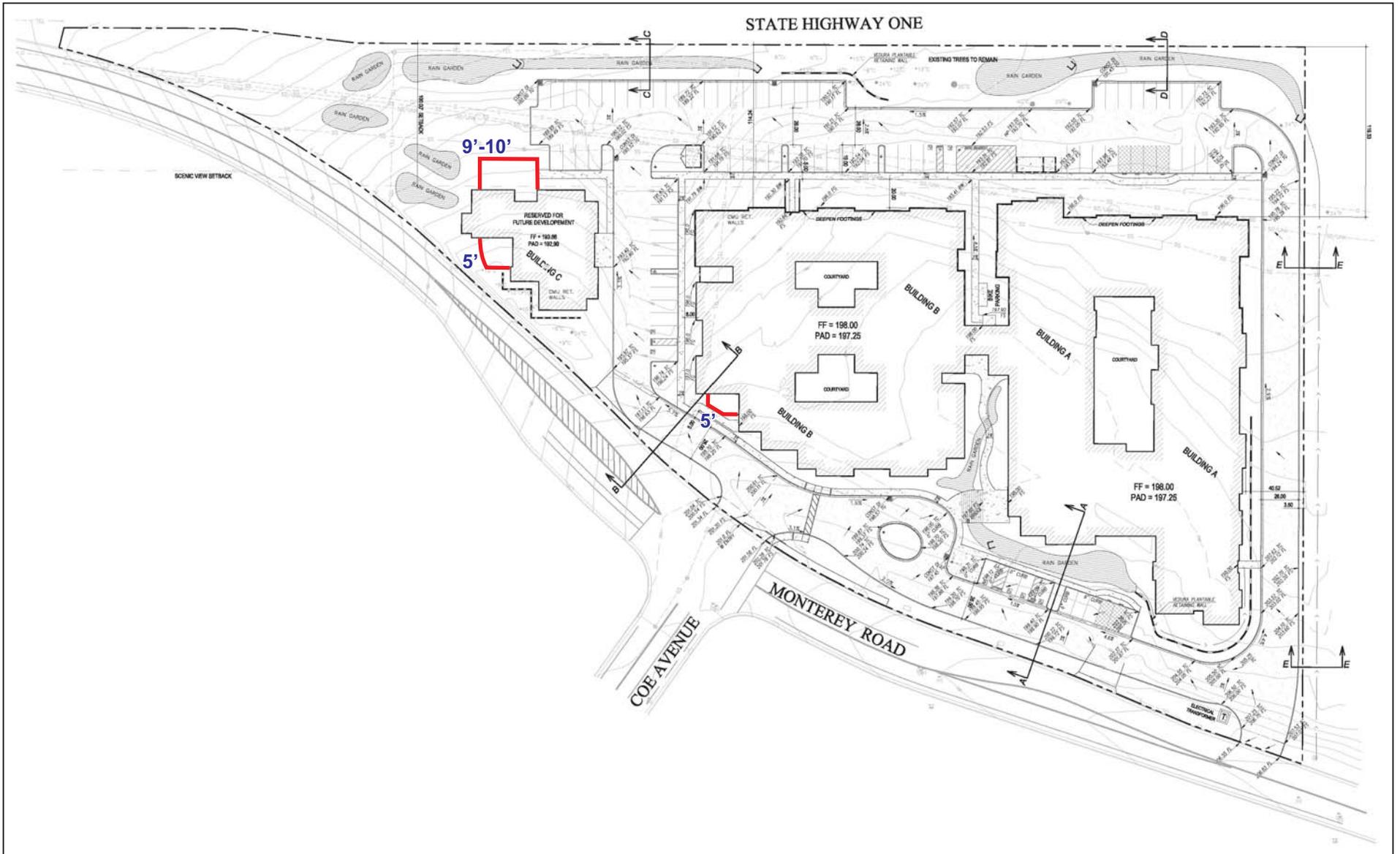
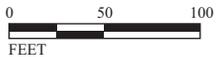


FIGURE XII-3

LSA

LEGEND

- = Proposed Soundwall Location
- 5' = Proposed Soundwall Height (in feet)



SOURCE: JF Consulting (12-7-2015)

Seaside Senior Living Project
Proposed Soundwall Locations

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Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA CNEL, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA CNEL, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

For the proposed project, the interior noise levels would be up to 59 dBA CNEL at the Co-Housing Building and up to 58 dBA CNEL at the Memory Care and Assisted Living Facilities, which exceeds the City's threshold for interior noise by 7 dBA. Therefore, traffic-related interior noise impacts at the proposed project site would be significant, and mitigation is required.

Mitigation Measure NOI-2 requires the installation of doors and windows with varying Sound Transmission Class (STC) ratings in residential units subjected to potentially high interior noise levels. Mitigation Measure NOI-2 also requires the installation of forced-air mechanical ventilation in all residential units proposed as part of the project. Therefore, with implementation of Mitigation Measure NOI-2, interior noise levels would be reduced to a level below the City's 45 dBA CNEL noise threshold.

Significance Determination: Potentially Significant Impact

Mitigation Measures:

Mitigation Measure NOI-2: Prior to the issuance of a grading permit, the City shall ensure that the Developer's project plans include the design and construction of building treatments including the following:

- **Co-Housing Building:** The Construction Contractor shall install windows and doors with a minimum Sound Transmission Class (STC) rating of 30 with adequate forced-air mechanical ventilation in the residential units with direct line-of-sight to State Route 1 along the northern, eastern, and western sides of the Co-Housing Building. The Construction Contractor shall also install windows and doors with a minimum STC rating of 26 in all residential units proposed along the southern façade of the Co-Housing Building.
- **Memory Care Facility:** The Construction Contractor shall install windows and doors with a minimum STC rating of 30 in all exterior-facing units along the

northern façade of the Memory Care Facility. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in units proposed along the eastern and western façades and windows and doors with minimum STC ratings of 26 in units proposed along the Monterey Road-facing units on the southern façade of the Memory Care Facility.

- **Assisted Living Building:** The Construction Contractor shall install doors and windows with minimum STC ratings of 30 in all exterior-facing units along the northern façade of the Assisted Living Building. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in all exterior-facing units along the eastern and western façades and windows and doors with a minimum 26 STC rating for units proposed along the southern façade of the Assisted Living Building.
- **All Buildings:** All rooms/units shall include forced-air mechanical ventilation.

Significance Determination After Mitigation: Less than Significant Impact

XII(b). Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction Vibration. Construction of the proposed project may generate perceptible vibration associated with the use of heavy equipment or impact tools (e.g. jackhammers, hoe rams, etc.). Construction activities would include site clearing and vegetation removal, demolition of existing building and concrete removal, excavation, grading and trenching, site preparation work, foundation work, and new building framing and finishing. The proposed project is not expected to require pile driving, which can cause excessive vibration.

Table VI.XII.7 presents typical vibration levels that could be expected from construction equipment at a distance of 25 ft. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Vibration levels from typical construction activities would be expected to be 0.2 inch/sec PPV or less at a distance of 25 ft, below the 0.3 inch/sec PPV significance threshold. The nearest residential structures to the site are located 60 ft or further from the nearest property line of the project site. Vibration levels at a distance of 60 ft would be 0.08 inch/sec PPV or less. Vibration generated by construction activities near the southern and eastern property line of the project site would at times be perceptible to the nearby residences; however, it would be infrequent and only occur during the allowable daytime construction period. Therefore, project-related impacts associated with the generation of excessive groundborne vibration would be less than significant, and no mitigation is required.

Table VI.XII.7: Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 Ft (inch/sec)	Approximate L_v at 25 Ft (VdB)
Pile Driver (Impact)	upper range	1.158	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Illingworth & Rodkin, Inc. 2016. *Transit Noise and Vibration Impact Assessment*, January; United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

ft = feet

inch/sec = inches per second

PPV = peak particle velocity

VdB = vibration velocity decibels

Construction Vibration. Operation of the proposed project would not involve any uses that would generate groundborne vibration or groundborne noise levels. Therefore, no impact associated with the generation of excessive groundborne vibration would occur, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation required.

Significance Determination after Mitigation: Less Than Significant Impact

XII(c). A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

A substantial permanent increase in ambient noise levels associated with the proposed project would occur if the proposed project would cause noise levels to increase by 3 dBA or more. As shown in Section XII(a) above, long-time traffic noise sources would not cause an increase in ambient noise levels of more than 3 dBA.

As for stationary noise sources that might permanently increase ambient noise levels in the project vicinity, the proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The mechanical equipment would be located either within the proposed on-site buildings or near the northern boundary of the project site. During daytime hours, typical existing hourly average noise levels range from 64 to 69 dBA L_{eq} , and during nighttime hours, existing noise

levels range from 56 to 66 dBA L_{eq} . Typical air conditioning units and heat pumps range from approximately 54 to 62 dBA L_{eq} at a distance of 5 ft. At a distance of 35 ft from the proposed mechanical equipment, the noise level impact would be below 46 dBA L_{eq} , which is more than 10 dBA less than the existing noise levels. When a noise level impact is more than 10 dBA less than existing noise levels, it is assumed that it would not provide an increase in noise levels. All uses, both on-site and off-site, are located more than 35 ft away from the proposed mechanical rooms. Because the noise levels associated with mechanical equipment are below the existing ambient noise levels at the project site and at the off-site residential uses, impacts associated with the operation of mechanical equipment would be less than significant, and no mitigation is required. Therefore, impacts associated with a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project from mobile and stationary noise sources would be less than significant, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination after Mitigation: Less Than Significant Impact

XII(d). A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Implementation of the proposed project would include construction activities that would result in a substantial temporary increase in ambient noise levels in the project site vicinity above levels existing without the project, but would no longer occur once construction is completed. The closest sensitive receptors in the project vicinity are 60 ft from proposed construction areas. During construction along the southern boundary of the project site, these residences would be exposed to hourly construction-related noise levels ranging from 79 to 86 dBA L_{eq} . When comparing the noise levels related to construction activities to existing ambient noise levels ranging from 64 to 69 dBA L_{eq} , it is expected that temporary daytime noise levels may increase by as much as 15 dBA. When construction occurs along the eastern boundary of the project site, residences located 250 ft northeast of the project boundary would experience construction noise levels that would range from 67 to 74 dBA L_{eq} , approximately 12 dBA less than that of the impacts to the residence to the south, due to distance. As noted above under XII(a), the City of Seaside Municipal Code exempts noise level impacts when construction work occurs between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 7:00 p.m. and 9:00 a.m., on weekends and holidays. This exemption recognizes that construction activity is typically short-term in duration and a normal part of the daytime urban environment. Furthermore, implementation of Mitigation Measure NOI-3, which prescribes the implementation of reasonable and feasible best management noise reduction practices to reduce construction noise impacts on adjacent noise sensitive land uses, will greatly reduce construction noise impacts at adjacent noise-sensitive land uses. Therefore, with implementation of Mitigation Measure NOI-3 and adherence to the required hours of construction as prescribed in the City of Seaside's Municipal Code, the substantial temporary increase in ambient noise levels in the project vicinity during construction activities would be less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures:

Mitigation Measure NOI-3:

Best Management Noise Reduction Practices. Prior to issuance of a grading permit, the construction contractor shall develop and implement a construction noise control plan that includes, but is not limited to, the following available Best Management Practices:

- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 ft of adjoining sensitive land uses.
- All construction equipment must have appropriate sound-muffling devices, which shall be properly maintained and used at all times such equipment is in operation.
- The Construction Contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Unnecessary idling of internal combustion engines shall be prohibited.
- The Construction Contractor shall locate on-site equipment staging areas, material stockpiles, and construction parking areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period.
- The Construction Contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Ensure noise from construction workers, such as radios, is not audible at existing residences near the project site.
- Neighbors located within a 300 ft radius to the construction site shall be notified of the construction schedule in writing.
- Designate a project liaison that shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. The liaison shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the project contractor, and the liaison shall coordinate with the

contractor to modify any construction activities generating excessive noise levels to the greatest extent feasible.

- Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions.
- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise controls and practices (including construction hours, construction schedule, and noise coordinator) are being implemented.

Significance Determination after Mitigation: Less than Significant Impact

XII(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?

Monterey Regional Airport is a public-use airport located approximately 2.75 miles south of the project site. Although aircraft-related noise would occasionally be audible at the project site, noise from aircraft would not substantially increase ambient noise levels at the project site. Therefore, there would be less than significant noise impacts due to public airports, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination after Mitigation: Less than Significant Impact

XII(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?

The project site is not in the vicinity of a private airstrip. There would be no impacts related to excessive noise levels from private airstrips, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination after Mitigation: No Impact

SECTION XIII: POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

XIII(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)?

Construction. Construction of the proposed project would provide short-term jobs over an approximately 18-month period. Many of the construction jobs would be temporary or seasonal and would be specific to the variety of construction activities. Although the proposed project would increase the number of employees at the project site during construction activities, it is expected that local and regional construction workers would be available to serve the proposed project’s construction needs.

Project-related construction workers would not be expected to relocate their household’s place of residence as a consequence of working on the proposed project. Therefore, the proposed project would not induce substantial population growth or demand for housing through increased construction employment, and no mitigation is required.

Operation. Implementation of the proposed project would include the construction of three new residential facilities including an Assisted Living Facility, a Memory Care Facility, and Co-Housing. The three proposed senior living facilities would provide a total of 144 residential units and would be designed to accommodate approximately 174 senior residents. It is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City but who are in need of assisted living care. Although it is expected that some senior residents would relocate to obtain assisted living care in this location, the number of people that would relocate to the area would not be substantial. Since the proposed project would primarily serve people already living in the area, the provision of senior assisted living housing would not cause or result in direct population growth.

The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. According to the 2010–2014

American Community Survey 5-Year Estimates,¹ the County has a labor force of 200,196 people, with approximately 18,709 people unemployed.² This suggests an available labor pool to serve the long-term employment opportunities offered by the proposed project. Because of the general availability of labor resources and the current unemployment rates in the County, there would be an opportunity to hire local employees to fill the proposed project's employment needs. It is unlikely that a substantial number of employees would need to be relocated from outside the region to meet the need for 54 employees. Any increase in population associated with proposed project would be limited and would not represent a substantial increase in the City's population.

Furthermore, the proposed project would be located within a developed area that is already served by all utilities. The existing regional infrastructure and the established roadway network would be utilized by employees accessing the project site.

Therefore, project operations would not induce population growth either directly or indirectly, and no mitigation is required.

The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. A majority of the employees, including maintenance and administrative staff positions, would likely be filled by existing City residents. It is possible that the upper management positions and skilled nurses would be filled by relocating individuals or families from elsewhere. However, the addition of a few individuals or families to the City would be accommodated by the existing homes and businesses located in the City and would not result in a substantial direct population growth in the area.

Additionally, the proposed project is located in a developed residential area of the City. The proposed project would tie into existing infrastructure (e.g., access roads, and sewer systems, etc.) and would not include the development of any infrastructure that would induce substantial indirect population growth in the project area. Therefore, implementation of the proposed project would result in a less than significant impact associated with inducing substantial population growth either directly or indirectly, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

¹ United States Department of Commerce, U.S. Census, American Fact Finder. Website: <http://factfinder.census.gov> (accessed January 13, 2016).

² Ibid.

XIII(b). Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? Implementation of the proposed project would include removing one existing vacant structure that was formerly used as a convenience store and gas station by the U.S. Army. No housing currently exists on the project site, and housing displacement would not occur as a result of implementation of the proposed project. Therefore, implementation of the proposed project would not result in an impact related to housing displacement, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

XIII(c). Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Implementation of the proposed project would include removing one existing vacant structure that was formerly used as a convenience store and gas station by the U.S. Army. No housing units or other forms of temporary housing are located on the project site, and no people would be displaced as a result of implementation of the proposed project. Therefore, implementation of the proposed project would not result in an impact related to the displacement of people, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

SECTION XIV: PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

XIV. 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? and **(b). Police protection?** Fire and police protection services for the project site are provided by the Seaside Police Department and the Seaside Fire Department, respectively. Both departments have sole rights to provide service to the entirety of the City. The City operates one fire station located at 1635 Broadway Avenue that is located approximately 2.5 miles from the project site by way of surface streets. The daily staffing for the fire station includes One Chief Officer assigned to a Chevy Tahoe Command Vehicle, three to four firefighters assigned to an Engine company, and three or four firefighters assigned to a Truck company (Chief Brian Dempsey, Personal Communication).

Police Services are provided by the Seaside Police Department. The Police Department is separated into two divisions. The first division is the Field Operations division that provides patrol, drug enforcement, animal control, and reserve officer service. The second division is the Support Services division that operates as the administrative wing of the department. This division also handles any investigations, acts as record keepers, and provides school resource officers to the local schools. The department staffs 51 full-time equivalent personnel with 40 of those being sworn-in officers and the other 11 being non-sworn support staff (Shannon Oster-Gabrielson, Personal Communication).

Construction of the proposed project would not result in any road closures that would interfere with the fire and police departments' abilities to provide services to the City. All construction activities would take place off the road and would not represent an obstacle to these emergency vehicles as they travel the area around the project site.

The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. As noted previously, it is expected that the proposed facilities would primarily accommodate seniors that are currently living in the City, although some of the senior residents would relocate to obtain assisted living care in this location. Furthermore, the proposed project will include in-house skilled nursing staff that could address basic health emergencies that might have otherwise resulted in a request for police or fire services. Nevertheless, it is likely that developing a senior living facility will increase calls for emergency services beyond existing conditions. The fire department has indicated that it will be able to handle any increase in call volume (Chief Brian Dempsey, Personal Communication). The Fire Department's current staffing levels allow for a single fire response or two simultaneous emergency medical service calls. If additional assistance is needed beyond what the Fire Department can provide, the Fire Department receives assistance from either the Presidio of Monterey Fire Department or the Monterey Fire Department. As well, American Medical Response responds to all emergency medical service calls and provides advanced life support service and hospital transport. Furthermore, the proposed project would be designed to comply with all Fire Department access requirements and California Fire Code requirements, would not impair emergency response vehicles or increase response times, and would not substantially increase calls for service. Therefore, the Fire and Police Departments would be able to serve the project site at the same levels provided to this area of the City before proposed project implementation, and impacts to fire and police protection services are expected to be less than significant. In addition, the proposed project would not require new or physically altered public facilities for fire protection, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XIV(c). Schools? The project proposes to construct 144 new senior living residential units located within three facilities and would be designed to accommodate approximately 174 senior residents. Because the residential units would only be occupied by senior residents, the occupants of the proposed project would not directly cause an increase on the demand for school facilities. The proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. As noted in Section XIII, because of the general availability of local and regional labor resources and the current unemployment rates in the County, there would be an opportunity to hire local employees to fill the proposed project's employment needs. It is unlikely that a substantial number of employees would need to be relocated from outside the region to meet the need for 54 employees. Any increase in population associated with the proposed project would be limited and would not represent a substantial increase in the City's population. Therefore, it is not anticipated that that the proposed project would result in a substantial increase in students within the City's school district.

Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. The project Developer would be required to pay such fees to reduce any impacts of residential construction on school services as provided in Section 65995 of the California Government Code. Section 65995 of the California Government Code states that in the case of residential construction, fees, charges, dedications, or other requirements authorized under Section 17620 of the Education Code shall not exceed the one dollar and ninety-three cents (\$1.93) per square foot of assessable space. "Assessable space," for this purpose, means all of the square footage within the perimeter of a residential structure, not including any carport, covered or uncovered walkway, garage, overhang, patio, enclosed patio, detached accessory structure, or similar area. The amount of square footage within the perimeter of a residential structure shall be calculated by the City of Seaside building department. Pursuant to the provisions of Government Code Section 65996, a project's impact on school facilities is fully mitigated through payment of the requisite school facility development fees current at the time a building permit is issued. Therefore, with payment of the required fees, potential impacts to school services and facilities associated with implementation of the proposed project would be less than significant, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

XIV(d). Parks? As stated above, the project proposes to construct 144 new senior living residential units and would be designed to accommodate approximately 174 senior residents. The proposed project would include amenities such as on-site recreational activities as well as outdoor courtyards and gardens. It is anticipated that the majority of senior residents would utilize the on-site facilities and amenities. However, it is plausible that residents and employees on their breaks may utilize neighborhood parks and recreational facilities. The closest neighborhood park to the proposed project is located less than 0.5 mile northeast of the project site on Monterey Road between Buena Road and Corregidor Road. The park was designed to accommodate the adjacent residential neighborhoods and includes a basketball court, tennis courts, play structures, and several grass fields. The potential increase in the number of people utilizing this neighborhood park from the proposed project would result in a nominal impact to the maintenance and upkeep of the park. The potential increase in the number of people utilizing park facilities would not result in an adverse impact to these facilities. Therefore, the proposed project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XIV(e). Other public facilities? The proposed project has been designed as a comprehensive living community with full amenities for senior citizens in need of assisted care. The proposed facilities' amenities include activity areas, a theater, outdoor spaces, and a wellness clinic. It is anticipated that the majority of the needs of the 174 senior residents would be accommodated on the site, and the proposed project would not generate an increased demand for public facilities such as libraries. No impact to public facilities would occur, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

SECTION XV: RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

XV(a). Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? The proposed project would be designed to accommodate approximately 174 senior residents. As stated in Section XIII, Population and Housing, the proposed facilities would likely accommodate seniors currently living in the City who are in need of assisted living care as well as senior residents who would relocate to obtain assisted living care. The proposed project has been designed to provide recreational facilities on the site for residents including a number of activity areas and outdoor recreational and therapeutic spaces. It is anticipated that the senior residents would utilize the on-site facilities and amenities for all recreational purposes. It is not anticipated that the senior residents would utilize any off-site recreational facilities.

As discussed in Section XIII, Population and Housing, the proposed project would generate approximately 54 employees, including healthcare professionals, maintenance employees, and administrative staff. A majority of the employees, including maintenance and administrative staff positions, would likely be filled by existing City residents. It is possible that the upper management positions and skilled nurses would be filled by relocating individuals or families from elsewhere. However, the addition of a few individuals or families to the City would be accommodated by the existing neighborhood and regional parks. Therefore, physical deterioration or other impacts to existing neighborhood or regional parks are not anticipated. Impacts would be considered less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XV(b). Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? The proposed project has been designed to provide on-site recreational facilities for residents, including a number of activity areas and outdoor recreational and therapeutic spaces. The provision of these on-site recreational amenities as part of the proposed project have been considered as an integral part of the environmental analysis presented in this IS/MND. Furthermore, the proposed project would not require the construction or expansion of additional recreational facilities. Therefore, project-related impacts on recreational facilities would be considered less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

SECTION XVI: TRANSPORTATION/ TRAFFIC	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

The discussion and analysis provided in this section are based on the *Traffic Report* (Hatch Mott MacDonald, October 2015) (refer to Appendix A).

XVI(a). Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Roadway performance is most often controlled by the performance of intersections, specifically during peak traffic periods. This is because traffic

control at intersections interrupts traffic flow that would otherwise be relatively unimpeded except for the influences of on-street parking, access to adjacent land uses, or other factors resulting in interaction of vehicles between intersections. For this reason, traffic analyses for individual projects typically focus on peak-hour operating conditions for key intersections. Operating conditions at intersections are typically described in terms of level of service (LOS). LOS is a measure of a roadway’s operating performance and is a tool used in defining thresholds of significance as well as measuring a project’s consistency with such thresholds. LOS is described with letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst conditions. LOS E represents “at-capacity” operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result (gridlock conditions), and operations are designated as LOS F.

The 2010 *Highway Capacity Manual* (HCM 2010) signalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle). The HCM 2010 unsignalized methodology presents LOS in terms of total intersection control delay and approach delay of the major and minor streets (in seconds per vehicle). The relationship between LOS and delay at signalized and unsignalized intersections is summarized in Table VI.XVI.1.

Table VI.XVI.1: Intersection Level of Service Criteria

LOS	Signalized Intersection Delay (Seconds)	Unsignalized Intersection Delay (Seconds)
A	≤10.0	≤10.0
B	>10.0 and ≤20.0	>10.0 and ≤15.0
C	>20.0 and ≤35.0	>15.0 and ≤25.0
D	>35.0 and ≤55.0	>25.0 and ≤35.0
E	>55.0 and ≤80.0	>35.0 and ≤50.0
F	>80.0	>50.0

Source: Transportation Research Board. *Highway Capacity Manual* (2010).
LOS = level of service

The City considers LOS C to be the upper limit of satisfactory operations for signalized intersections. Mitigation is required for any signalized intersection where project traffic causes the LOS to deteriorate from satisfactory (LOS C or better) to unsatisfactory (LOS D, E, or F); or the addition of project traffic increases the average delay more than 2.0 seconds when an intersection is operating at LOS D; or the addition of project traffic increases the average delay by more than 1.0 second at intersections operating at LOS E or F.

For unsignalized intersections, mitigation is required in which the addition of project traffic causes the LOS to deteriorate from satisfactory (LOS E or better for two-way stop-controlled [TWSC] intersections, LOS C or better for all-way stop-controlled [AWSC] intersections) to unsatisfactory (LOS F for TWSC intersections; LOS D for AWSC intersections), or the addition of project traffic exacerbates unsatisfactory operations (LOS F for TWSC intersections; LOS D for AWSC intersections)

The HCM 2010 LOS threshold volumes for a two-lane Collector Street are summarized in Table VI.XVI.2 below.

Table VI.XVI.2: Level of Service Threshold Volumes for Various Roadway Types

Roadway Type	Lanes	Peak-Hour Threshold Volumes				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector Street	2	600	750	900	1,050	1,200

Source: Transportation Research Board. *Highway Capacity Manual* (2010).
 LOS = level of service

The Synchro 8 software was used to determine the LOS at the study area intersections.

The following study area intersections were analyzed in the *Traffic Report*:

1. Coe Avenue–Project Driveway/Monterey Road (AWSC)
2. Fremont Boulevard–SR-1 ramps/Monterey Road (signalized)
3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp (signalized)
4. Secondary Project Driveway/Monterey Road (proposed)

The study area also includes the roadway segment of Monterey Road between Fremont Boulevard and Coe Avenue.

The following analysis periods were evaluated to determine impacts associated with the proposed project:

- Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
- Weekday p.m. peak hour (between 4:00 p.m. and 6:00 p.m.)

Existing a.m. and p.m. peak-hour traffic volumes were collected in October 2014 for the study area intersections and roadway segment. The weekday peak hours (i.e., highest 1-hour period between 7:00 a.m. and 9:00 a.m. and the highest 1-hour period between 4:00 p.m. and 6:00 p.m.) are evaluated because they represent peak commute times (i.e., employees driving to work in the morning and driving home in the evening).

The proposed project includes construction of a 144-unit assisted living facility with memory care services on the project site. Project trips associated with the 163 beds within the 144 assisted living units were generated using trip rates from Land Use Code 254 (Assisted Living) from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012), as presented in Table VI.XVI.3.

Table VI.XVI.3: Project Trip Generation

Land Use	Size	Units	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Assisted Living	163	Occupied beds	2.74	0.12	0.06	0.18	0.15	0.14	0.29
Project Trip Generation									
Assisted Living	163	Occupied beds	447	20	9	29	24	23	47

Source: Institute of Transportation Engineers. *Trip Generation Manual*, 9th Edition (2012).

¹ Trip rates referenced from Land Use Code 254 (Assisted Living), *Trip Generation Manual*.

ADT = average daily traffic

As Table VI.XVI.3 indicates, the proposed project has the potential to generate approximately 447 average daily trips (ADT), including 29 trips (20 inbound and 9 outbound) in the a.m. peak hour and 47 trips (24 inbound and 23 outbound) in the p.m. peak hour.

Trip distribution and assignment for the project was based on proximity to travel corridors.

Table VI.XVI.4, below, summarizes the results of the existing and existing plus project LOS analysis for study area intersections. Table VI.XVI.5 presents the results of the existing and existing plus project LOS analysis for the study area roadway segment.

Table VI.XVI.4: Existing and Existing Plus Project Intersection Level of Service Summary

Study Area Intersection	Time Period	Existing		Existing Plus Project		Delay Increase	Significant Impact?
		Delay	LOS	Delay	LOS		
1. Coe Avenue/Monterey Road	AM	10.1	B	10.5	B	0.4	No
	PM	11.3	B	12.3	B	1.0	No
2. Fremont Boulevard–SR-1 ramps/ Monterey Road	AM	30.9	C	31.5	C	0.6	No
	PM	43.9	D	47.5	D	3.6	Yes
	<i>With Mitigation</i>	-	-	45.5	D	1.6	No
3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp	AM	5.7	A	5.7	A	0.0	No
	PM	7.0	A	7.1	A	0.1	No
4. Secondary Project Driveway/ Monterey Road (proposed)	AM	N/A	N/A	8.8	A	8.8	No
	PM	N/A	N/A	9.4	A	9.4	No

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).

LOS = level of service

N/A = not applicable

SR-1 = State Route 1

Table VI.XVI.5: Existing and Existing Plus Project Roadway Segment Level of Service Summary

Study Area Roadway Segment	Time Period	Existing		Existing Plus Project		Volume Increase	Significant Impact?
		Volume	LOS	Volume	LOS		
Monterey Road between Fremont Boulevard and Coe Avenue	AM	433	A	455	A	22	No
	PM	852	C	888	C	36	No

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).
 LOS = level of service

As shown in Table VI.XVI.4, all three existing study area intersections operate at satisfactory LOS (defined as LOS C or better) during both peak hours, with the exception of the Fremont Boulevard–SR-1 ramps/Monterey Road intersection (LOS D in the p.m. peak hour). With implementation of the proposed project, the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would continue to operate at unsatisfactory LOS D in the p.m. peak hour. Because the proposed project would increase the deficient delay from 43.9 to 47.5 seconds (more than 2.0 seconds), this would result in a significant impact. Implementation of Mitigation Measure TRA-1, requiring a specific employee shift schedule, would reduce significant impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.

The proposed project is anticipated to generate 47 trips in the p.m. peak hour (24 inbound and 23 outbound). The *Traffic Report* prepared for the proposed project concluded that the p.m. peak-hour trip generation must be reduced by a minimum of 22 trips (11 inbound and 11 outbound) to reduce the intersection impact, to less than significant. In other words, the proposed project can generate up to 25 p.m. peak-hour trips (13 inbound and 12 outbound) before a significant impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection.

Because employees would generate the majority of the a.m. and p.m. peak-hour project trips, if employee shift start/end times are scheduled outside of the typical peak-hour periods, the number of employee peak-hour vehicular trips would be reduced.

Therefore, in order to mitigate the significant impact at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection, project operations must implement the following shift times and employee numbers:

- Day Shift 1: 6:00 a.m. to 2:00 p.m., with 37 employees
- Day Shift 2 : 9:00 a.m. to 6:00 p.m., with 5 employees
- Evening Shift: 2:00 p.m. to 10:00 p.m., with 33 employees
- Night Shift: 10:00 p.m. to 6:00 a.m., with 12 employees

Based on the above schedule, and if each person represents 2 trips (1 inbound trip within 15 minutes before shift start time and 1 outbound trip within 15 minutes after shift end time), then a total employee trip generation of 174 daily trips (87 inbound and 87 outbound) can be represented as follows:

- 5:45 a.m. to 6:00 a.m.: 37 inbound trips
- 6:00 a.m. to 6:15 a.m.: 12 outbound trips
- 8:45 a.m. to 9:00 a.m.: 5 inbound trips
- 1:45 p.m. to 2:00 p.m.: 32 inbound trips
- 2:00 p.m. to 2:15 p.m.: 37 outbound trips
- 6:00 p.m. to 6:15 p.m.: 5 outbound trips
- 9:45 p.m. to 10:00 p.m.: 12 inbound trips
- 10:00 p.m. to 10:15 p.m.: 32 outbound trips

Employees of Day Shift 1, Evening Shift, and Night Shift would generate trips outside of both the a.m. and p.m. peak hours. The 5 employees of Day Shift 2 are anticipated to generate 5 inbound a.m. peak-hour trips and 5 outbound p.m. peak-hour trips.

As previously discussed, the proposed project is anticipated to generate 47 p.m. peak-hour trips (24 inbound and 23 outbound) using ITE trip rates. A maximum of 25 p.m. peak-hour trips (13 inbound and 12 outbound) could be generated by the project before a significant intersection impact occurs at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Because the proposed employee shift schedule would limit the p.m. peak-hour trip generation to 5 employee outbound trips, a total of 20 non-employee p.m. peak-hour trips (13 inbound and 7 outbound) could be generated prior to a significant intersection impact occurring at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection. Therefore, it is anticipated that the proposed operational schedule of Mitigation Measure TRA-1 would reduce the total project p.m. peak-hour trip generation to 25 or fewer p.m. peak-hour trips.

With implementation of Mitigation Measure TRA-1, the delay at the Fremont Boulevard–SR-1 ramps/Monterey Road would only increase by 1.6 seconds from existing conditions (from 43.9 to 45.5 seconds), which is below the 2.0 second threshold. Therefore, with implementation of Mitigation Measure TRA-1, traffic impacts associated with the proposed project would be less than significant.

As shown in Table VI.XVI.5, Monterey Road between Fremont Boulevard and Coe Avenue currently operates at satisfactory LOS (defined as LOS C or better) during both peak hours. With implementation of the proposed project, this roadway segment would continue to operate at satisfactory LOS.

Cumulative (year 2035) plus project conditions were also analyzed. Cumulative conditions were developed based on traffic from area-wide approved and proposed long-term projects (i.e., City projects approved by City Planning Department staff). Table VI.XVI.6 summarizes the results of the cumulative plus project LOS analysis for study area intersections. Table VI.XVI.7 presents the results of the cumulative plus project LOS analysis for the study area roadway segment.

Table VI.XVI.6: Cumulative Plus Project Intersection Level of Service Summary

Study Area Intersection	Time Period	Cumulative Plus Project		Significant Impact?
		Delay	LOS	
1. Coe Avenue/Monterey Road	AM	11.1	B	No
	PM	14.1	B	No
2. Fremont Boulevard–SR-1 ramps/ Monterey Road	AM	41.4	D	No
	PM	74.8	E	Yes
<i>With Mitigation</i>	<i>AM</i>	<i>12.0</i>	<i>B</i>	<i>No</i>
	<i>PM</i>	<i>14.1</i>	<i>B</i>	<i>No</i>
3. California Avenue–SR-1 southbound on-ramp/Monterey Road–SR-1 northbound off-ramp	AM	5.9	A	No
	PM	7.4	A	No
4. Secondary Project Driveway/ Monterey Road (proposed)	AM	8.9	A	No
	PM	9.5	A	No

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).
 LOS = level of service
 SR-1 = State Route 1

Table VI.XVI.7: Cumulative Plus Project Roadway Segment Level of Service Summary

Study Area Roadway Segment	Time Period	Cumulative Plus Project		Significant Impact?
		Volume	LOS	
Monterey Road between Fremont Boulevard and Coe Avenue	AM	532	A	No
	PM	992	D	Yes
<i>With Mitigation</i>	<i>AM</i>	<i>241</i>	<i>A</i>	<i>No</i>
	<i>PM</i>	<i>605</i>	<i>B</i>	<i>No</i>

Source: Hatch Mott MacDonald. *Seaside Assisted Living Traffic Report* (October 8, 2015).
 LOS = level of service

As shown in Table VI.XVI.6, three study area intersections are forecast to operate at satisfactory LOS (defined as LOS C or better) during both peak hours under cumulative plus project conditions. The Fremont Boulevard–SR-1 ramps/Monterey Road intersection would operate at an unsatisfactory LOS under the cumulative plus project condition (LOS D in the a.m. peak hour and LOS E in the p.m. peak hour). Because the LOS at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection would degrade from LOS C to D in the a.m. peak hour and from LOS D to E in the p.m. peak hour from existing plus project to cumulative plus project conditions, a significant cumulative impact would result at this intersection. Implementation of Mitigation Measure TRA-2, requiring payment into the Fort Ord Reuse Authority (FORA) Fee, would reduce significant cumulative impacts at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection to less than significant.

As shown in Table VI.XVI.7, Monterey Road between Fremont Boulevard and Coe Avenue is forecast to operate at satisfactory LOS A during the a.m. peak hour and unsatisfactory LOS D during the p.m. peak hour under cumulative plus project conditions. Because the p.m. peak-hour LOS would degrade from satisfactory to unsatisfactory from existing plus project to cumulative plus project conditions, a significant cumulative impact would result at this roadway segment.

Caltrans approved the *SR-1 Project Study Report (PSR)* on September 26, 2002, which identified the following improvements:

- Removal of the east leg of the Fremont Boulevard–SR-1 ramps/Monterey Road intersection
- Upgrading the Fremont Boulevard/Military Avenue–Del Monte Boulevard intersection (including signalization and lane modifications)
- Construction of a new SR-1/Monterey Road interchange north of the existing SR-1/Fremont Boulevard interchange

As a result of these improvements, project traffic to and from SR-1 would be diverted from the existing Fremont Boulevard interchange to the new Monterey Road interchange, as well as away from Monterey Road between Fremont Boulevard and Coe Avenue. As shown in Tables VI. XVI.6 and VI.XVI.7, implementation of these improvements would result in satisfactory LOS B during both peak hours at the SR-1 interchange at Fremont Boulevard and satisfactory LOS B or better during both peak hours along Monterey Road between Fremont Boulevard and Coe Avenue.

These improvements are included in the FORA Capital Improvement Program (CIP). FORA administers a Community Facilities District Fee that includes costs for FORA's CIP, including transportation/transit, habitat management, and water augmentation, as well as payment towards the Transportation Agency for Monterey County (TAMC) regional fee program. The FORA Community Facilities District Fee Schedule is based on the property classifications and tax rates provided in Fort Ord Reuse Authority Resolution 14-13. The proposed project cannot clearly be categorized as one of the property classifications identified in the Community Facilities District Fee Schedule. Therefore, the City and FORA will jointly determine which property classification is the most appropriate, and this will determine the proposed project's required FORA fee. Therefore, implementation of Mitigation Measure TRA-2, which requires payment of the FORA Fee, would reduce significant cumulative impacts along Monterey Road between Fremont Boulevard and Coe Avenue to less than significant.

With implementation of Mitigation Measures TRA-1 and TRA-2, the proposed project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Significance Determination: Potentially Significant Impact

Mitigation Measures:

Mitigation Measure TRA-1: Employee Shift Schedule of Operations. Prior to issuance of a Grading Permit, the Developer shall be required to submit an Employee Shift Schedule of Operations to the City of Seaside (City) Director of Public Works, or appropriate designee, for review and approval. The Employee Shift Schedule of Operations shall be as follows:

- Day Shift 1: 6:00 a.m. to 2:00 p.m., with no more than 37 employees
- Day Shift 2: 9:00 a.m. to 6:00 p.m., with no more than 5 employees
- Evening Shift: 2:00 p.m. to 10:00 p.m., with no more than 33 employees
- Night Shift: 10:00 p.m. to 6:00 a.m., with no more than 12 employees

During project operations, the Developer shall submit quarterly reports to the City Planning Division documenting compliance with the Employee Shift Schedule of Operations.

Mitigation Measure TRA-2: Payment into the FORA Fee. Prior to issuance of a Grading Permit, the Developer shall be required to pay the Fort Ord Reuse Authority (FORA) Fee, which includes costs for the adopted Capital Improvement Program.

Significance Determination After Mitigation: Less than Significant Impact

XVI(b). Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? TAMC is the designated Congestion Management Agency (CMA) and the Regional Transportation Planning Agency for Monterey County. However, Monterey County does not have a Congestion Management Program. The mission of TAMC is to proactively plan and fund a transportation system that enhances mobility, safety, access, environmental quality, and economic activities by serving the needs of Monterey County residents, businesses, and visitors. The City of Seaside is within Monterey County. TAMC prepares the Regional Transportation Plan (RTP) every four years, which provides a basis for actions to allocate State and federal funding to transportation projects. Regional transportation improvements of the 2014 Monterey County RTP include locations within the project study area (i.e., SR-1, Fremont Boulevard, and Monterey Road).

As described in Response XVI (a) above, the proposed project would exceed the City's LOS standards at the Fremont Boulevard–SR-1 ramps/Monterey Road intersection and along Monterey Road between Fremont Boulevard and Coe Avenue. Therefore, the project would be required to

implement Mitigation Measures TRA-1 and TRA-2 in order to reduce its impacts to less than significant. The improvements identified in Mitigation Measure TRA-2 are currently included in the 2014 Monterey County RTP. With the prescribed mitigation of both Mitigation Measures TRA-1 and TRA-2, the project would not conflict with any applicable LOS standards, travel demand measures, or other standards by the County CMA (TAMC).

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measures TRA-1 and TRA-2 above.

Significance Determination After Mitigation: Less than Significant Impact

XVI(c). Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? The nearest airports to the project site are the Monterey Regional Airport located at 200 Fred Kane Drive, which is approximately 5.5 miles south of the project site, and the Salinas Municipal Airport located at 30 Mortensen Avenue, which is approximately 18 miles east of the project site. Implementation of the proposed project would not result in an increase in air traffic or affect air traffic patterns. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

XVI(d). Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? The proposed project would not introduce any new sharp curves or intersections that would conflict with existing land uses in the surrounding area. Access to the project site would be provided via two new full-access driveways on Monterey Road. The main driveway would be the fourth leg of the Coe Avenue/Monterey Road intersection, and the secondary driveway would be located approximately 400 ft east of the Coe Avenue/Monterey Road intersection. The proposed project design features (including the new driveways) would comply with all City standards. Furthermore, the proposed project driveways would intersect with the public street (Monterey Road) at approximately 90 degrees, and there are no sight distance obstructions along Monterey Road. Therefore, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). No mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVI(e). Result in inadequate emergency access? Direct access for emergency vehicles would be provided via the existing intersection of Coe Avenue/Monterey Road, including the main project driveway (i.e., fourth leg of Coe Avenue/Monterey Road), as well as the secondary project driveway

east of the Coe Avenue/Monterey Road driveway on Monterey Road. The project driveways, as well as the internal circulation roadways, would be built in accordance with all applicable City standards allowing safe and efficient ingress and egress of emergency vehicles. Therefore, adequate emergency access would be provided for all vehicles (i.e., employee, visitor, and emergency vehicles). Therefore, implementation of the proposed project would not result in inadequate emergency access. No mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVI(f). Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)? Pedestrians accessing the project site may utilize pedestrian facilities (e.g., sidewalks and crosswalks) that are part of the surrounding street system. Sidewalks are located along both sides of Monterey Road and Coe Avenue and can be used to access the site. Monterey–Salinas Transit (MST) Bus Routes 18, 74, 75, and 76 serve the immediate area with stops along Monterey Road and Coe Avenue directly across the project site. The proposed project would not remove or relocate any alternative transportation access points. Furthermore, the proposed project would be subject to compliance with City policies, plans, and programs and other applicable agencies regarding alternative modes of transportation. Therefore, the proposed project does not conflict with and would not affect adopted plans, policies, or programs supporting alternative transportation. Furthermore, the proposed project would not decrease the performance or safety of such facilities. No mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

SECTION XVII: UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

XVII(a). Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? The Central Coast Regional Water Quality Control Board (RWQCB) regulates the treatment of wastewater at treatment facilities and the discharge of treated wastewater into receiving waters. The proposed project is not an industrial facility and is not subject to the wastewater treatment requirements of the Central Coast RWQCB. Local governments and water districts are responsible for complying with federal regulations, both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation

and maintenance is critical for sewage collection and treatment as impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with the water quality regulations set forth by the State. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, record-keeping, and reporting requirements. Each POTW that intends to discharge into the nation's waters must obtain a WDR prior to initiating its discharge.

The Marina Coast Water District (MCWD) serves the City of Marina and the Ord Community (the former Fort Ord where the project site is located). MCWD provides water, wastewater, and recycled water services. The MCWD facilities would receive wastewater generated from the proposed project. The wastewater is ultimately pumped to the Monterey Regional Water Pollution Control Agency (MRWPCA) regional treatment plant for processing, which is located 2 miles north of the City of Marina in northern Monterey County. Any future development on the project site would be serviced by the MRWPCA regional treatment facility. The regional treatment facility is responsible for the disposal of treated wastewater.

Because the MRWPCA regional plant is considered a POTW, operational discharge flows treated at the MRWPCA regional plant would be required to comply with applicable WDRs issued by the Central Coast RWQCB. Compliance with conditions or permit requirements established by the City as well as WDRs outlined by the Central Coast RWQCB would ensure that wastewater discharges coming from the project site and treated by the wastewater treatment facility system would not exceed applicable Central Coast RWQCB wastewater treatment requirements.

The MRWPCA regional treatment facility has been designed to treat typical wastewater flows from different land uses in the region, including within the City. The proposed project would generate wastewater flows typical of residential and commercial uses in the City. Therefore, the proposed project would not produce wastewater atypical of flows received at the MRWPCA regional treatment plant. MRWPCA has provided the Applicant with a will service letter (see Appendix B) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. In addition, as discussed in Response XVII(b), below, the proposed project is anticipated to generate approximately 24,000 gallons of wastewater per day, which is a fraction of 0.1 percent of the available daily treatment capacity at MRWPCA. Therefore, the increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the MRWPCA regional treatment plant, would be typical of wastewater flows in the City, and would not result in the MRWPCA regional treatment facility exceeding its wastewater treatment requirements. Therefore, impacts related to wastewater treatment requirements would be less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVII(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?

Water. There are three water service providers who provide water to the City. The northern areas of the City, north of Military Avenue, are serviced by MCWD. A section of the easterly area is serviced by the Seaside Municipal Water System, and the remaining areas are serviced by California American Water. The project site is located in the MCWD service area. The MCWD has two different service areas: the Central Marina and the Ord Community. The Central Marina's supply wells are supported from three deep groundwater wells located in the 900 ft aquifer of the Salinas Valley Groundwater Basin, and the Ord Community's supply wells are supported from three groundwater wells located in the lower 180 ft and 400 ft aquifers of the Salinas Valley Groundwater Basin. The project site is located in the Ord Community service area.

The Ord Community is allocated 1,012 acre-feet per year (af/yr) from the Salinas Valley Groundwater Basin. According to the Marina Coast Water District's 10 Year Annual Consumption Report, the metered consumption used by the Ord Community ranged from a low of approximately 415 af/yr in 2006 to approximately 865 af/yr in 2013. In 2015, the metered consumption used by the Ord Community was approximately 390 af/yr.

The proposed project may result in a short-term demand for water during demolition, excavation, grading, and construction activities on site. Water demand for soil watering (fugitive dust control), cleanup, painting, and other activities would be temporary. These uses would cease when construction is complete. Overall, demolition and construction activities require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. Therefore, potential project impacts associated with short-term water supply demand during construction activities would be less than significant, and no mitigation is required.

The proposed project includes the expansion of the existing on-site water system; however, the potential impacts associated with installation of utilities has been evaluated as part of the project throughout this IS/MND. Therefore, the proposed project would not require, nor would it result in, the construction of new water distribution facilities or the expansion of existing facilities other than those facilities to be constructed as part of the project, which could cause significant environmental effects. Therefore, project impacts related to the construction of water distribution facilities are less than significant, and no mitigation is required.

Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr.¹ This does not include any reduction that would be obtained through incorporation of the sustainability features listed in Section II.B of this IS/MND. Based on the current and 10-year annual water consumption rates provided by the Marina Coast Water District, there is sufficient water allocation remaining in the 1,012 af/yr Ord Community/City of Seaside water allocation limit to meet the water supply needs of the proposed project. Therefore, water supply is available to meet the incremental increase in demand from the proposed project. The project would

¹ Water consumption was calculated based on the Marina Coast Water District's Urban Water Management Plan water demand factors. (144 dwelling units x 0.25 af/yr/dwelling unit) + (0.89 ac landscaping x 2.1 af/yr/ac) + (2,000 sf restaurant x 0.00145 af/yr/sf) = 40.8 af/yr.

not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water. Therefore, project impacts associated with an increase in potable water demand are considered less than significant, and no mitigation is required.

Wastewater. The MCWD serves the City of Marina and the Ord Community (the former Fort Ord where the project site is located). MCWD provides water, wastewater, and recycled water services. Wastewater collected through the MCWD facilities is ultimately conveyed to the MRWPCA regional treatment plant. Each City or community maintains and operates its own sewage collection system.

Wastewater generated in the City is conveyed to the MRWPCA regional treatment plant, which is located 2 miles north of the City of Marina in northern Monterey County. The MRWPCA owns and operates a sanitary sewer system that serves a population of approximately 250,000 people in 11 jurisdictions. These jurisdictions include the City of Del Rey Oaks, the City of Monterey, the City of Pacific Grove, the City of Salinas, the City of Sand City, the City of Seaside, the Castroville Community Services District, the Marina Coast Water District, the Moss Landing County Sanitation District, the Boronda County Sanitation District, and the County of Monterey. The facility is located on a 100-acre site and has the capacity to treat 29.6 million gallons of wastewater per day. The facility receives approximately 18.5 million gallons of wastewater each day. Approximately 60 percent of all MRWPCA's water intake is recycled each year and used for farmland in northern Monterey County. Recycling water reduces the discharge of treated wastewater into the Monterey Bay. Wastewater generated by the proposed project would be treated at the MRWPCA regional treatment plant.

It is estimated that implementation of the proposed project would generate approximately 24,000 gallons of wastewater per day. The proposed project would require a fraction of 0.1 percent of the available daily treatment capacity at the MRWPCA regional treatment plant. In addition, MRWPCA has provided the Applicant with a will service letter (see Appendix B) suggesting there is adequate capacity to serve the proposed project's projected demand in addition to existing commitments. Increased wastewater flows from the proposed project can be accommodated within the existing design capacity of the treatment plants that serve the project area. Therefore, the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or expansion of existing facilities, which could cause significant environmental effects. Project impacts related to the construction of wastewater treatment or collection facilities are less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVII(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? As discussed in Section IX, Hydrology and Water Quality, in compliance with the requirement of the Fort Ord Reuse Authority, 100 percent of the on-site storm water from a 24-hour 100-year storm event must be infiltrated on the site. Because stormwater runoff would be contained

on the site, the proposed project would not exceed the capacity of downstream storm drain lines. Therefore, all storm drainage facilities associated with the project would be provided on site, and no new off-site drainage facilities or expansion of existing facilities would be required. The proposed project would include the construction of bioswales and rain gardens and utilize pervious pavement to contain all storm water on the project site.

These stormwater facilities have been assessed as an integral part of the environmental analysis presented in this IS/MND. Therefore, project-related impacts associated with the construction of new or the expansion of existing stormwater drainage facilities would be considered less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVII(d). Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Refer to Response XVII(b), above. Operation of the proposed senior assisted living facility would result in a projected water demand of approximately 40.8 af/yr. The project would not necessitate new or expanded water entitlements, and the MCWD would be able to accommodate the increased demand for potable water. Therefore, the project would have sufficient water supplies available to serve the project from existing entitlements and resources and would not require new or expanded entitlements. Therefore, impacts related to water supplies are less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVII(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? Refer to Response XVII(b), above. Although the proposed project would increase wastewater demand on the site, the increased wastewater flows from the project site can be accommodated within the existing design capacity of the MRWPCA regional treatment plant that serves the City and surrounding area. Therefore, the wastewater treatment provider would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, impacts related to wastewater generation are less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVII(f). Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? The project site is located in the City of Seaside, within Monterey County which is under the jurisdiction of the Monterey Regional Waste Management District (MRWMD). The MRWMD operates the Monterey Peninsula Landfill (MPL) and the Materials Recovery Facility (MRF) on a 470-acre site in the City of Marina. The MPL is the location for regional disposal and the MRF provides recycling services for commercial and self-hauled materials. The MPL and MRF are located approximately 10 miles to the northeast of the project site. The MPL is approximately 315 acres in size and receives approximately 300,000 tons per year (less than 1,000 tons per day) of municipal solid waste for disposal. Based on the current operational schedule and tonnage received, the MPL is estimated to be open until the year 2161. The MPL has a capacity of approximately 84 million cubic yards (cy). The remaining landfill waste capacity is estimated to be at 71 million cy, or 48 million tons.¹

Construction of the proposed project would require the demolition of the 5,000 sf structure currently on the project site, which was previously used a gas and convenience store by the U.S. Army. The gas pumps were previously removed by the U.S. Army in 1996; therefore, demolition activities would not generate or release any hazardous wastes. The majority of the waste generated during demolition and construction activities would be building materials such as concrete, asphalt, dirt, and waste generated by construction workers. The generation of construction waste would be temporary, would cease when construction is complete, and would not be substantial. Demolition and construction debris would be disposed of at the MPL, which has the capacity to handle the amount of construction waste generated by the proposed project. Therefore, construction of the proposed project would result in a less than significant impact to solid waste and landfill activities, and no mitigation is required.

The proposed project is a senior assisted living development, and no hazardous waste is expected to be generated during operation of the proposed project. As illustrated by Table VI.XVII.1, the proposed project would generate a total of 1,140 pounds per day ((lbs/day) of solid waste (0.57 tons per day). The incremental increase in solid waste generated by the proposed project would constitute approximately 0.057 percent of the average daily available capacity (1,000 tons per day) at the MPL. Therefore, solid waste generated by the proposed project would not exceed the capacity of the MPL, and implementation of the proposed project would result in a less than significant impact to solid waste and landfill activities, and no mitigation is required.

¹ Monterey Regional Waste Management District. 2014. Monterey Peninsula Landfill. Website: <http://www.mrwmd.org/programs-services/disposal/monterey-peninsula-landfill/> (accessed October 8 2015).

Table VI.XVII.1: Generation of Solid Waste from Implementation of the Proposed Project

	Land Use	Proposed Development	Estimated Solid Waste Generation Rate	Estimated Solid Waste Generation (lbs/day)
Proposed Project	Nursing/Retirement Home	174 ¹ persons	5 lbs/person/day	870
	Nursing/Retirement Home	54 employees	5 lbs/person/day	270
Total				1,140

Source: CalRecycle, Public Sector and Institutions: Estimated Solid Waste Generation Rates

¹ Estimated 100 seniors living in the Assisted Living Facility, 55 seniors living in the Memory Care Facility, 1 caretaker in the Co-Housing Facility and 1.5 persons per 12 independent senior living units (1.5 persons per unit x 12 senior residential units = 18 persons + 100 persons + 55 persons = 174 persons).

lbs/day = pounds per day

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

XVII(g). Comply with federal, state, and local statutes and regulations related to solid waste?

The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies such as source reduction, recycling, and composting. The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. In response to AB 939, the MRWMD's MRF was opened in 1996. Since 1996, the MRF and recycling programs have diverted more than 1.1 million tons of recyclable and reusable materials from landfill disposal. More than 50 percent of the mixed waste that is received at the MRF is recycled, reused, and diverted from landfill disposal, meeting the AB 939 requirements. AB 341 was passed in 2011 and that increased the landfill diversion goal to 75 percent by 2020. MRWMD staff is currently preparing an MRF project that would be capable of recovering up to 75 percent or more of mixed waste,¹ in addition to processing the construction and demolition waste, which would allow the facility to meet the required diversion goal. In addition, the City contracts with Waste Management, which provides curbside trash, recycling, and yard waste collection services that counts towards meeting the City's solid waste diversion goal.

The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal, State, and City law. In addition, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the existing landfill serving the project site. Therefore, the proposed project would result in a less than significant impact related to federal, State, and local statutes and regulations related to solid wastes, and no mitigation is required.

¹ Monterey Regional Waste Management District. 2014. Materials Recovery Facility. Website: <http://www.mrwmd.org/programs-services/recycling/materials-recovery-facility/> (accessed October 8, 2015).

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

SECTION XVIII: MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

XVIII(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? As stated in Chapter VI, Section IV, Biological Resources, 47 special-status plant and wildlife species have the potential to occur within the project area. Of the 47 special-status species identified, only one special-status plant species, Michael’s rein orchid, was observed in the southeast portion of the project site during the field survey conducted during the spring of 2015. This small patch consisted of less than a dozen plants. This species has a California Native Plant Society (CNPS) rating of 4.2 (i.e., this species is fairly uncommon and of limited distribution but does not have a State or federal protection status). In addition, plants with this CNPS ranking should be monitored and, where possible, avoided and preserved; however, protection and preservation of this species is not required. No other suitable habitat or special-status species were found to be present on the project site during the 2014 and 2015 field surveys.

There is a limited potential that the project site may provide suitable upland habitat for special-status amphibian species, such as the California tiger salamander (CTS) and/or California red-legged frog, (CRLF) which are federally and State listed as threatened and federally listed as threatened, respectively, if the large stormwater basin adjacent to the project site begins holding surface water seasonally. Because there is no evidence of the basin holding water in the past, the possibility of this occurring is very remote. However, in the unlikely event that the basin begins to hold water, it is likely that it would occur well after the project has been developed.

The proposed project would remove 84 trees (Monterey cypress and bluegum eucalyptus) that may provide suitable habitat for migratory birds and raptors protected under the Migratory Bird Treaty Act and the California Fish and Game Code. In addition, these trees may provide roosting habitat for bats. Impacts to nesting birds and roosting bats could occur in the form of direct mortality, particularly from the destruction of nests and mortality of young if construction occurs during the nesting bird season or bat maternity season, or from habitat loss. If construction activities are scheduled during the nesting bird season or bat maternity season, pre-construction nesting bird and roosting bat surveys would be required in order to prevent any impacts to nesting birds or roosting bats, as specified in Mitigation Measure BIO-1. With implementation of Mitigation Measure BIO-1, potential project-related impacts to nesting birds and roosting bats would be reduced to less than significant levels.

As stated in Chapter VI, Section V, Cultural Resources, the project site does not contain surface evidence of archaeological resources, is not within an area of high sensitivity for possessing archaeological resources, and has no indication of elevated sensitivity for the presence of previously undocumented buried archaeological resources to occur in the project area. Construction of the proposed project would require excavation; however, the potential for unknown subsurface resources to be encountered during construction activities is low. In the unlikely event that unknown archaeological resources are discovered during construction of the proposed project, compliance with existing regulations as specified in Standard Condition CULT-1 would ensure that potential project-related impacts associated with impacting unknown archaeological resources would be less than significant, and no mitigation is required.

The project site is underlain by Late Pleistocene Older Dune Sand, and deposits of this age elsewhere in the County and across California have produced scientifically significant paleontological resources. As such, these deposits are considered to have high paleontological sensitivity. Because project excavation would reach depths of these paleontologically sensitive deposits, there is a potential for the proposed project to impact paleontological resources. Implementation of Mitigation Measure CULT-2 requiring the development and implementation of a Paleontological Resource Impact Mitigation Program (PRIMP), would reduce potential impacts to paleontological resources to less than significant levels.

No human remains are present on the project site, and there are no facts or evidence to support the theory that Native Americans or people of European descent are buried on the project site. However, project excavation has the potential to disturb previously unknown human remains. In the unlikely event that human remains are encountered during construction of the proposed project, implementation of Standard Condition CULT-3, requiring notification of the proper authorities and proper handling of human remains, would reduce potential impacts to unknown buried human remains to less than significant levels, and no mitigation is required.

Therefore, with implementation of the Mitigation Measures and Standard Conditions noted above, the potential for the proposed project 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 rare or endangered plants or animals, or eliminate important examples of a major period of California history or prehistory would be less than significant.

Significance Determination: Less than Significant Impact

Mitigation Measures: Refer to Mitigation Measure BIO-1, and Standard Conditions CULT-1, CULT-3, and Mitigation Measure CULT-2 in Chapter VI, Section IV, Biological Resources, and Section V, Cultural Resources, respectively.

Significance Determination After Mitigation: Less than Significant Impact

XVIII(b). Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? Section 15065(a)(3) of the *State CEQA Guidelines* states that a project’s cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonable foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects or programs that are not incorporated into baseline or existing conditions. Section 15355 of the *State CEQA Guidelines* defines a cumulative impact as an impact that is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts. The projects identified in Table VI.XVIII.1, below, were reviewed to evaluate the potential cumulative impacts associated with implementation of the proposed project. As shown in the discussion above, environmental impacts associated with the proposed project can be reduced to less than significant levels through standard or project-specific mitigation measures. When the impacts associated with the proposed project were evaluated in conjunction with the projected impacts from the Cumulative Project List provided below (Table VI.XVIII.1), it was determined that the proposed project’s cumulative contribution to impacts in the proposed project area would be negligible; therefore, cumulative impacts associated with the proposed project would be less than significant, and no mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

Table VI.XVIII.1: Cumulative Projects List

Project Title	Project Location and Description	Current Status
In-N-Out Burger Drive-Through Restaurant	The proposed restaurant is located along Del Monte Boulevard adjacent to Laguna Grande Lake in the City of Seaside. The project includes an approximately 3,750 sf In-N-Out Burger Drive-Through Restaurant and associated facilities including outdoor dining, outdoor patio seating, and a drive-through window.	Under construction.
The Projects at Main Gate Specific Plan/EIR	The proposed development is located at the former Fort Ord Main Gate bordered by SR-1, Light Fighter Drive, 2 nd Avenue, and 1 st Street in the City of Seaside. The proposed 552,000 sf of regional retail/entertainment is located on approximately 56 acres and would include a department store and restaurants in a Lifestyle Center with a retail center (“The Strand”), hotel/conference center, and a full-service spa.	Specific Plan/EIR adopted in August 2010.
Seaside Resort	The proposed resort is located at the Bayonet and Black Horse Golf Course in the northwest area of the City of Seaside on the former Fort Ord Military Base. The proposed resort includes a four-Star Hotel with 275 rooms, 175 timeshare units, 125 custom residential lots, and golf courses.	The two golf courses and 29 home sites have been developed. No additional development is pending.

EIR = Environmental Impact Report
 sf = square foot/feet
 SR-1 = State Route 1

XVIII(c). Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? This IS/MND evaluates the proposed project’s potential impacts to aesthetics, air quality, agricultural and forestry resources, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. Based on the proposed project description and the environmental analysis provided for each of these issue areas, implementation of the proposed project would not cause substantial adverse effects on human beings as all potentially significant impacts of the proposed project can be mitigated to less than significant levels.

Significance Determination: Less than Significant Impact

Mitigation Measures: No additional mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

VII. FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES

A. Assessment of Fee

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to California Environmental Quality Act (CEQA) review had a “de minimus” (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife (CDFW). Projects that were determined to have a “de minimus” effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of “de minimus” effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the CDFW determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of “no effect” on fish and wildlife resources, project proponents must submit a form requesting such determination to the CDFW. Forms may be obtained by contacting the department by telephone at (916) 631-0606 or through the CDFW’s website at www.dfg.ca.gov.

B. Conclusion

The City of Seaside will be required to pay the fee.

C. Evidence

Based on the record as a whole as embodied in the attached Initial Study/Proposed Mitigated Negative Declaration.

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VIII. MITIGATION MONITORING AND REPORTING PROGRAM

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
Aesthetics			
<p>Mitigation Measure AES-1:</p> <p>Lighting Plan. Prior to issuance of a grading permit, a Final Lighting Plan shall be prepared for the proposed project and be submitted for review and approval to the City of Seaside (City) Board of Architectural Review. The Final Lighting Plan shall be prepared by a qualified engineer and shall comply with the requirements of the California Energy Code set forth in the California Code of Regulations (CCR), Title 24, Part 6 and the City’s Municipal Code. The Final Lighting Plan shall include the following components to minimize adverse visual effects during nighttime hours:</p> <ul style="list-style-type: none"> • Lighting fixtures shall be focused downward within the project site boundaries to avoid light spill upward to the night sky or out on adjacent properties. • The Final Lighting Plan shall be reviewed by the City’s Police Department for consistency with security and safety requirements. • All proposed interior project lighting shall have a maximum candela value such that the light falls within the buildings. • The Final Lighting Plan shall also include a photometric survey. The photometric survey shall demonstrate that no direct rays shine onto public streets or adjacent sites and that no on-site lighting source produces an illumination level greater than 1-foot-candle on any property within a residential zone except on the site of the source. 	<p>The Project Architect/Project Engineer</p>	<p>Prior to issuance of grading permit.</p>	
Air Quality			
<p>Standard Condition AQ-1:</p> <p>Dust Control Measures. The City of Seaside (City) Engineer shall ensure, per the Monterey Bay Unified Air Pollution</p>	<p>The Construction Contractor</p>	<p>During project construction.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>Control District <i>CEQA Air Quality Guidelines</i> that the following dust mitigation measures shall be implemented by the Construction Contractor during construction of the proposed project:</p> <ul style="list-style-type: none"> • The Construction Contractor shall water all active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. • The Construction Contractor shall apply chemical soil stabilizers on inactive construction areas (disturbed lands within the proposed project’s construction footprint that are unused for at least four consecutive days). • The Construction Contractor shall apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and shall hydroseed the area. • The Construction Contractor shall cover all trucks hauling dirt, sand, or loose materials to and from the project site. • The Construction Contractor shall plant vegetative ground cover in disturbed areas as soon as possible. • The Construction Contractor shall cover inactive storage piles. • The Construction Contractor shall sweep streets if visible soil material is carried out from the construction site. • The Construction Contractor shall limit the area under construction at any one time and limit grading to 2.2 acres per day. 			
<p>Standard Condition AQ-2:</p> <p>Air Pollution Reduction Measures. The City Resource Management Services shall ensure, prior to final site plan approval, that the proposed project site plans include the following written specifications to reduce air pollutants generated by vehicle and equipment exhaust during construction:</p>	<p>The Construction Contractor</p>	<p>Prior to final site plan approval.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<ul style="list-style-type: none"> • The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment shall be tuned and maintained in accordance with the manufacturers' specifications. • The Construction Contractor shall ensure that construction grading plans include a statement that work crews shall shut off equipment when not in use. • The Construction Contractor shall time the construction activities so as not to interfere with peak-hour traffic and to minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways. • The Construction Contractor shall support and encourage ridesharing and transit incentives for the construction crew. • California Air Resources Board-approved on-road diesel fuel shall be used in all diesel construction equipment when available. 			
Biological Resources			
<p>Mitigation Measure BIO-1:</p> <p>Pre-construction Nesting Bird and Roosting Bat Surveys. To avoid impacts to native bird or roosting bat species that may utilize the project site, if feasible, construction (at a minimum, vegetation clearing and/or preliminary ground disturbance) should take place outside the nesting bird and roosting bat season (i.e., September through mid-January). If these activities are scheduled within the active bird nesting season (January 15 through July 31) or recognized bat maternity season (April 1 through August 31), within 14 days prior to commencement of construction activities, a nesting bird survey and bat roosting survey shall be conducted by a qualified biologist. This requirement shall</p>	The Construction Contractor	Within 14 days prior to the commencement of construction activities.	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>be reflected as notes on all construction documents to be approved by the City of Seaside (City).</p> <p>If no active nests or roosts are located, construction activities can proceed. If active nests are located, then construction work should be conducted outside an exclusion zone to be developed by the qualified biologist in coordination with the appropriate regulatory agency based on the geographic setting of the nest and the species (i.e., 50 feet (ft) for common passerine species and up to 500 ft for raptor species). Construction activities should avoid the exclusion zones until the qualified biologist determines that the young have successfully fledged or the nest is no longer considered active. A qualified biologist should conduct periodic site inspections to ensure that the exclusion zone is maintained and to monitor the nesting progression. Should roosting bats be found in any of the trees, bats will be humanely evicted from their roosts using a site- and/or species-specific tree trimming protocol developed in coordination and consultation with the California Department of Fish and Wildlife (CDFW).</p> <p>If applicable, within 1 week of the completing the pre-construction nesting bird and bat roosting survey, the qualified biologist shall prepare a memorandum documenting the survey results and submit to the City for review and approval.</p>			
<p>Standard Condition BIO-2:</p> <p>Board of Architectural Review. Prior to project level review by the City Planning Commission, the Developer shall submit the project's Landscaping Plans to the City Board of Architectural Review (BAR) for review and approval. The Landscape Plans shall incorporate all Conditions of Approval as required for the proposed project by the BAR prior to the issuance of a building permit.</p>	<p>The Landscape Architect</p>	<p>Prior to issuance of grading permit.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>Mitigation Measure BIO-3:</p> <p>Contracted Arborist. Prior to the issuance of a tree removal permit, the Developer shall submit proof to the City of an executed agreement with a qualified Arborist. The agreement shall include a schedule of the proposed construction timeline for the Project Arborist to ensure compliance with the following measures as detailed in the Arborist Assessment;</p> <ul style="list-style-type: none"> • Exclusionary Fencing: Prior to commencing grading and construction activities, the Construction Contractor shall install high visibility exclusionary fencing in a manner that clearly defines the work area, limits unnecessary disturbance and protects the critical root zone (i.e., canopy dripline) of individual trees and tree groupings to be preserved by the proposed project. The Project Arborist shall identify and delineate sensitive root zone areas within and beyond the canopy dripline of retained trees to ensure these trees will be protected and preserved for the duration of the project. The Construction Contractor shall conduct necessary repairs, modifications, and maintenance to canopy driplines on an as needed basis for the duration of construction. • Sedimentation Control: The Construction Contractor shall install appropriate sedimentation control measures (e.g., silt fence) along the downslope perimeter of the project site, and, if necessary, apply soil stabilization and erosion control measures (e.g., rice straw mulch, erosion control blankets, all-weather surfaces) to exposed soil surfaces to prevent erosion and sediment runoff around preserved trees during rain events. The Construction Contractor shall conduct routine monitoring and necessary maintenance to ensure the erosion control and sedimentation control measures are functioning effectively for the duration of construction. • Trunk and Stem Protection: Where grading and construction activities are occurring within 3 ft of 	<p>The Construction Contractor/Qualified Arborist</p>	<p>Prior to commencing grading and construction activities.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>preserved trees, the Construction Contractor shall install trunk and stem protection measures (e.g., weed free rice straw bales or construction lumber). Tree protection measures shall be securely installed to trees with rope and surrounded by high visibility exclusionary fencing. If it is necessary to perform any pruning, the Construction Contractor shall use proper tree pruning practices in consultation with the Project Arborist.</p> <ul style="list-style-type: none"> • Root Zone Protection: To the greatest extent feasible, the Construction Contractor shall avoid damaging or severing roots located within the critical root zone (i.e., canopy dripline) of preserved trees, especially roots that are 2 inches in diameter or larger. Construction footings shall be designed and excavation cuts performed in a manner to minimize impacts to primary roots. If roots are encountered, efforts shall be made to carefully excavate (e.g., tunnel or dig) under or around primary lateral roots. Trenching operations that may occur in close proximity to preserved trees shall be performed under the guidance and monitoring of the Project Arborist. Tree roots severed or damaged during grading or excavating operations shall be cleanly cut and promptly covered with moist burlap fabric or equivalent until roots are permanently covered with backfill material or until the exposed grading cut and soil profile is permanently stabilized and protected. If burlap-covered cut roots are exposed to the outside environment for a prolonged period of time, the Construction Contractor shall assign a site attendant the task of regularly wetting burlap-covered roots to prevent root desiccation. • Trees Damage: In accordance with established tree care and preservation Best Management Practices, if protected trees are damaged during construction of the proposed project, the Construction Contractor shall promptly repair and/or treat the trees as prescribed by the Project Arborists. Remedial or corrective treatments shall depend largely on the condition of the specific tree and the 			

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>damage or injury sustained.</p> <ul style="list-style-type: none"> • Natural Grade Protection: To the greatest extent feasible, the Construction Contractor shall avoid altering the natural grade and applying excessive fill material within the critical root zone of the protected trees to reduce the likelihood of crown rot and root decay disorders from developing. Specifically, applying fill material against the lower trunk and root crown of protected trees should be avoided. • Irrigation: The Construction Contractor shall irrigate protected trees on a schedule as determined by the Project Arborist at the start of construction. Tree irrigation shall wet the soil within the tree protection zone to a depth of 30 inches. Irrigation shall continue for the duration of construction of the proposed project. • Pruning: If tree pruning is necessary, the Construction Contractor shall conduct pruning at the direction of the Project Arborist. The Project Arborist shall oversee pruning activities to ensure that pruning is conducted in a manner that minimizes harmful impacts to trees and reduces potential tree hazards. If feasible, tree pruning shall be performed during the fall through early winter months. Pruning shall be conducted so that cuts are as small as possible and as few living branches as possible are removed. • Woodchip Mulch: The Construction Contractor shall retain woodchip mulch produced during tree removal operations on the site. This sourced mulch shall be utilized for erosion control (i.e., mulch can be effective at stabilizing and protecting exposed soil surfaces) as well as preventing soil compaction within tree root zones and may be used for future landscaping activities on the project site. • Storage: The Construction Contractor shall avoid storing construction tools, materials, and equipment within the dripline of protected trees. The Construction Contractor shall not wash out or dispose of excess materials (e.g., 			

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>paint) or temporarily store or stockpile materials and/or equipment within the critical root zones of protected trees. If it is unavoidable and necessary to temporarily store or stockpile materials and/or equipment within the dripline of protected trees, the Construction Contractor shall apply 6–12 inches of clean and properly sourced woodchip mulch within the dripline to prevent substantial soil compaction and root zone disturbance. Once construction activities are complete, the temporary mulch layer shall be removed and reduced to a 3–4 inch layer of woodchip mulch to allow for increased water and oxygen penetration into the subgrade.</p> <ul style="list-style-type: none"> • Site Inspections: For the duration of construction, the Construction Contractor shall regularly perform construction site inspections to monitor the condition of protected trees and resource protection measures and to determine if any repairs, adjustments, or modifications are necessary. Additionally, trees impacted by site development shall be periodically monitored and assessed during and following construction to determine if any tree care and management actions are necessary and to make certain trees do not present a hazard to property and/or nearby structures. <p>The Project Arborist shall submit monthly memorandums to the City during construction and within 2 weeks of the completion of construction, and shall submit a final report summarizing the project’s compliance with the measures prescribed above.</p>			
Cultural Resources			
<p>Standard Condition CULT-1:</p> <p>Discovery of Archaeological Resources. If unknown deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified</p>	<p>The Construction Contractor/Qualified Archaeologist</p>	<p>During grading and construction activities.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The Developer and the City of Seaside Planning Department should also be notified. Project personnel should not collect or move any archaeological materials. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources (California Register) eligibility. If the deposit is not eligible, a determination should be made as to whether it qualifies as a “unique archaeological resource” under the California Environmental Quality Act (CEQA). If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for listing in the California Register, or is a unique archaeological resource, it will need to be avoided by adverse impacts or such impacts must be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. The data recovery will avoid or substantially reduce the severity of the impact through the professional recovery and analysis of archaeological deposits, and the synthesis of those findings with current archaeological research questions to realize the information potential of the resource. The report should be submitted to City of Seaside and the Northwest Information Center.</p> <p>Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric sites often contain human remains.</p>			

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>Historical materials can include wood, stone, concrete footings, walls, and other structural remains; and deposits of wood, glass, ceramics, metal, and other refuse.</p>			
<p>Mitigation Measure CULT-2:</p> <p>Paleontological Impact Mitigation Program. Prior to the issuance of a grading permit, the Developer shall submit proof of an executed agreement with a qualified Paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) in order to mitigate adverse impacts to paleontological resources that may exist on the site in on-site sediments. The PRIMP shall follow guidelines developed by the Society For Vertebrate Paleontology (SVP; 1995) and include the methods that shall be used to protect paleontological resources that may exist within the project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities in deposits with a high paleontological sensitivity rating shall be monitored by a qualified paleontologist following the PRIMP. Specific monitoring levels may be determined based on more detailed excavation plans for the proposed project. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a scientific institution. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist should be contacted to assess the find for significance. If determined to be significant, the fossil shall be</p>	<p>The Construction Contractor/Qualified Paleontologist</p>	<p>During grading and construction activities.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
collected from the field and transported to the laboratory for evaluation and curation.			
<p>Standard Condition CULT-3:</p> <p>Discovery of Human Remains. If human remains are encountered, work within 25 feet of the discovery shall be redirected, and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The Developer shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Recommendations for the proper treatment of the remains and associated grave goods consist primarily of notifying the MLD and involving the descendant community. Descendant community involvement will ensure that the cultural values of those who ascribe traditional or religious significance to human remains and associated grave goods are considered in the disposition of such remains and goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the Developer, the City, and the Northwest Information Center.</p>	The Construction Contractor	During grading and construction activities.	
<p>Standard Condition GEO-1:</p> <p>Geotechnical Requirements. All grading operations and construction activities shall be conducted in accordance with</p>	The Project Engineer/Construction Contractor	Prior to issuance of grading permit.	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>governing building codes and in conformance with the recommendations included in the <i>Geotechnical Investigation Report for the Seaside Senior Living Facility, City of Seaside, California</i> (December 2014). Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code and the City of Seaside Building Code. Prior to issuance of a grading permit, the City’s Building Official, or designee, shall review and approve final project design plans and the recommendations of the project geotechnical consultant as summarized in a final written report.</p>			
<p>Standard Condition GEO-2:</p> <p>Construction General Permit. Prior to issuance of a grading permit, the Construction Contractor shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, NPDES No. CAS000002) (Construction General Permit). The Construction Contractor shall provide the Waste Discharge Identification Number (WDID) to the City of Seaside Public Works Department to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. The construction BMPs identified in the SWPPP shall comply with the revegetation requirements outlined in the Zoning Ordinance (Title 17 of the Municipal Code).</p>	<p>The Construction Contractor</p>	<p>Prior to issuance of grading permit.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
Greenhouse Gas Emissions			
<p>Standard Conditions GHG-1:</p> <p>To the extent feasible and to the satisfaction of the City of Seaside, the Project Architect, Project Engineer, and Construction Contractor shall incorporate the following measures into the design and construction of the proposed project:</p> <ul style="list-style-type: none"> • Construction and Building Materials <ul style="list-style-type: none"> ○ Use locally produced and/or manufactured building materials for construction of the proposed project; ○ Recycle/reuse demolished construction materials; and ○ Use “Green Building Materials,” such as those materials that are resource-efficient, and recycled and manufactured in an environmentally friendly way, including low- volatile organic compounds (VOC) materials. • Energy Efficiency Measures <ul style="list-style-type: none"> ○ Design all proposed project buildings to exceed the California Building Code’s Title 24 energy standard, including, but not limited to, any combination of the following: <ul style="list-style-type: none"> ▪ Increase insulation such that heat transfer and thermal bridging are minimized; ▪ Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and ▪ Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment. ○ Provide a landscape and development plan for the proposed project that takes advantage of shade, prevailing winds, and drought-resistant landscaping. 	<p>The Project Architect/Project Engineer/Construction Contractor</p>	<p>During project design and construction.</p>	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<ul style="list-style-type: none"> ○ Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings. ○ Install energy-efficient heating and cooling systems, appliances and equipment, and control systems. ○ Install solar or light-emitting diodes (LEDs) for outdoor lighting. ● Water Conservation and Efficiency Measures <ul style="list-style-type: none"> ○ Devise a comprehensive water conservation strategy appropriate for the proposed project and location. The strategy may include the following, plus other innovative measures that might be appropriate: <ul style="list-style-type: none"> ▪ Create water-efficient landscapes within the development; ▪ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls; ▪ Use reclaimed water for landscape irrigation within the proposed project and install the infrastructure to deliver and use reclaimed water; ▪ Design buildings to be water-efficient and install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and waterless urinals; and ▪ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. ● Solid Waste Measures <ul style="list-style-type: none"> ○ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ○ Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. ○ Provide employee education about reducing waste and available recycling services. 			

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
Hydrology and Water Quality			
<p>Standard Condition WQ-1:</p> <p>Final Stormwater Control Plan. Prior to the issuance of a grading permit, the Project Engineer shall prepare a Final Stormwater Control Plan. The Final Stormwater Control Plan shall be prepared by a qualified hydrologist or Professional Engineer. The Final Stormwater Control Plan shall be prepared consistent with the post-construction requirements of the Monterey Regional Stormwater Management Program (MRSWMP), including the Stormwater Technical Guide for Low Impact Development and the Stormwater Control Plan Template. The Final Stormwater Control Plan shall specify Best Management Practices (BMPs) to be incorporated into the design of the proposed project. In addition, the Final Stormwater Control Plan shall demonstrate that the stormwater controls comply with the Fort Ord Reuse Authority requirement that 100 percent of the on-site storm water from a 24-hour 100-year storm event be infiltrated on the site. The Final Stormwater Control Plan shall include pre-project and post-project flow calculations to demonstrate that the rain gardens are designed to infiltrate 100 percent of the runoff from a 100-year storm. The Project Engineer shall provide the Final Stormwater Control Plan to the City of Seaside Public Works Department for review and approval.</p>	The Project Engineer	Prior to issuance of grading permit.	
Noise			
<p>Mitigation Measure NOI-1:</p> <p>Sound Barriers. Prior to the issuance of an approved grading plan, the City of Seaside (City) Building Official, or designee, shall confirm that the site plan for the proposed project includes the design and construction of the following sound walls:</p> <ul style="list-style-type: none"> • Patio P2: The Construction Contractor shall construct a sound wall around the perimeter of Patio P2 that shall be 	The Construction Contractor	Prior to issuance of grading permit.	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>attached to the proposed building on both ends. The total length of the sound wall shall be approximately 30 feet (ft). The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 pounds per square foot (lbs/ft²) (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass concrete masonry units (CMU)). The sound wall shall be at least 5 ft high as measured relative to the base elevation of the outdoor patio.</p> <ul style="list-style-type: none"> • Patio P3: The Construction Contractor shall construct an 8-inch thick wall, measuring 6 ft tall around the perimeter of Patio P3. The sound wall shall be at least 9 to 10 ft high and shall be at least 85 ft in length. • Patio P4: The Construction Contractor shall construct a sound wall that surrounds the perimeter of the patio that shall be attached to the proposed building on both ends. The total length of the wall shall be at least 40 ft. The sound wall shall be continuous from grade to top, with no cracks or gaps, and have a minimum surface density of 3 lbs/ft² (e.g., 1.0-inch thick marine-grade plywood, 0.5-inch laminated glass CMU). The sound wall shall be at least 5 ft high. 			
<p>Mitigation Measure NOI-2:</p> <p>Prior to the issuance of a grading permit, the City shall ensure that the Developer’s project plans include the design and construction of building treatments including the following:</p> <ul style="list-style-type: none"> • Co-Housing Building: The Construction Contractor shall install windows and doors with a minimum Sound Transmission Class (STC) rating of 30 with adequate forced-air mechanical ventilation in the residential units with direct line-of-sight to State Route 1 along the northern, eastern, and western sides of the Co-Housing Building. The Construction Contractor shall also install windows and doors with a minimum STC rating of 26 in all residential units proposed along the southern façade of 	The Construction Contractor	Prior to issuance of grading permit.	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>the Co-Housing building.</p> <ul style="list-style-type: none"> • Memory Care Facility: The Construction Contractor shall install windows and doors with a minimum STC rating of 30 in all exterior-facing units along the northern façade of the Memory Care Facility. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in units proposed along the eastern and western façades and windows and doors with minimum STC ratings of 26 in units proposed along the Monterey Road-facing units on the southern façade of the Memory Care Facility. • Assisted Living Building: The Construction Contractor shall install doors and windows with minimum STC ratings of 30 in all exterior-facing units along the northern façade of the Assisted Living Building. The Construction Contractor shall also install windows and doors with minimum STC ratings of 28 to 30 in all exterior-facing units along the eastern and western façades and windows and doors with a minimum 26 STC rating for units proposed along the southern façade of the Assisted Living Building. • All Buildings: All rooms/units shall include forced-air mechanical ventilation. 			
<p>Mitigation Measure NOI-3:</p> <p>Best Management Noise Reduction Practices. Prior to issuance of a grading permit, the Construction Contractor shall develop and implement a construction noise control plan that includes, but is not limited to, the following available Best Management Practices:</p> <ul style="list-style-type: none"> • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment when located within 200 ft of adjoining sensitive land uses. • All construction equipment must have appropriate sound-muffling devices, which shall be properly maintained and used at all times such equipment is in operation. 	The Construction Contractor	Prior to issuance of grading permit.	

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<ul style="list-style-type: none"> • The Construction Contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists. • Unnecessary idling of internal combustion engines shall be prohibited. • The Construction Contractor shall locate on-site equipment staging areas, material stockpiles, and construction parking areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during the construction period. • The Construction Contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • Ensure noise from construction workers, such as radios, is not audible at existing residences near the project site. <ul style="list-style-type: none"> • Neighbors located within a 300-foot radius to the construction site shall be notified of the construction schedule in writing. • Designate a project liaison that shall be responsible for responding to noise complaints during the construction phase. The name and phone number of the liaison shall be conspicuously posted at construction areas and on all advanced notifications. The liaison shall take steps to resolve complaints, including periodic noise monitoring, if necessary. Results of noise monitoring shall be presented at regular project meetings with the project contractor, and the liaison shall coordinate with the contractor to modify any construction activities generating excessive noise levels to the greatest extent feasible. • Require a reporting program that documents complaints received, actions taken to resolve problems, and effectiveness of these actions. • Hold a preconstruction meeting with the job inspectors and the general contractor/on- site project manager to confirm that noise controls and practices (including 			

Standard Condition/Mitigation Measure	Responsible Party	Timing	Verification Date
<p>construction hours, construction schedule, and noise coordinator) are being implemented.</p>			
Transportation/Traffic			
<p>Mitigation Measure TRA-1:</p> <p>Employee Shift Schedule of Operations. Prior to issuance of a Grading Permit, the Developer shall be required to submit an Employee Shift Schedule of Operations to the City of Seaside (City) Director of Public Works, or appropriate designee, for review and approval. The Employee Shift Schedule of Operations shall be as follows:</p> <ul style="list-style-type: none"> • Day Shift 1: 6:00 a.m. to 2:00 p.m., with no more than 37 employees • Day Shift 2: 9:00 a.m. to 6:00 p.m., with no more than 5 employees • Evening Shift: 2:00 p.m. to 10:00 p.m., with no more than 33 employees • Night Shift: 10:00 p.m. to 6:00 a.m., with no more than 12 employees <p>During project operations, the Developer shall submit quarterly reports to the City Planning Division documenting compliance with the Employee Shift Schedule of Operations.</p>	<p>The Developer</p>	<p>Prior to issuance of grading permit.</p>	
<p>Mitigation Measure TRA-2:</p> <p>Payment into the FORA Fee. Prior to issuance of a Grading Permit, the Developer shall be required to pay the Fort Ord Reuse Authority (FORA) Fee, which includes costs for the adopted Capital Improvement Program (CIP).</p>	<p>The Developer</p>	<p>Prior to issuance of grading permit.</p>	

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